POLICY AND PLAN REVIEW FOR THE IMPLEMENTATION OF TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA) IN MIAMI-DADE

SEPTEMBER 2025

Miami-Dade County Citizens' Independent Transportation Trust

Task 3

FEASIBILITY AND IMPLEMENTATION OF TMAS IN MIAMI-DADE COUNTY

DISCLAIMER

Miami-Dade County and the Citizens' Independent Transportation Trust (CITT) comply with the provisions of Title VI of the Civil Rights Act of 1964, which states: "*No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance*." It is also a policy of the CITT to comply with all the requirements of the Americans with Disabilities Act. People who require assistance because of their disabilities to participate in the programs, activities, or services of the CITT may contact Nya Lake at (305) 375-1326 or nlake@miamidade.gov.

Citizens' Independent Transportation Trust

1111 NW 1st Street, Suite 1661
Miami, Florida 33128

CITT Executive Director

Javier A. Betancourt

Chairperson

Robert Wolfarth

First Vice Chairperson

Mary Street, Esq.

Second Vice Chairperson

Honorable Peggy Bell

CITT Board Members

Omar K. Bradford, Esq.
Meg Daly
Qjuezari Harvey
Harry Hoffman
Kenneth Kilpatrick
David Marin
Miguel Murphy
Robert Ruano
Paul J. Schwiep, Esq.

Project Consultant

EXP U.S. Services, Inc.
201 Alhambra Circle, Suite 800
Coral Gables, FL, 33134

Document

Needs Assessment and Implementation of TMAs in Miami-Dade County

Date Submitted

May 23, 2025

Table of Contents:

List of Figures

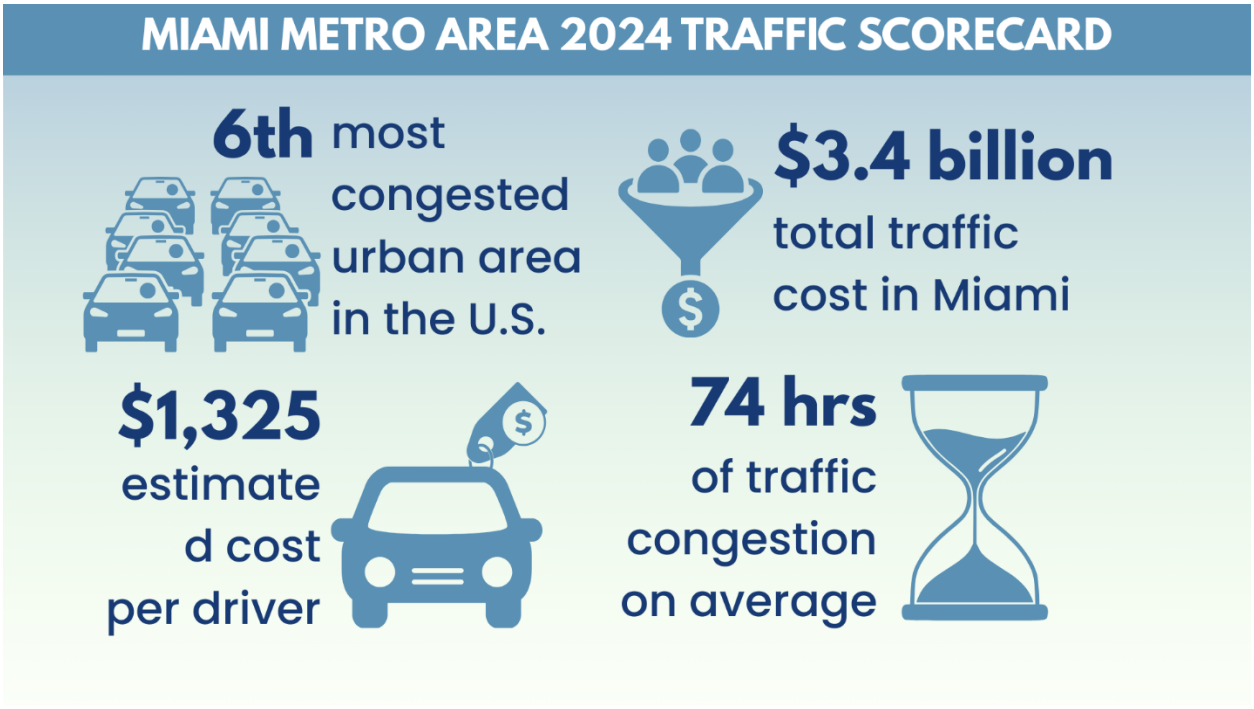
List of Tables

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 implementing Transportation Management Associations (TMAs). This initiative aligns with the broader goals of the People's Transportation Plan (PTP), a voter-approved program funded by a half-cent sales tax since 2002, aimed at improving transportation infrastructure and services countywide.

In 2024, the Miami metropolitan area, commonly known and South Florida, ranked as the 6th most congested urban area in the United States[1]. Drivers in the region lost an average of 74 hours to traffic congestion, an increase of 6% compared to the previous year. This congestion resulted in an estimated cost of $1,325 per driver and a total cost of $3.4 billion for the region[2]. Additionally, in 2022, South Florida experienced a significant surge in traffic congestion, with a 30% increase from 2021. This escalation positioned South Florida as the 8th most congested region globally, with drivers losing an average of 105 hours in traffic that year[3]. The persistent congestion in the region underscores the ongoing challenges the city faces in managing traffic flow and the associated economic impacts. These metrics are summarized in **Figure 1- 1**.

Figure 1- 1: Miami Metro Area's Traffic Scorecard (2024)



Source: INRIX Global Traffic Scorecard

As the nation's 7th most populous county, Miami-Dade County must adopt a flexible yet supportive approach to TMAs—one that fosters the growth of multiple entities connected to the communities they serve. A strong model for this approach can be found by examining other densely populated

[1] Global Traffic Scorecard 2024 | INRIX Global Traffic Rankings
[2] Miami FL's Scorecard Report
[3] Global Traffic Scorecard 2022 | INRIX Global Traffic Rankings

regions in the United States where TMAs have been successfully implemented. This is outlined in the **Policy and Plan Review for the Implementation of TMAs in Miami-Dade County Report**, which highlights successful examples from Florida, California, Idaho, Illinois, Pennsylvania, Washington, and Massachusetts, and outlines the steps necessary to establish effective TMAs within Miami-Dade County. A summary table is included in **Appendix A**.

1.1 Report Objective

While major capital projects aimed at improving access can take a decade or more to complete, TMAs can deliver measurable impacts in the near-term. When implemented successfully, they can enhance affordability, productivity and quality of life, making an area more attractive to workers, employers, visitors, and residents alike.

Figure 1- 2: Conditions that lead to TMAs' formation

TMAs also offer a customer-centric approach to delivering a range of coordinated services that enhance connectivity, improve transportation system efficiency, and boost transit ridership. They are especially prevalent in areas with high economic activity, where strong growth often places pressure on transportation networks. TMAs help alleviate this strain through effective public-private collaboration. As illustrated in **Figure 1- 2**, TMAs are most viable in areas that demonstrate a clear need—such as rising frustration with congestion—alongside strong interest from community leaders and sufficient funding to support organizational development.

This document aims to comprehensively address the transportation needs of congested communities within Miami-Dade County by establishing effective TMAs. It includes a thorough Needs Assessment to identify key service areas, major employment centers, residential zones, and transit corridors, as well as determining potential user groups. The document outlines various organizational structures for TMAs—such as public-private partnerships, nonprofit entities, and member-based associations—and evaluates sustainable funding sources including grants, employer contributions, and membership fees. Additionally, it proposes a high-level operational framework detailing essential TMA services like first- and last-mile shuttles, carpooling programs, bike sharing systems, and micro-transit options. Finally, it identifies specific zones where TMAs would be most beneficial, highlighting local partnerships to ensure the success and long-term sustainability of each TMA.

2. Advancing TMAs in Miami-Dade County

Successful TMA establishment depends on dedicated partnership between a diverse array of public and private entities. Such partnerships are rare outside of areas where conditions demand heightened collaboration to address mutual challenge. Therefore, identifying areas in Miami-Dade County that are well-suited for TMA development in the near to medium term requires a thoughtful analysis of multiple factors, including areas of high congestion, the availability of quality travel options, and the interest from local partners with a strong commitment to achieving successful outcomes within a specific geography. Combining these factors is both an art and science.

2.1 Framework

Designing a framework for identifying suitable geographics to establish TMAs requires a thorough assessment of several key criteria. First, areas with significant transportation challenges or gaps in mobility services must be identified. Understanding the target population is crucial to ensure that the TMA will serve communities that will benefit most from enhanced transportation options. Viable mobility options, such as shuttles, bike sharing programs, or rideshare matching, must be evaluated to determine the feasibility of implementation. Additionally, dedicated local sponsors and partners are essential for the success of TMAs, providing critical funding, support, and collaboration to sustain operations.

This subsection offers a detailed overview of each principle and assumption that factors into assessing the geographic zones for TMA development.

2.1.1 Hyperlocal Approach

Embracing a hyperlocal approach is essential when identifying potential areas for establishing TMAs. This approach aligns with 54% of TMAs across the country, as discussed in the **Operational Framework, Funding Sources, and Potential Models for TMAs in Miami-Dade County Report**. The need for "*hyperlocality*" is especially important in South Florida, where South Florida Commuter Services (SFCS), a seven-county regional organization, provides specific services benefiting from multi-county economies of scale.

The hyperlocal approach focuses on developing locally connected entities that address the unique transportation needs of specific geographic areas. These entities maintain strong local relationships and possess a deep understanding of their customer base, including employers and key institutions. This enables TMAs to focus on the distinct needs of their regions, offering tailored services to tackle local transportation challenges, promoting sustainable mobility options, and fostering community engagement.

This approach complements the large-scale operations of regional organizations like SFCS. While regional organizations benefit from economies of scale and can provide broad services across multiple counties, hyperlocal TMAs focus on addressing the specific needs and preferences of individuals communities. They foster strong local partnerships, enable targeted interventions, and create a more personalized and responsive mobility management framework. Overall, this approach is a key principle for establishing successful TMAs, ensuring that they effectively complement regional services and address mobility needs at both the macro and micro levels.

2.1.2 Areas of High Need

The principle of identifying areas of high need is crucial when establishing TMA geographic zones. Community frustration with congestion often drives the collaboration necessary for a successful TMA. High-congestion areas typically face significant transportation challenges, including traffic delays, increased emissions, and reduced quality of life for residents. By providing targeted solutions, TMAs can address these mobility issues, improve access, and reduce congestion.

In Miami-Dade County, the importance of this principle is particularly evident. The county faces substantial congestion, especially in densely populated urban areas and key transportation corridors. Establishing TMAs in these high-need areas can facilitate collaboration among local stakeholders, including government agencies, businesses, and community organizations. This collaboration is essential for developing and implementing effective transportation strategies that alleviate congestion and enhance mobility.

Moreover, targeting areas of high need ensures that TMAs can make a significant impact by focusing efforts on regions with unresolved congestion issues. This allows TMAs to deliver tangible benefits, such as improved public transit services, enhanced infrastructure, and better traffic management. These improvements not only address immediate transportation challenges but also contribute to long-term sustainability and economic growth.

2.1.3 Meaningful Target Population

Engaging meaningful target populations is a crucial principle of establishing TMA geographic zones. TMAs aim to serve connected and addressable populations, such as large employers, chambers of commerce, industry associations, or other defined communities. Unlike mass marketing, which transit agencies or other service providers can handle, TMAs focus on tailored approaches that meet the specific needs of these populations.

In Miami-Dade County, this principle is especially relevant due to the diverse and densely populated nature of urban areas. By targeting and engaging key populations, TMAs can create customized transportation solutions that address local challenges. Large employers, industry associations, and chambers of commerce are vital to the county's economic and social fabric. Engaging these entities helps TMAs leverage existing networks, foster collaboration and ensure that transportation initiatives are well-supported and impactful.

TMA zones should have clearly defined and sufficiently large populations, allowing for efficient tailored approaches. By focusing on specific community needs, TMAs can design programs that resonate with the local population, leading to higher participation and better outcomes. For example, a TMA could partner with a major employer to implement a rideshare program or collaborate with a chamber of commerce to promote sustainable transportation options among local businesses.

By targeting meaningful populations, TMAs in Miami-Dade County can maximize their impact. This not only improves the effectiveness of transportation initiatives but strengthens community relationships ensuring the long-term success and sustainability of the TMA.

2.1.4 Viable Transportation Options

Understanding viable transportation options is fundamental when establishing geographic areas for TMAs. TMAs help communities make better use of efficient and affordable transportation

alternatives, which require availability of high-quality or anticipated services. Viable transportation options are essential for TMAs to promote sustainable mobility and address local transportation challenges.

In Miami-Dade County, this principle is especially important due to the area's dense population and significant transportation issues, including congestion, limited public transit coverage, and high dependence on personal vehicles. Establishing TMAs in areas with viable transportation options allows these organizations to leverage existing services and infrastructure to improve mobility. For example, TMAs can promote public transit, rideshare programs, bike sharing services, and other sustainable transportation alternatives that are currently available or planned.

Viable transportation options are the foundation for effective transportation management strategies. They enable TMAs to create programs that reduce congestion, lower emissions, and improve community health. Without these services, TMAs would struggle to meet their goals and deliver meaningful benefits to the community. An exception to this principle occurs when a TMA is created to pool resources and develop new transportation services where none currently exists. In these cases, the TMAs purpose must be clearly defined and adequately resourced to ensure successful implementation. This approach can be particularly valuable in underserved areas, allowing TMAs to create new mobility solutions tailored to local needs.

In Miami-Dade County, however, focusing on areas with existing or planned transportation services remains the more strategic path. It ensures that TMAs can effectively support current sustainable mobility initiatives, address pressing transportation challenges, and deliver meaningful benefits to the community.

2.1.5 Dedicated Local Sponsors and Partners

The successful implementation of a TMA relies heavily on strong local partners and sponsors. TMAs thrive through trusted relationships with employers and key community stakeholders. chambers of commerce, Downtown Associations, Downtown Development Authorities (DDAs), major landlords and prominent employers are typically sponsors of TMA formation. These entities provide relationships, credibility and community insight for TMAs to effectively fulfill their mission.

In Miami-Dade County, the role of dedicated local sponsors and partners is particularly critical. Until TMAs are more common in the region, launching one without a clear and committed local sponsor is unlikely to succeed. Local sponsors provide essential support, including funding, resources, and strategic guidance. They help establish the TMA's credibility and foster community engagement, ensuring that the TMA can effectively address local transportation challenges. When sponsor or partner organizations are involved in establishing a TMA, the TMA's boundaries typically align with those of the sponsor, at least initially. This alignment allows the TMA to leverage the sponsor's existing relationships and infrastructure, facilitating smoother operations and greater impact. TMAs also often share administrative resources with their parent or sponsor organizations —such as accounting, human resources, and office space—enhancing operational efficiency and reducing overhead costs.

RECOMMENDATION

Prioritizing hyperlocal areas based on high need, availability of current or future transportation alternatives, and sufficiently sized, coherently addressable populations is essential. Identifying local leadership organizations that may be interested in partnering on TMA creation is a critical next step.

Future engagement with these communities of interest will help deepen the understanding of which areas are most ripe for TMA establishment. Successfully launching TMAs in these initial geographies will build momentum, increasing interest in other areas and easing the path for establishing additional TMAs over time.

2.2 Framework for Proposed TMA Boundaries

The framework for proposed TMA boundaries is designed to support initial analysis by incorporating several key factors. These factors include:

- Municipal boundaries,
- BID and DDA boundaries,
- Census track boundaries,
- Roadway limits,
- Industry intensity,
- Alignment of similar conditions (i.e., roadways, presence of transit, census tracts), and
- Presence of potential sponsor organizations.

For each proposed TMA zone, specific areas of impact have been defined to enable thorough analysis of the populations, industries, and commuting patterns affected by the TMA. These bounded areas also facilitate the comparison of TMA zones throughout Miami-Dade County. In some cases, a TMA zone may have multiple proposed impact areas for stakeholder consideration.

Below is a summary of the key factors used in establishing areas of impact for new TMAs.

2.2.1 Municipal Boundaries

Reviewing municipal boundaries is a critical aspect of the framework for developing proposed TMA boundaries. Municipal boundaries define the jurisdictional limits within which local governments operate, and these limits can significantly influence both the effectiveness and complexity of TMA operations. When TMAs cross municipal boundaries, the coordinating transportation initiatives can become more challenging due to the need to align policies, resources, and objectives across multiple jurisdictions. However, crossing boundaries can also present opportunities to address shared conditions across neighboring areas.

For example, the corridor encompassing Coral Gables, South Miami, Coconut Grove, and the University of Miami – Main Campus shares common features such as the Metrorail system, The Underline, and similar workforce industries. A TMA that unites these jurisdictions could leverage these commonalities to focus resources and efforts, enhancing the overall effectiveness of transportation management.

Conversely, creating separate TMAs for each municipality may be preferred if key partners desire distinct activities and do not see value in collaboration. While separate TMAs might be smaller and potentially less aligned, they could better tailor services to specific needs and preferences of each community. Ultimately, the decision to cross municipal boundaries or establish separate TMAs should be guided by the corridor's conditions, the stakeholders' preferences, and the intended purpose of the TMA. This consideration ensures that the proposed TMA boundaries are both practical and effective in addressing local transportation management needs.

2.2.2 BID/DDA Boundaries

Reviewing Business Improvement Districts (BID) and DDA boundaries is an essential component in the framework for developing proposed TMA boundaries. BIDs and DDAs often serve as key supporters and founding partners of TMAs, playing a pivotal role in their establishment and operation. TMAs, like BIDs and DDAs, marshal resources on behalf of the community to address common challenges that would otherwise remain unresolved without a unified, coordinated approach.

The synergy between TMAs, BIDs, and DDAs is particularly valuable, as these organizations have strong experience managing business relationships within their areas of impact. By aligning TMA boundaries with BID and DDA boundaries, significant efficiencies can be achieved in addressing the challenges faced by local businesses. Partnering TMAs with BID and DDA teams operating in the same geographic areas fosters collaboration, enhances resource-sharing, and strengthens the overall effectiveness of transportation management strategies.

This collaboration enables a unified and synergistic approach to transportation management by leveraging expertise and established networks of BIDs and DDAs. Aligning TMA boundaries with those of BIDs and DDAs ensures that efforts are concentrated within a common geographic area, resulting in more cohesive and impactful solutions to transportation challenges, while delivering greater benefits to all stakeholders involved.

2.2.3 Roadway Limits

Roadway limits and locations are instrumental in defining the proposed boundaries for TMAs due to their direct impact on traffic flow and connectivity. Examining the extent and positioning of major roadways can help identify critical transportation corridors that experience high traffic volumes and congestion. These corridors often serve as the backbone of regional mobility, making them essential components of TMAs. Roadway limits, such as the endpoints of highways or major arterial roads, can delineate natural boundaries for TMAs, ensuring that the most congested and strategically important areas are included. Additionally, the presence of physical barriers like rivers, mountains, or large infrastructure projects (e.g., airports or industrial zones) can further refine these boundaries, creating logical and manageable areas for focused transportation planning and management.

The location of roadways also provides valuable insights into the spatial distribution of economic activities, residential areas, and public facilities. By mapping these locations, planners can identify regions with significant transportation demands, such as commercial districts, densely populated neighborhoods, and areas with high concentrations of schools, hospitals, and other essential services. Including these areas within the TMA boundaries ensures that transportation improvements are targeted where they are most needed, enhancing overall accessibility and mobility. Furthermore, analyzing roadway locations helps identify connectivity gaps and opportunities for integrating multimodal transportation options, such as public transit, cycling, and pedestrian pathways.

2.2.4 Census Tract Boundaries

Census tract boundaries are invaluable in determining the proposed boundaries for TMAs due to the detailed demographic and socioeconomic data they provide. Census tracts are designed to encompass relatively homogenous populations, making them ideal for identifying areas with specific transportation needs. Analyzing data from census tracts can pinpoint regions with high

population densities, diverse socioeconomic characteristics, and varying levels of access to transportation infrastructure. This information helps in defining TMA boundaries that include areas requiring targeted transportation improvements, ensuring that the most critical needs are addressed. Additionally, census tract boundaries can highlight disparities in transportation access, allowing for the creation of TMAs to promote mobility solutions for all residents.

Moreover, census tract boundaries help in identifying areas with significant growth potential or existing infrastructure challenges. The incorporation of these areas within TMA boundaries can help prioritize investments in transportation infrastructure that support sustainable development and enhance connectivity. Detailed data from census tracts also aids in identifying low-income communities and areas with limited access to public transit, cycling, and pedestrian pathways. This comprehensive approach ensures that TMAs are designed to promote accessible and efficient transportation networks, improving mobility and quality of life for residents within the designated areas. Furthermore, census tract boundaries can be used to align transportation planning with other regional planning efforts, such as land use and economic development, creating a cohesive strategy for regional growth and sustainability.

2.2.5 Industry Intensity (by Type)

Understanding industry intensity by type is an important component in developing proposed TMA boundaries. Transportation challenges can vary significantly across different industries, requiring tailored solutions to meet each sector's unique needs. For example, restaurant workers often commute during regular transit hours, but finish shifts after services have diminished or stopped. Heavy industry employees typically work in low-density areas, which may require different transportation solutions compared to high-density urban environments.

Healthcare workers frequently work 12-hour shifts, demanding reliable transportation options that accommodate extended hours. Port workers often begin their shifts in the early mornings, before public transit service operates, requiring specialized transportation arrangements. Hospitality workers, who often earn similar wages across employers, find transit affordability a major enticement. Conversely, finance professionals, with higher incomes, are typically considered "*choice riders*" who prefer premium transportation options.

Uniting employers within the same industry under a common TMA, particularly when they are geographically collocated, can create operational efficiencies and enhance the TMAs' technical capacity to address shared challenges. This approach supports a more focused and effective transportation management strategy tailored to specific industry needs. While TMAs should rarely be designed solely around a single industry within a broad geography, adjacent neighborhoods with a high concentration of the same industry should generally be grouped within the same TMA whenever practical. This inclusion promotes a cohesive, industry-aligned transportation strategy, unless jurisdictional boundaries make such integration impractical.

2.2.6 Alignment of Similar Conditions

Evaluating the alignment of similar conditions is an important aspect of TMA boundary development. Similar conditions, such as transit availability, operating zones for on-demand services, land use types, and urban centers. can create significant efficiencies when managed within the same TMA. In addition, other factors such as roadway limits and census tracts have also been examined to determine the location of proposed TMAs. Aligning these areas ensures cohesive transportation management strategies that effectively address local needs.

Transit availability examples include grouping commuter rail stations, busway stops, and areas with similar land uses under a unified TMA and impact boundaries. These elements share transportation characteristics and challenges, making it advantageous to manage them together. This approach allows TMAs to concentrate resources, tailor solutions to the area's specific conditions, and improve overall mobility management. However, it is also pertinent to use census tracts boundaries and roadway limits to identify population characteristics and travel patterns.

Incorporating areas with similar transit availability within a TMA enables streamlined operations, better coordination of services, and more efficient resource use. Aligning on-demand service zones similarly enhances service delivery and reduces operational complexity. Additionally, accounting for similar land use types—such as dense urban centers versus suburban areas—ensures that transportation strategies are appropriately targeted. By grouping areas with shared conditions, TMAs can develop more effective, customized solutions that maximize their impact.

2.2.7 Corresponding Prospective Sponsor Organization Area of Interest

Reviewing the interest of prospective sponsor organizations is a crucial part of developing proposed TMA boundaries. Much like DDAs and BIDs boundaries, the geographic interest of potential sponsors can significantly influence the creation and success of TMAs. Sponsor organizations—such as chambers of commerce, landlords, or major employers—often have specific operational or business goals tied to defined areas.

Business locations can be analyzed and mapped within each proposed TMA zone to ensure alignment with key areas of interest. For example, a chamber of commerce may focus on transportation improvements within its membership area, while a mall or industrial park—where a landlord or employer is a founding TMA partner—may prioritize mobility enhancements for tenants or employees.

This strategic alignment allows for more effective resource allocation, stronger partnerships, and greater support for TMA initiatives. By integrating geographic interests into planning, TMAs can leverage stakeholder expertise and funding to address transportation challenges more effectively. This approach ensures that TMAs are not only geographically coherent but also strategically positioned to meet the priorities of key stakeholders, leading to more impactful and sustainable transportation management outcomes.

3 Needs Assessment

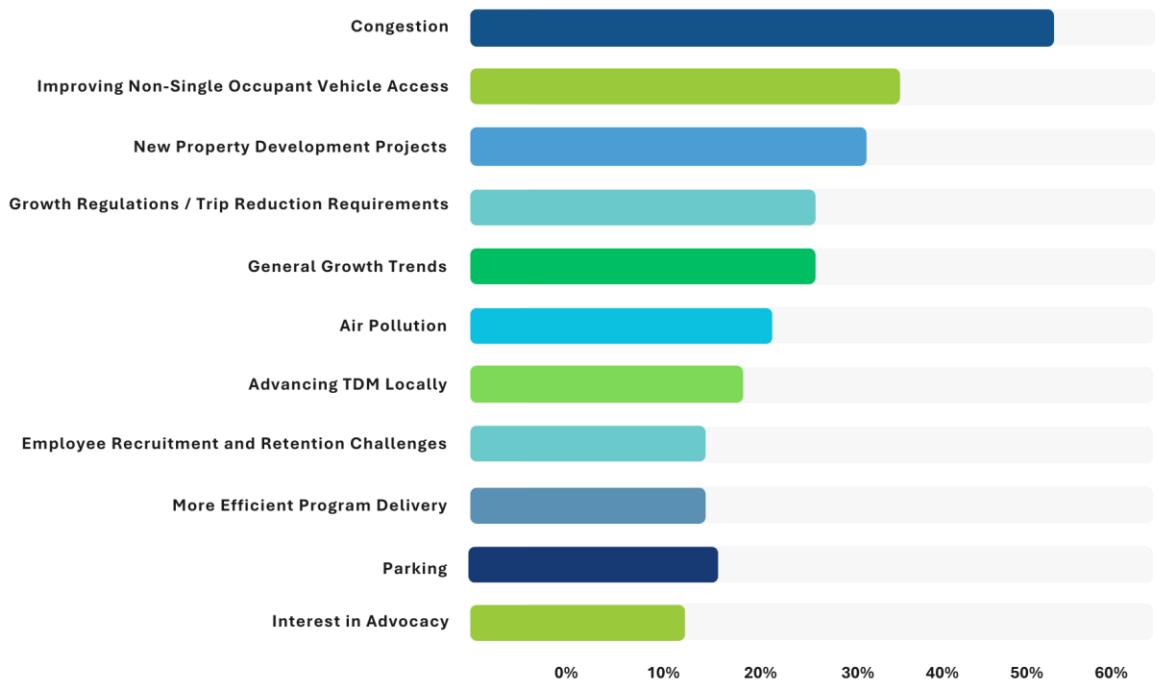
A Needs Assessment is a crucial first step in the establishment of TMAs within Miami-Dade County and ensures that the TMA model is tailored to address the specific mobility and commuter challenges faced by the community. This bottom-up approach evaluates various factors across the county to identify the geographies where TMAs would be most effective. By understanding the unique needs of different areas, the strategy enables the targeted placement of TMAs to maximize community benefits. The analysis includes major employment centers, residential areas, and transit corridors to ensure TMAs address areas of highest demand.

Additionally, the Needs Assessment helps identify potential partners who are interested in supporting TMA initiatives and explores sustainable funding sources to ensure long-term viability. This section accomplishes all of this by first defining target markets for TMAs and then detailing the results of a Countywide Needs Assessment for Miami-Dade County.

3.1 Target Market for TMAs

To maximize the impact of TMAs, it is essential to identify the ideal target markets where they can have the greatest effect. The Association for Commuter Transportation (ACT) 2019 TMA Survey highlighted several factors that drive the formation of TMAs, such as high congestion levels, rising parking costs, and the presence of industries with high propensity for transit use, as shown in **Figure 3- 1**. These factors are key to identifying and targeting the right markets for TMAs.

Figure 3- 1: Top Issues Prompting TMA Formation



Source: ACT 2019 TMA Survey

Table 3- 1 outlines key market differentiators used to analyze data and identify optimal locations for TMAs. By focusing on these characteristics, TMAs can be strategically placed where they will have the greatest impact. For example, high or rising congestion levels indicate a strong need for alternative transportation solutions. Similarly, targeting areas with median or below-median incomes and high parking costs can help alleviate financial burdens on commuters.

Workforce and residential trends also play a critical role in defining target markets. An influx of new workers, residents, and relocated employers increases the likelihood of adoption of new transportation solutions. Additionally, areas with strong transit options, recent improvements, and well-developed bicycle infrastructure are ideal candidates for TMA implementation.

Engaged stakeholders, including employers and civic organizations, are essential to the success of TMAs. Their financial and operational support strengthens transportation alternatives and enhances program effectiveness. Likewise, prioritizing medium- to high-density areas ensures that TMAs reach a significant number of commuters, maximizing their impact[4].

This section provides a targeted overview of priority user groups and locations, serving as a foundation for the Countywide Needs Assessment detailed in **Section 3.2**. By applying these criteria, TMAs can be positioned to address Miami-Dade County's most urgent transportation and environmental challenges. The upcoming assessment will further examine these needs, identifying specific zones where TMAs can provide the greatest benefit, ensuring effective resource allocation and long-term success.

As mobility demands continue to evolve, TMAs must remain adaptable, integrating emerging transportation technologies and policy innovations to enhance accessibility and sustainability. Future planning should explore options such as shared mobility services, dynamic ride-sharing platforms, and improved first- and last-mile solutions to expand commuter choices. Strengthening partnerships with local governments, transit agencies, and private sector stakeholders will be crucial in advancing these initiatives and ensuring TMAs fulfill their role as key components of a modern, equitable transportation network.

[4] Interview with source, Jonathan Hopkins, Chair of ACT TMA/TMO Council – March 2025

Table 3- 1: Target Market Differentiators

Characteristic	Target Market Descriptors	Outside Target Market
Congestion	High or increasing congestion	Low or unchanging congestion levels
Workforce Income and Costs of Driving	Median income or below median income workforce	High income workforce only
	When driving is slower than other modes, add high income workforce	
	Presence of industries with high transit propensity (healthcare, government, education, hospitality)	
	Elevated parking or driving costs	
Workforce and Residential Dynamics	New workers	Workforce without viable carpool, vanpool or transit alternatives, even with TMA support
	New residents	
	Relocated employers	
Transit and Other Mobility Services	High quality transit options (trains, BRT, frequent bus service)	Limited alternatives to driving
	Mobility deserts plus stakeholder interest in TMA-operated solution	
	New transit improvements	Buses only hourly
	Nearby safe bike infrastructure	No safe pedestrian or biking routes
Stakeholder Characteristics	Engaged employers	Disengaged partners
	Interested civic organizations such as chambers, DDAs, business alliances, developers, co-located tenants	
	Parties willing to contribute funds	
	Local interest in improving transportation alternatives	
Density	Medium to high density commercial, residential, and amenities	Low-density areas
	High density of shift workers arriving at a common time, including ports, airports, or industrial areas	
	Some business park	
	Areas with high density of urban amenities	

3.2 Countywide Assessment for TMA Planning

A Countywide Assessment for TMAs was performed to evaluate the creation of boundaries or zones where strategic factors were established. The evaluation criteria consist of the following:

- **Square Mileage:** Calculated using ArcGIS.
- **Population:** The daytime population is calculated utilizing ArcGIS Business Analyst retrieved from the US. Census Bureau – 2024 Daytime population.
- **Workforce Population:** The workforce population is calculated based upon the boundaries shown via the US Census on the Map tool[5] combined and calculated with employment data using ArcGIS Business Analyst tool.
- **Transit Proportional Propensity Index:** This index serves as a proxy for measuring the likelihood of commuters in each zone opting for non-car transportation options, using workforce dynamics as the key determinant. Rather than assessing total transit ridership, it evaluates the relative likelihood that an individual commuter within a zone will use transit, based on the industry composition of the local workforce. By accounting for workforce trends, this index helps identify zones where transit adoption is most probable, supporting more targeted and effective transportation planning. This index is a weighted average of the following, multiplied by 1000:
    - The percent of Miami-Dade population that uses transit, broken down by industry, as reported in the 2017 American Community Survey data for Miami-Dade County[6] (the most recent data available).
    - The percentage of workforce in each zone by industry, based on data from the US Census One the Map tool.
- **Transit Volume Index.** This index represents the relative volume of potential transit riders or non-car users, providing insight into areas with higher demand for alternative transportation options. Rather than measuring raw ridership potential, it establishes a relational comparison between zones based on population size and transit propensity. For instance, if Zone A and Zone B have equal ridership propensities, but Zone A has a larger population, then Zone A will score higher on the index. Conversely, if Zone A has a slightly larger population but has lower ridership propensity than Zone B, then Zone B will receive a higher score, reflecting the higher likelihood of adoption of transit. This approach ensures that transit planning prioritizes areas where alternative transportation solutions will have the greatest impact, improving accessibility and resource allocation. The index is a factor of:
    - The Transit Proportional Propensity Index
    - Total workforce in the zone, according to the U.S. Census on the Map.
- **Transit Volume Index per Square Mile:** While the Transit Volume Index provides a comparative measure of likely transit ridership by industry, it primarily reflects intensity. Higher index values indicate a high concentration of potential transit riders within a compact area, which may enhance the efficiency and effectiveness of TMA operations.
- **Transit Service Index:** Each zone's transit score is calculated by evaluating both the quantity and quality of transit services available. Higher point values are assigned to high-capacity

[5] US Census Bureau OnTheMap – Retrieved in April 2025
[6] US Census Bureau, American Community Survey, 2017—Retrieved in April 2025

and frequent transit options, ensuring zones with stronger networks receive appropriate prioritization. Tri-Rail and Metrorail earn 10 points each, reflecting their role in regional connectivity, while Bus Rapid Transit (BRT) lines receive 7 points for their efficient service. Metromover and frequent bus routes, operating with 10-minute or shorter headways, are valued at 5 points, while City Trolley lines contribute 3 points. On-demand services like MetroConnect, Freebee, and Circuit receive 1 point each, accounting for their flexible but lower-capacity service.

Additionally, planned SMART Plan investments strengthen a zone's transit potential, with each project adding 5 points to the score. This approach ensures future infrastructure improvements are reflected in assessments, guiding resource allocation and mobility planning. By combining service availability with quality measures, this scoring system effectively identifies zones best positioned to support enhanced transit initiatives, helping shape long-term transportation strategies.

- **Socioeconomic Characteristics:** This metric evaluates a variety of socioeconomic data points, including the proportion of employees earning less than $40,000 per year[7], median household income, household vehicle ownership, general population, as well as senior population. This comparison tool helps identify income disparities, guiding efforts to improve economic equity and workforce support initiatives. However, it is important to note that not all employees in this category belong to single-person households.
- **No. Businesses:** Transit and businesses are closely linked, especially in Miami-Dade County where public transportation plays a key role in economic activity. Efficient transit systems help businesses by making it easier for employees and customers to travel, reducing traffic congestion, and supporting local commerce. The number of businesses per TMA Zone was extracted from ArcGIS Business Analyst and Transit Analysis – ESRI.

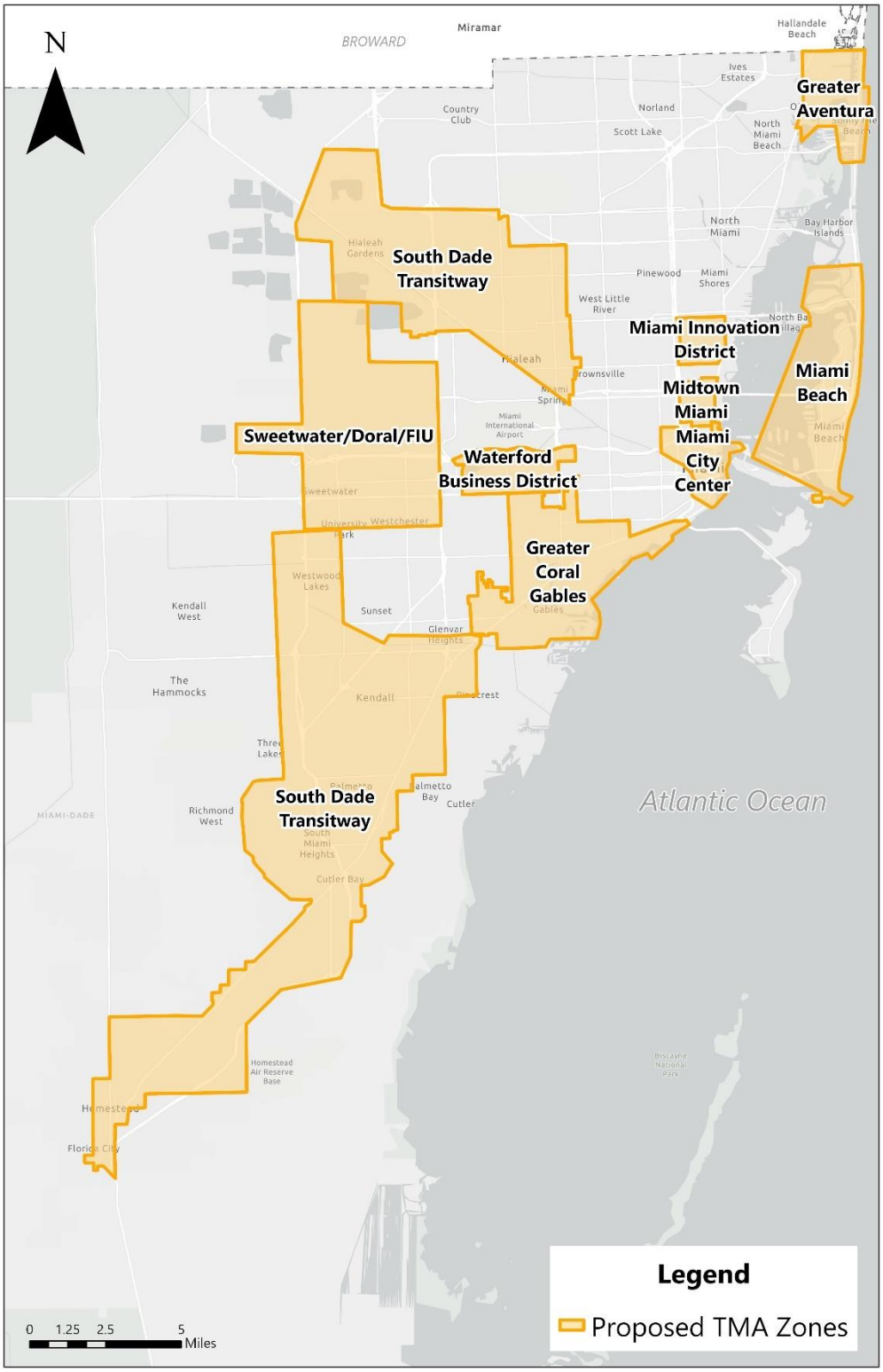
Overall, census tracts within the County were evaluated based on these factors, in addition to roadway boundaries, neighborhood districts, and Downtown Development areas. A Smart Map Search Analysis was also conducted using ArcGIS Business Analyst, where different variables and ranges were set to define areas that could potentially be impacted as TMAs. As a result, **ten (10) potential TMA Zones have been identified**, and these will be further detailed in **Section 4** of this document. The key details of the analysis for the identified potential TMA Zones are summarized in **Table 3- 2** and illustrated in **Figure 3- 2** below**.**

[7] Income Limits, Miami-Dade County – Retrieved May 2025

Table 3- 2: Potential TMA Zones Identified

#	TMA Zone	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index Per Sq Mile	Transit Service Index	No. of Business
1	Miami City Center	3.3	75,305	190,599	46.5	8871	2688	78	714
2	Sweetwater/Doral/FIU	28.0	158,610	134,524	41.9	5387	192	22	826
3	Greater Coral Gables	17.0	86,601	109,235	42.0	4648	273	32	779
4	South Dade Transitway	69.1	299,758	109,936	40.7	3709	54	44	988
5	Greater Hialeah	32.7	215,103	90,156	39.6	3536	108	32	526
6	Miami Beach	15.2	71,796	53,910	53.7	2896	191	25	527
7	Greater Aventura	5.8	54,796	29,660	47.6	1506	259	18	300
8	Waterford Business District	4.4	40,457	26,972	39.5	1095	248	10	166
9	Midtown Miami	1.4	13,279	15,689	48.1	731	522	15	213
10	Miami Innovation District	2.0	15,349	6,462	42.0	305	153	11	73

Figure 3- 2: Potential TMA Zones Identified



4 Proposed TMA Zones and Boundary Options

Based on the framework and needs assessment outlined previously, **ten (10) potential TMA zones have been identified for further analysis**. For each proposed geography, one or more boundary options are highlighted to facilitate evaluation. This process helps assess TMA zones and specific TMA boundary alternatives for their potential interest and impact. Further review of the data, in collaboration with community members and partners within each proposed zone, can lead to additional refinement of concepts, boundary adjustments, deeper community insights, and update assessments of each zone's opportunity and viability.

4.1 Proposed TMA Zones and Boundary Options

The ten (10) geographic areas identified for further evaluation have been refined to establish proposed boundary options for each option. These options incorporate several critical factors, including areas of high need, target populations, transportation options, local parties of interest and sponsors, and geographic constraints. The proposed boundaries are intended to guide discussions with local stakeholders, ensuring that TMAs can effectively address transportation challenges and community needs. It is important to note that these boundaries are preliminary and may be adjusted based on stakeholder feedback, the list of engaged partners, and the proposed mission scope.

This section highlights each of the options within the ten geographies and elaborates to identify a proposed recommendation for each of the ten TMA geographies. Each zone has been carefully analyzed to summarize all potential TMA boundaries within the area, identify a recommended TMA boundary, and highlight essential criteria for establishing TMAs. These criteria include relevant founding partners to consider, possible purpose statements, key destinations and volume, workforce by industry, key supported workforce, and income levels. Each of these factors will be discussed in further detail below to provide a comprehensive understanding of the strategic considerations necessary for successful TMA implementation in these regions.

It should be noted that the recommendations for the TMA boundaries are based on data collected prior to engagement with local community stakeholders. This engagement will help ascertain interest from key stakeholders and identify additional community dynamics, which may alter the ultimate recommendation for the initial TMA boundary within each of the geographic zones.

4.1.1 Miami City Center

Miami City Center options offer a tremendous opportunity to bring key partners to the public-private table to increase access to the region's largest economic hub and greatest center of multimodal transportation alternatives. Already well-utilized, the system has additional capacity to reduce demand on overstretched and congested roadways. Increased affordable access to jobs in this area benefits all stakeholders and powers the region's economic prospects.

Five (5) distinct boundary options have been identified for the establishment of a TMA in Downtown Miami, as shown in **Figure 4- 1** through **Figure 4- 5**, and summarized **Table 4- 1**. Each option differs in square mileage, daytime and workforce population, Transit Proportional Propensity Index, Transit Volume Index, and Transit Service Index, reflecting the varied transportation needs and challenges across Downtown Miami. The options are summarized below.

Table 4- 1: Summary of TMA Options for Miami City Center

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Service Index	No. of Business
1a: Consolidated Downtown and Civic Center	3.157	69,956	181,998	46.558	8761	78	749
1b: Consolidated Downtown (Amended) And Civic Center	3.325	75,305	190,599	46.541	8871	78	714
1c: Downtown Miami (DDA)	2.119	59,521	169,473	47.105	7802	72	690
1d: Downtown Miami (DDA Amended)	2.425	68,068	169,473	47.101	7990	72	738
1e: Civic Center TMA (Health District)	0.625	5,491	17,366	40.534	677	31	16

4.1.1.1 Option 1a: Consolidated Downtown and Civic Center

This option combines Downtown Miami's core with the adjacent Civic Center area, forming a larger TMA that spans approximately 3.157 square miles. The proposed boundary incorporates the Metrorail and Metromover alignment, stretching from Santa Clara Station on the north end to Financial District Station on the south end. It encompasses key mobility hubs, including the Brightline/Tri-Rail MiamiCentral Station, and covers major districts such as the Health District, Civic Center, Overtown, Government Center, Downtown Miami, and Brickell**.**

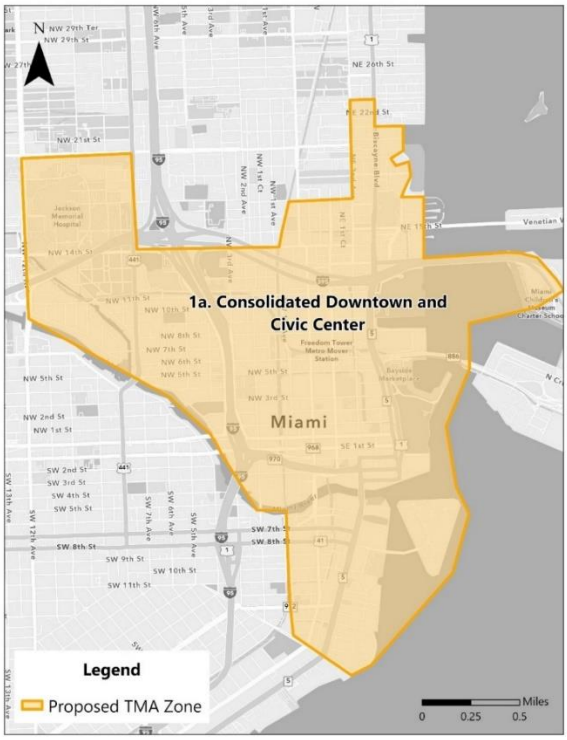
Boundary Limits Summary

- **North Boundary:** Begins at NW 20 Street and NW 12 Avenue, near Jackson Memorial Hospital in the Health District, just south of Metrorail's Santa Clara Station. It extends east to NW 7 Avenue, then runs south on NW 7 Avenue to the south side of the 836/Dolphin Expressway and I-395,

encompassing the I-95/I-395 interchange via SW 14 Street. From there, it reaches NW 1 Avenue and continues north to NW 17 Street, then proceeds east via NW 17 Street and turns north onto NE 2 Avenue. The boundary continues via NE 2 Avenue, reaching NE 23 Street and extending east to US-1 (Biscayne Boulevard), capturing the southern portion of the Edgewater neighborhood to the north.

- **East Boundary:** Continues south via Biscayne Blvd on NE 23 Street to NE 21 Street to follow the Biscayne Bay shoreline, covering Edgewater, Omni, and the western portion of Watson Island that extends to the Miami Children's Museum, then back to shore at Kaseya Center and Miami WorldCenter, from there the boundary encompasses Bayside Market Place, Bayfront Park, Brickell Key and ending southeast in Brickell on SE 15 Road and Brickell Bay Drive.

Figure 4- 1: Option 1a - Consolidated Downtown and Civic Center



- **West Boundary:** Includes NW North River Drive and the I-95 corridor, the Civic Center/Health District. The Health District in Miami features a concentration of medical, research, and academic institutions, surrounded by supporting office, commercial, and limited residential land uses. Spring Garden, on the western end, features primarily low-density residential land uses with some historic homes, and Overtown features a mix of land uses including residential, commercial, institutional, and cultural spaces, with ongoing redevelopment bringing in mixed-use projects and affordable housing near transit corridors. Brickell and Downtown Miami are high-density urban cores characterized by a mix of commercial, residential, institutional, and retail land uses, anchored by major office towers, luxury high-rises, and regional transit hubs.

- **South Boundary:** Moves south via NW 12 Avenue and NW 20 Street, then follows the Miami River and North River Drive to SW 1 Avenue. Continuing south via SW 1 Avenue to SW 15th Road and Brickell Bay Drive ending at the edge of Biscayne Bay, encompassing Brickell, the Financial District, and Brickell Key on the south edge.

The proposed boundary supports a workforce population of 181,998 and a daytime population of 69,956, highlighting its significant commuter presence. The area benefits from a high Transit Proportional Propensity Index of 46.558, a Transit Volume Index of 8,761, and a strong Transit Service Index of 78, demonstrating its robust accessibility and service coverage. These metrics reinforce the strategic importance of the boundary, ensuring efficient connectivity, commuter flow, and access to key transit networks.

Major employers in this area include:

- City of Miami Government,
- Miami-Dade County Government,
- Publix Super Markets,
- Royal Caribbean Cruises Ltd.,
- City of Miami Government,
- Miami Dade County Courts,
- Greenberg Traurig Law Firm,
- Akerman LLP,
- Florida Blue Miami Center, and the
- Kaseya Center.

4.1.1.2 Option 1b: Consolidated Downtown (Amended) and Civic Center

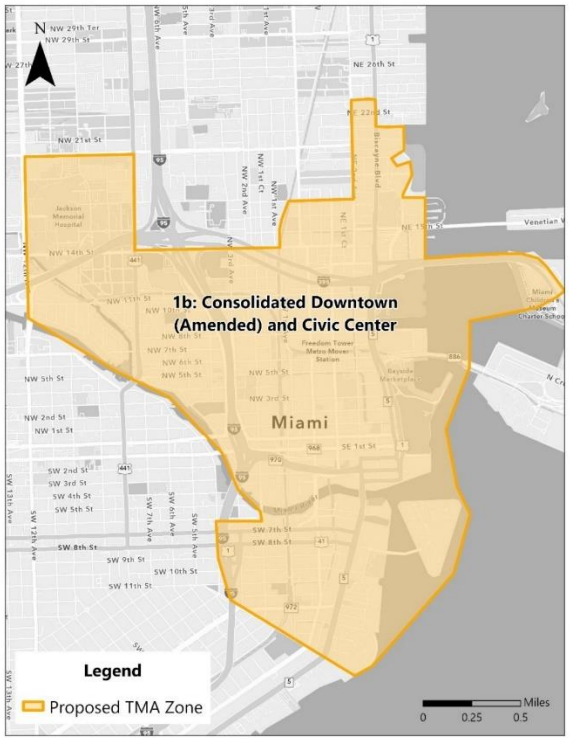
This option expands on Option 1a by slightly extending the boundaries to encompass additional sections of Downtown Miami, increasing its total coverage to 3.325 square miles with a daytime population of 75,305 and a workforce population of 190,599. This broader reach enhances accessibility for a larger commuting base and strengthens the TMA's ability to serve key business districts and residential areas. The Transit Proportional Propensity Index of 46.541, combined with a Transit Volume Index of 8,871 and a Transit Service Index of 78, underscores the area's strong transit infrastructure and commuter demand, making this expansion a logical step in improving transportation management.

By incorporating more of the Downtown area, this approach expands multimodal connectivity, ensuring that transit services reach a more extensive network of employees, residents, and visitors. Strengthening the TMA's footprint increases opportunities for public-private partnerships, enhances coordination between stakeholders, and supports long-term urban mobility improvements. This strategic expansion aims to optimize transportation efficiency while fostering a more connected, accessible, and sustainable transit network throughout Downtown Miami.

Boundary Limits Summary

- **North Boundary:** Sharing the same northern edge as Option 1a Consolidated Downtown Civic Center, begins at NW 20 Street and NW 12 Avenue, near Jackson Memorial Hospital in the Health District, just south of Metrorail's Santa Clara Station. It extends east to NW 7 Avenue, then runs south on NW 7 Avenue to the south side of the 836/Dolphin Expressway and I-395, encompassing the I-95/I-395 interchange via SW 14 Street. From there, it reaches NW 1 Avenue and continues north to NW 17 Street, then proceeds east via NW 17 Street and turns north onto NE 2 Avenue. The boundary continues via NE 2 Avenue, reaching NE 23 Street and extending east to US-1 (Biscayne Boulevard), capturing the southern portion of the Edgewater neighborhood to the north.
- **East Boundary:** Continues south via Biscayne Blvd on NE 23 Street to NE 21 Street to follow the Biscayne Bay shoreline, covering Edgewater, Omni, and the western portion of Watson Island that extends to the Miami Children's Museum, then back to shore at Kaseya Center and Miami Worldcenter, from there the boundary encompasses Bayside Market Place, Bayfront Park, Brickell Key and ending southeast in Brickell on SE 15 Road and Brickell Bay Drive.
- **South Boundary:** Extends south along NW 12 Avenue and NW 20 Street, following the Miami River to SW 2 Street, then runs west of the I-95 corridor on SW 4 Avenue, covering additional Downtown residential housing.

Figure 4- 2: Option 1b - Consolidated Downtown (Amended) and Civic Center



From there, it moves south via SW 3 Avenue to SW 15 Road and Brickell Bay Drive, tracing Biscayne Bay and encompassing Brickell, the Financial District, and Brickell Key.

- **West Boundary:** Includes NW North River Drive and the I-95 corridor, the Civic Center/Health District. The Health District in Miami features a concentration of medical, research, and academic institutions, surrounded by supporting office, commercial, and limited residential land uses. Spring Garden, on the western end, features primarily low-density residential land uses with some historic homes, and Overtown features a mix of land uses including residential, commercial, institutional, and cultural spaces, with ongoing redevelopment bringing in mixed-use projects and affordable housing near transit corridors. Brickell and Downtown Miami are high-density urban cores characterized by a mix of commercial, residential, institutional, and retail land uses, anchored by major office towers, luxury high-rises, and regional transit hubs.

The western edge ends at Brickell, known for its high-density mix of commercial office towers, luxury residential high-rises, retail centers, hotels, and transit-oriented development, making it one of Miami's primary financial and urban living districts.

Major employers in this area include:

- City of Miami Government,
- Miami-Dade County Government,
- Publix Super Markets,
- Royal Caribbean Cruises Ltd.,
- City of Miami Government,
- Miami-Dade County Courts, Greenberg Traurig Law Firm,
- Akerman LLP,
- Florida Blue Miami Center, and the
- Kaseya Center.

4.1.1.3 Option 1c: Downtown Miami (DDA)

This option focuses exclusively on the geographic area defined by the Miami DDA, covering approximately 2.4 square miles. With a workforce population of 169,473 and a daytime population of 68,068, this boundary concentrates efforts within the core of Downtown Miami, ensuring that mobility improvements directly address the area's unique transit dynamics. By maintaining a targeted approach, this model optimizes resources to serve a densely employed, transit-oriented population, facilitating more accessible, efficient, and sustainable transportation solutions.

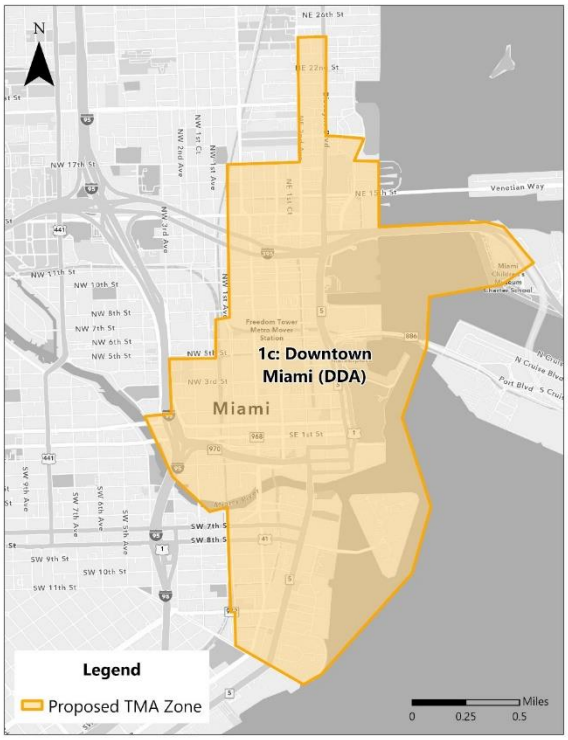
The area benefits from a strong existing transit network, as reflected by a Transit Proportional Propensity Index of 47.105, a Transit Volume Index of 7,802, and a Transit Service Index of 72. These metrics indicate that a significant portion of the workforce relies on public transportation, making transit enhancements particularly impactful for daily commuting patterns. Strengthening transit infrastructure within this defined boundary can increase ridership, reduce congestion, and promote multimodal connectivity, further reinforcing the city's broader transportation goals.

By focusing on a compact, high-demand zone, this option allows for strategic partnerships, leveraging resources from local businesses, municipal programs, and transportation agencies. The defined boundary ensures alignment with stakeholder priorities, supporting initiatives that enhance accessibility, mobility equity, and commuter experience. Through collaborative investment and data-driven planning, this model creates a resilient, efficient, and future-ready transit framework for Downtown Miami.

Boundary Limits Summary

- **North Boundary:** Begins at the corner of Dorsey Park near the Florida East Coast (FEC) railway on NW 17 Street, continuing east along NW 17 Street to NE 2 Avenue. From there, it extends north via NE 2 Avenue to NE 23 Street, then continues east to terminate at U.S. 1/Biscayne Boulevard, encompassing a portion of the Midtown neighborhood.
- **East Boundary:** Extends along U.S. 1/Biscayne Boulevard to just south of Margaret Pace Park at NE 4 Avenue and NE 23 Street, encompassing the Omni and Downtown Miami neighborhoods. From there, it extends east toward Biscayne Bay, including the western portion of Watson Island near the Miami Children's Museum along the MacArthur Causeway. Returning to the mainland, the eastern boundary follows the waterfront through Bayfront Park and Bayside Marketplace, covering the Central Business District, the Financial District, and Brickell Key, before terminating in Brickell at SE 15 Road and Brickell Bay Drive.

Figure 4- 3: Option 1c - Downtown Miami (DDA



- **South Boundary:** Continues along the corner of Dorsey Park, following the eastern edge of the FEC railway tracks, just east of NW 1 Avenue, and encompasses the Town Square area. It then moves south via the railway alignment, including Wilkie D. Ferguson Jr. Station, Brightline Miami Station, Government Center, and Miami WorldCenter. Upon reaching NW 1 Avenue, the boundary shifts west along NW 5 Street to the edge of I-95. From there, it travels south on I-95, then extends west via Flagler Street to North River Drive and the western edge of the Miami River. It follows the path of the river southeast to SW 1 Avenue, then continues south via SW 1 Avenue to SW 15 Road, ending at Brickell Bay Drive.

- **West Boundary:** The western edge begins along Town Square and traverses the boundaries mentioned in the south boundary description. The western edge covers Government Center featuring a concentration of civic and institutional land uses, including courthouses, administrative buildings, transit facilities, and supporting commercial and office spaces, making it a key hub for government services and public transportation. It also covers Downtown Miami's Central Business District and Brickell is known for its dense cluster of luxury residential towers, high-end hotels, upscale retail, and its role as Miami's financial district, housing the headquarters of major banks, international businesses, and law firms.

Major employers in this area include:

- Miami Dade College – Wolfson Campus,
- Miami-Dade County Government,
- Publix Super Markets,
- Royal Caribbean Cruises Ltd.,
- City of Miami Government Offices,
- Miami Dade County Courts,
- Greenberg Traurig Law Firm,
- Akerman LLP,
- Florida Blue Miami Center,
- and Kaseya Center.

4.1.1.4 Option 1d: Downtown Miami (DDA Amended)

This option expands on the DDA-focused boundary in Option 1c, increasing its geographic coverage while maintaining a targeted focus on Downtown Miami's transit-dependent areas. The revised boundary spans 2.425 square miles, accommodating a daytime population of 68,068 and a workforce population of 169,473. By modestly extending this TMA's reach, this approach aims to enhance transportation management effectiveness while preserving a concentrated focus on core transit-supportive zones. The expansion allows for greater accessibility while ensuring mobility strategies remain aligned with stakeholder priorities.

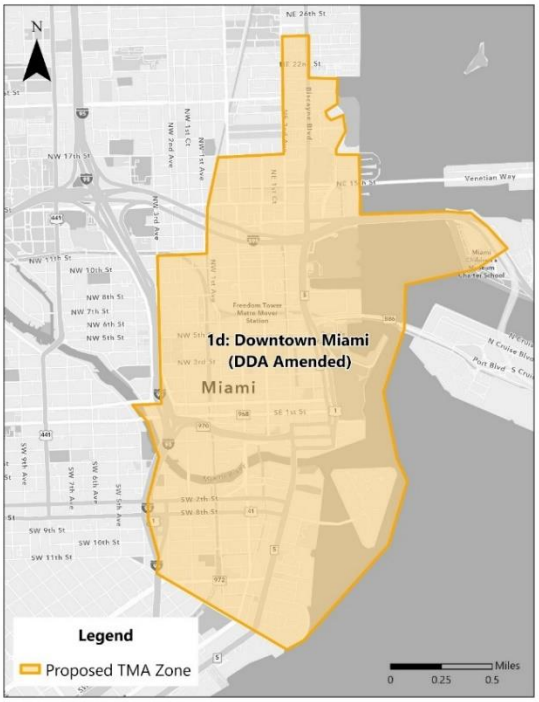
Key transit metrics reinforce the area's strong reliance on public transportation, with a Transit Proportional Propensity Index of 47.101, a Transit Volume Index of 7,990, and a Transit Service Index of 72. These figures highlight the importance of maintaining efficient transit service while integrating new mobility solutions to accommodate growth. By extending the boundary, the model can better support commuter needs, improving connections to high-density employment centers, residential developments, and key transit hubs. The refined scope ensures effective service coordination, optimizing the TMA's role in regional transit planning. Additionally, this expansion presents opportunities for enhanced collaboration between public agencies and private stakeholders, fostering greater investment in transportation infrastructure. By considering additional portions of Downtown Miami, this model strengthens community engagement, promoting a more resilient and accessible transit network. The larger footprint supports long-term sustainability, ensuring that the TMA remains adaptable to evolving mobility demands while continuing to serve the area's high-volume transit users.

Boundary Limits Summary

- **North Boundary:** Sharing the same northern edge as Option 1c, the edge of this boundary begins at the corner of Dorsey Park near the FEC railway on NW 17 Street, continuing east along NW 17 Street to NE 2 Avenue. From there, it extends north via NE 2 Avenue to NE 23 Street, then continues east to terminate at US 1/Biscayne Boulevard, encompassing a portion of the Midtown neighborhood.

- **East Boundary:** Extends along US 1/Biscayne Boulevard to just south of Margaret Pace Park at NE 4 Avenue and NE 23 Street, encompassing the Omni and Downtown Miami neighborhoods. From there, it extends east toward Biscayne Bay, including the western portion of Watson Island near the Miami Children's Museum along the MacArthur Causeway. Returning to the mainland, the eastern boundary follows the waterfront through Bayfront Park and Bayside Marketplace, covering the Central Business District, the Financial District, and Brickell Key, before terminating in Brickell at SE 15th Road and Brickell Bay Drive
- **South Boundary:** Continues along the corner of Dorsey Park, following the eastern edge of the FEC railway tracks, just east of NW 1 Avenue, and encompasses the Town Square area. It then moves south via the railway alignment, including Wilkie D. Ferguson Jr. Metromover Station, MiamiCentral, Government Center, and Miami Worldcenter. Upon reaching NW 1 Avenue, the boundary shifts west along NW 5 Street to the edge of I-95. From there, it travels south on I-95, then extends west via NW 11 Street to NW 3 Avenue, encompassing the western edge of Overtown. The boundary then goes south via NW 3 Avenue along I-95 to W Flagler Street. Shifting to the west via Flagler Steet, the boundary crosses the Miami River to the west where the boundary continues to the west side of I-95 to SW 3 Avenue and SW 13 Street. The boundary continues along SW 3 Avenue to the intersection of SW 13 Street, merging with SW 15th Road where the boundary continues southeast towards Biscayne Bay at Brickell Bay Drive.
- **West Boundary:** Encompasses Town Square and a portion of Overtown west of the FEC Railway, covering more residential areas near Historic Overtown/Lyric Theatre Metrorail Station and extending further west toward the east side of I-95 than Option 1c. It also includes additional commercial and residential properties west of SW 1 Avenue, capturing parts of West Brickell, the edge of Little Havana, and residential high-rises along SW 2 Avenue.

Figure 4- 4: Option 1d - Downtown Miami (DDA Amended)



Major employers in this area include:

- Miami Dade College – Wolfson Campus,
- Federal Reserve Bank of Atlanta - Miami Branch,
- City of Miami Government Offices,
- Miami Dade County Courthouse,
- Greenberg Traurig Law Firm,
- Akerman LLP,
- Baptist Health Urgent Care Brickell, and
- U.S. District Court Southern District of Florida.

4.1.1.5 Option 1e: Civic Center TMA (Health District)

This option focuses on the Civic Center/Health District, a distinct area with specialized transportation needs. Covering a compact 0.625 square miles, it serves a daytime population of 5,491 and a workforce population of 17,366 and a daytime population of 5,491, ensuring mobility solutions are tailored to healthcare workers and other medical district employees. Given the area's unique commuter patterns, this TMA is designed to support shift-based transit requirements, prioritizing efficiency and accessibility for a workforce with non-traditional schedules.

While it has a lower Transit Proportional Propensity Index of 40.534 and a Transit Volume Index of 677, its Transit Service Index of 31 reflects the specialized and limited-service environment characteristic of the health district. These figures highlight the need for customized transit strategies, ensuring reliable, flexible transportation options that accommodate the sector's unique demands.

By concentrating resources within the Civic Center/Health District, this option enhances connectivity for medical professionals, improves access to healthcare facilities for patients, and strengthens transportation infrastructure to support essential services. This targeted model promotes efficient workforce mobility, making it a practical solution for the healthcare sector.

Boundary Limits Summary

Figure 4- 5: Option 1e - Civic Center TA (Health District)

- **North Boundary:** Begins at the intersection of NW 17 Avenue and NW 20 Street, encompassing residential neighborhoods, the Metrorail alignment south of Santa Clara Station, the Veterans Association of Miami, the Civic Center, and the Health District. It then extends east via NW 20 Street to NW 7 Avenue/US 441.
- **East Boundary:** Follows NW 20 Street and NW 7 Avenue/US 441, covering the eastern edge of Miami Dade College – Medical Campus, then continues south on NW 7 Avenue/US 441 to Metrorail's Culmer Station at NW 7 Avenue and NW 11 Street.
- **South Boundary:** Extends south along NW 17 Avenue and NW 14 Terrace, traveling east via NW 14 Terrace to NW 16 Avenue. It then continues south along NW 16 Avenue to NW 14 Street. The boundary then continues east along NW 14 Street to NW 12 Avenue continuing south to NW 11 Street. The south boundary continues east via NW 11 Street to Culmer station on NW 11 Avenue and NW 7 Avenue.

- **West Boundary:** Starts at NW 20 Street and NW 17 Avenue, continues south on NW 17 Avenue to NW 14 Terrace. This TMA boundary focuses on the Health District /Civic Center and the surrounding neighborhoods north of River Landings Shops and Residences.

Major employers in this area include:

- Jackson Memorial Hospital,
- University of Miami Miller School of Medicine,
- Miami VA Medical Center,
- UHealth Tower,
- Bascom Palmer Eye Institute,
- Miami Dade College – Medical Campus,
- Florida Department of Health – Miami-Dade County,
- Lindsey Hopkins Technical Education Center,
- Sylvester Comprehensive Cancer Center, and
- Holtz Children's Hospital.

4.1.1.6 Analysis and Recommendations

Miami City Center options offer a tremendous opportunity to bring key partners to the public-private table to increase access to the region's largest economic hub and greatest center of multimodal transportation alternatives. Already well-utilized, the system has additional capacity to reduce demand on overstretched and congested roadways. Increased affordable access to jobs in this area benefits all stakeholders and powers the region's economic prospects.

Founding Partners to Consider

Establishing a TMA within the Miami City Center area requires the collaboration of founding partners who can bring together a united understanding that public-private collaboration through a TMA will improve access, affordability, alternatives to congestion, economic potential, transportation service offerings, and overall, to quality of life. Founding partners typically consist of two to five entities that come together with a shared vision. At least one founding partner may become a host or sponsor of the TMA, offering shared office space and, in some cases, shared administrative services. Additionally, someone affiliated with the host founding partner may serve as the president or chair of the TMA's board. This foundational support is crucial for the successful establishment and operation of the TMA.

Potential founding partners for the Miami City Center TMA include the Miami DDA, the Greater Miami Chamber of Commerce, Partnership for Miami, and Friends of the Underline. The Miami DDA, as a key player in the development and enhancement of Downtown Miami, can provide valuable insights and resources to support the TMA, ensuring alignment with broader urban development goals and facilitating access to critical infrastructure. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the area, bridging the gap between public and private sectors and fostering collaboration and support from local businesses. Partnership for Miami focuses on improving the economic and social landscape of Miami, bringing a strategic perspective on how the TMA can contribute to the city's overall growth and development. Lastly, Friends of the Underline, advocates for the transformative urban trail and park project, can offer expertise in enhancing pedestrian and cycling connectivity, which is crucial for a successful TMA.

Other potential partners include Miami-Dade Transit, the City of Miami, Beacon Council, Miami Brickell Chamber of Commerce, Brickell Community Chamber, major property owners and developers, Port of Miami, Brickell City Centre, Bayside, Florida State Courts and Federal Courts (as employer), Miami-Dade County Governmental Center (as employer), Miami-Dade College, the

Greater Miami and the Beaches Hotel Association, University of Miami Medical System, Jackson Memorial Hospital, Miami VA Hospital, the Southeast Overtown/Park West CRA, and the Omni CRA. These entities can provide diverse perspectives and resources, ensuring that the TMA addresses the transportation needs of various stakeholders and enhances connectivity across the Miami City Center area.

Possible Purpose Statement

The purpose of the Miami City Center TMA is to enhance transportation system efficiency, increase transit ridership, and improve affordable access to jobs in Downtown Miami and the Civic Center area. This initiative is undertaken in partnership with the Miami DDA, Greater Miami Chamber of Commerce, Partnership for Miami, local hospitals, Miami-Dade County Governmental Center, Miami-Dade College, Brickell City Centre, area developers, and other key stakeholders. The TMA focuses on education, incentives, and connections to existing high-quality transportation services, and may assist with the oversight of first- and last-mile transportation systems. This purpose statement highlights specific areas of focus, such as improving transportation efficiency, increasing transit ridership, and enhancing access to jobs. This ensures that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in Downtown Miami and the Civic Center area. By emphasizing education and incentives, the purpose statement also underscores the importance of informing and motivating the community to utilize existing transportation services. This can lead to increased adoption of transit options and more efficient use of transportation infrastructure, particularly in the densely populated and economically significant areas of Downtown Miami.

Key Destinations and Volume

Foot traffic information within this proposed TMA underscores the importance of engaging Miami-Dade College, major hospitals, and the potential to benefit Bayside Marketplace and Brickell City Center. These locations are crucial for the TMA, especially if its mission includes increasing tourist and visitor access to these facilities without being impeded by traffic congestion. A summary of all key destinations within the recommended boundaries of the Miami City Center TMA are highlighted in **Table 4- 2**. These key destinations and their respective traffic volumes highlight the importance of engaging these institutions and attractions as potential partners for the TMA.

Table 4- 2: Key Destinations and Volumes within the Miami City Center TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
Miami-Dade County Courthouse[8]	500	1,000	1,500
Miami-Dade Government Center[1]	1,000	2,000	3,000
City of Miami Police Department[9]	300	200	500
Miami-Dade Children's Courthouse[1]	200	400	600
Wilkie D. Ferguson Jr. U.S. Courthouse[10]	300	200	500
C. Clyde Atkins U.S. Courthouse[11]	250	150	400
James Lawrence King Federal Justice Building[12]	200	100	300
Colleges and Universities			
Miami Dade College – Wolfson Campus[13]	800	5,000	5,800
Miami Dade College – Medical Campus[14]	600	3,000	3,600
University of Miami – Miller School of Medicine[15]	1,200	4,000	5,200
Hospital Facilities			
Jackson Memorial Hospital[16]	6,000	5,000	11,000
UHealth Tower (University of Miami Hospital)[17]	2,000	1,500	3,500
Miami VA Medical Center[18]	1,500	1,000	2,500
Major Attractions			
Bayside Marketplace[19]	500	10,000	10,500
Brickell City Centre[20]	3,500	12,000	15,500

[8] Miami-Dade County, Human Resources Department Staffing Summary, 2023
[9] City of Miami, FY2023 Departmental Budget Reports
[10] U.S. General Services Administration, Facility Profile – Wilkie D. Ferguson Jr. U.S. Courthouse, 2022
[11] U.S. Courts Administrative Office, Facility Listing – C. Clyde Atkins Courthouse, 2022
[12] U.S. District Court for the Southern District of Florida – Facility Overview, 2023
[13] Miami Dade College, Wolfson Campus Institutional Research Report, 2022
[14] Miami Dade College, Medical Campus Enrollment & Staffing Report, 2022
[15] University of Miami, Miller School of Medicine Common Data Set, 2023
[16] Jackson Health System Annual Report, 2023
[17] UHealth Tower (University of Miami Hospital) Facility Overview, 2023
[18] Miami VA Healthcare System Annual Performance Report, 2022
[19] Greater Miami Convention & Visitors Bureau, Annual Visitor Volume Report, 2023
[20] Swire Properties, Brickell City Centre Tenant & Visitor Activity Report, 2023

Workforce by Industry

The workforce industry composition within the proposed TMA district reveals significant insights into the willingness of different sectors to use less congesting transportation options, serving as a proxy for transit usage propensity. As detailed in **Table 4- 3**, high-propensity transit users are predominantly found in the Education sector, which constitutes 24% of the workforce in the district. Public Administration follows closely, making up 20% of the workforce, while Accommodation and Food Services account for 6%. Health Care and Social Assistance represent 16% of the workforce, exhibiting average transit usage relative to other industries in Miami-Dade County. The quality of public transit options in the TMA under consideration significantly impacts these metrics, highlighting the importance of tailored transportation solutions to meet the needs of these high-quality propensity factors.

Table 4- 3: Workforce by Industry for Miami City Center

Industry	% Use of Public Transit, by Industry, Miami-Dade County[21]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[22]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.1%
Construction	1.5%	VERY LOW	0.4%
Manufacturing	2.3%	LOW	0.3%
Wholesale Trade	2.7%	LOW	1.6%
Retail Trade	4.6%	AVERAGE	2.4%
Transportation and Warehousing	4.7%	AVERAGE	1.2%
Information	4.1%	AVERAGE	1.4%
Finance and Insurance	2.6%	LOW	6.5%
Real Estate and Rental and Leasing	2.6%	LOW	1.3%
Professional, Scientific, and Technical Services	2.5%	LOW	10.2%
Management of Companies and Enterprises	1.7%	VERY LOW	0.3%
Administrative and Support, Waste Management, and Remediation Services	6.4%	HIGH	4.3%
Educational Services	5.2%	HIGH	24.4%
Health Care and Social Assistance	3.9%	AVERAGE	16.3%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	1.1%
Accommodation and Food Services	6.6%	HIGH	6.1%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	1.9%
Public Administration	5.2%	HIGH	20.2%

[21] U.S. Census, 2017 American Community Survey, Miami-Dade County
[22] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of a TMA in Downtown Miami would support a diverse range of workforces, each with unique transportation needs and challenges. The key workforces that would benefit from the TMA include:

- **Office Workers:** Miami City center is home to numerous office buildings and corporate headquarters. Office workers require reliable and efficient transportation options to commute to and from work, often during peak hours. The TMA would help reduce congestion and improve transit services, making daily commutes smoother and more predictable.
- **Hospitality:** The hospitality industry, including hotels, restaurants, and entertainment venues, is a significant part of Miami City Center. Hospitality workers often have varied shift schedules, including late nights and early mornings. The TMA would provide tailored transportation solutions to accommodate these irregular hours, ensuring that hospitality staff can travel safely and efficiently.
- **Retail:** Retail establishments in Miami City Center attract both employees and shoppers. Retail workers need dependable transportation options to reach their workplaces, while shoppers benefit from improved access to retail areas. The TMA would enhance transit services, making it easier for both employees and customers to navigate the city center.
- **Government:** Miami City Center houses several government buildings, including courthouses and administrative offices. Government employees and visitors require reliable transportation to access these facilities. The TMA would streamline transit routes and reduce congestion, facilitating smoother travel for government-related activities.
- **Education:** Educational institutions such as Miami-Dade College and the University of Miami's Miller School of Medicine are in Miami City Center. Students, faculty, and staff need efficient transportation options to commute to campus. The TMA would improve transit services, ensuring that educational communities can travel conveniently and safely.
- **Medical Staff and Patients:** Major hospitals and medical centers, including Jackson Memorial Hospital and UHealth Tower, are key destinations in Miami City Center. Medical staff and patients require reliable transportation to access healthcare facilities. The TMA would enhance transit services, making it easier for everyone to reach their destinations without delays.
- **Construction Workers:** Ongoing development projects in Miami City Center involve a significant number of construction workers. These workers often travel to jobsites early in the morning and leave late in the evening. The TMA would provide transportation solutions that cater to the needs of construction workers, ensuring they can commute efficiently.
- **Tourists and Cruise Passengers:** Miami City Center is a popular destination for tourists and cruise passengers. These visitors need convenient transportation options to explore the city and access key attractions such as Bayside Marketplace and Brickell City Center. The TMA would improve transit services, enhancing the overall visitor experience and reducing traffic congestion.

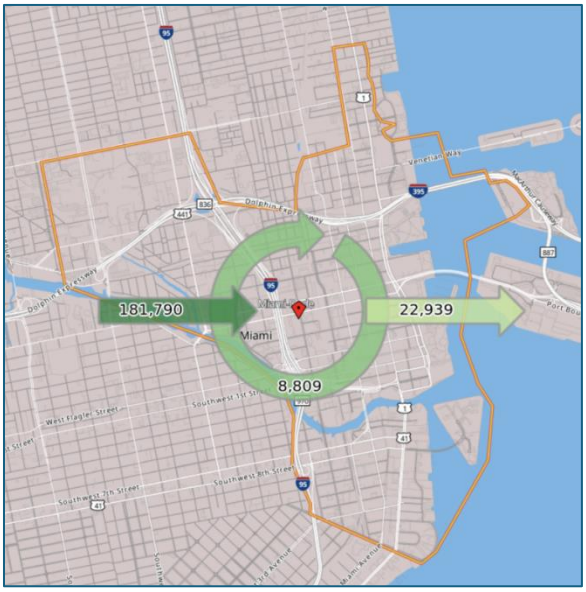
Commute by Home Geography

The recommended Miami City Center TMA aims to address significant commute-related challenges by analyzing commute volume, related communities, and distance and direction of commutes. These data visualization tools provide crucial insights into areas of congestion and the volume of impact that the TMA can support.

- **Commute Volume:** The proposed TMA consists of over 190,000 workers, with only 4.6% residing within the district. The remaining 182,000 commute into the district daily, contributing to substantial congestion. Understanding this volume is essential for developing strategies to alleviate traffic and improve transportation efficiency as seen in **Figure 4- 6**.

- **Related Communities:** The City of Miami accounts for 16% of the workforce, with Miami Gardens, Hialeah, Miramar, and Pembroke Pines also ranking among the top 10 contributing cities. These patterns generate significant traffic on major corridors, including the Florida's Turnpike, I-95, I-195, and SR 836/Dolphin Expressway. To the south, Coral Gables, Kendall, and Homestead further shape the workforce composition of the proposed TMA, presenting an opportunity to boost usage of the new South Dade Transitway investment and Metrorail's green and orange lines. Increased adoption of these transit alternatives could help ease congestion on US-1 while supporting a more efficient and accessible transportation network across Miami-Dade, as highlighted in **Figure 4- 7**.

Figure 4- 6: Commute by Home Geography Miami City Center



- **Distance and Direction:** A significant portion of the workforce, approximately 65%, commutes over 10 miles, with the largest share coming from the north of the proposed TMA, as illustrated in **Figure 4- 8**. This indicates a strong potential for incentivizing commuter rail as an access tool to the TMA zone. Effective strategies targeting these cohorts can lead to a significant reduction in vehicle miles traveled (VMT). High VMT commuters require substantial roadway investment to support their travel across multiple high congestion zones spanning a three-county area.

Socio-Economic Characteristics

The socioeconomic characteristics within the Miami City Center TMA reveal a diverse economic landscape that significantly influences transportation needs and preferences. Income levels within the recommended Miami City Center TMA are a critical factor in understanding the workforce's economic demographics and their transportation requirements. In this area, 32.7% of the workforce earns less than $40,000 annually, and 11% make less than $15,000 per year. This represents the lowest rate of low-income workforces among all the 10 proposed TMAs.

Understanding the income distribution is crucial for several reasons. Firstly, lower-income workers are more likely to rely on affordable public transportation options rather than personal vehicles. Therefore, the TMA must prioritize enhancing transit services to ensure accessibility and affordability for these workers. Improved public transportation can significantly impact their daily commutes, reducing travel costs and time, and ultimately improving their quality of life. Secondly, the relatively low-income workers in the Miami City Center TMA compared to other proposed TMAs suggest that the area may have a higher concentration of middle to high-income workers. This demographic is more likely to be true choice riders, meaning they have the financial flexibility to choose between

different modes of transportation, including premium transit services. The TMA can leverage this by offering a range of transportation options that cater to various income levels, ensuring that both affordability and convenience are addressed.

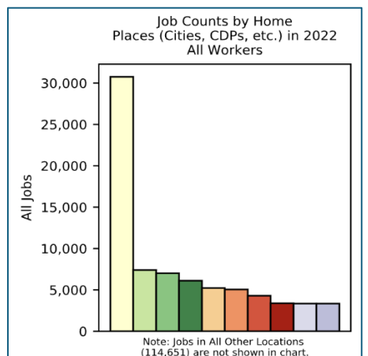
The economic diversity within the Miami City Center TMA highlights the need for a balanced approach to transportation management. The TMA must develop strategies that cater to the needs of both lower-income and higher-income workers, ensuring equitable access to transportation services. By doing so, the TMA can foster a more inclusive and efficient transportation system that supports the diverse workforce in Miami City Center.

Comparing the proposed TMA options provides further insights into the area's socioeconomic landscape. For instance, the Consolidated Downtown plus Civic Center area has 22.1% of its population below the 150% poverty threshold, with a median household income of $111,171 and 28.9% of households without a vehicle. In contrast, the Civic Center (Health District) area has a significantly higher poverty rate of 61.2%, a median household income of $21,938, and 35.1% of households without a vehicle. These disparities, documented in **Table 4- 4**, underscore the importance of tailored transportation strategies to meet the unique needs of each area within the Miami City Center TMA. By analyzing these socioeconomic services, the Miami City Center TMA can develop targeted strategies to enhance transportation services, ensuring they meet the diverse needs of the workforce and contribute to a more inclusive and efficient transportation system. This data is included in more detail in **Appendix B**.

Table 4- 4: Socioeconomic Characteristics of the Miami City Center TMA

TMA OPTIONS		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 to 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
1a:	Consolidated Downtown + Civic Center	22.10%	6.70%	5.20%	13.40%	0.30%	49.00%	$111,171	79.90%	28.90%	77,989	6,946	9%
1b:	Consolidated Downtown (Amended) + Civic Center	23.80%	7.20%	5.40%	13.10%	0.30%	49.30%	$107,585	79.70%	29.10%	83,802	7,766	9%
1c:	Downtown Miami (DDA)	15.70%	6.10%	4.90%	14.80%	0.20%	47.30%	$121,246	82.70%	25.00%	65,568	4,814	7%
1d:	Downtown Miami (DDA Amended)	19.00%	6.70%	5.10%	13.70%	0.20%	47.80%	$115,574	81.80%	25.50%	75,166	2,613	3%
1e:	Civic Center (Hospital)	61.20%	7.70%	2.20%	6.60%	2.30%	74.30%	$21,938	57.10%	35.10%	6,516	957	15%

Figure 4- 7: Job Counts by Distance/Direction Miami-Dade County - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	190,599	100.0%
Miami city, FL	30,752	16.1%
Miami Gardens city, FL	7,407	3.9%
Hialeah city, FL	7,015	3.7%
Miramar city, FL	6,112	3.2%
Kendall CDP, FL	5,228	2.7%
Pembroke Pines city, FL	5,056	2.7%
Miami Beach city, FL	4,293	2.3%
Coral Gables city, FL	3,389	1.8%
The Hammocks CDP, FL	3,349	1.8%
Homestead city, FL	3,347	1.8%
All Other Locations	114,651	60.2%

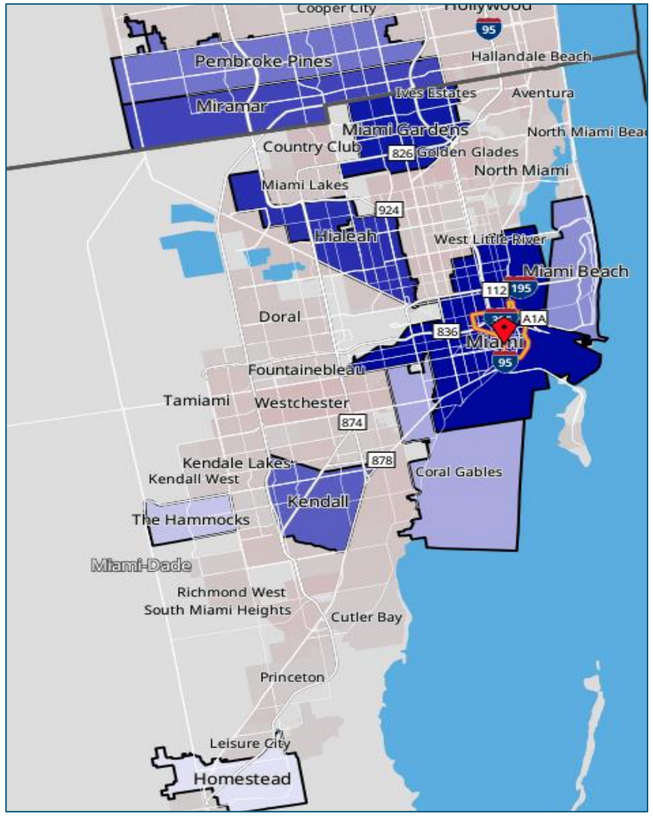
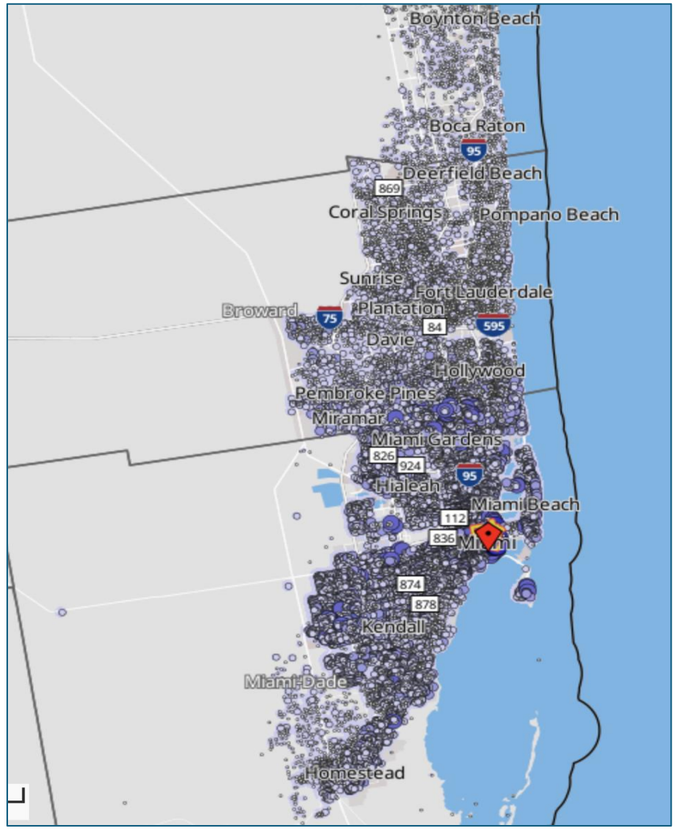
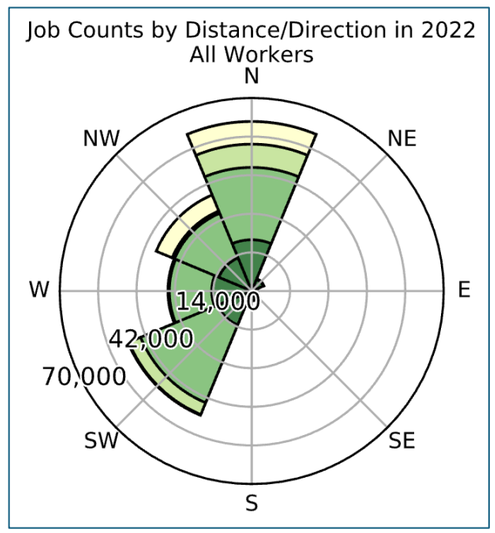


Figure 4- 8: Job Counts by Home Places in Miami-Dade County - All Workers (2022)





Jobs by Distance - Work Census Block to Home Census Block

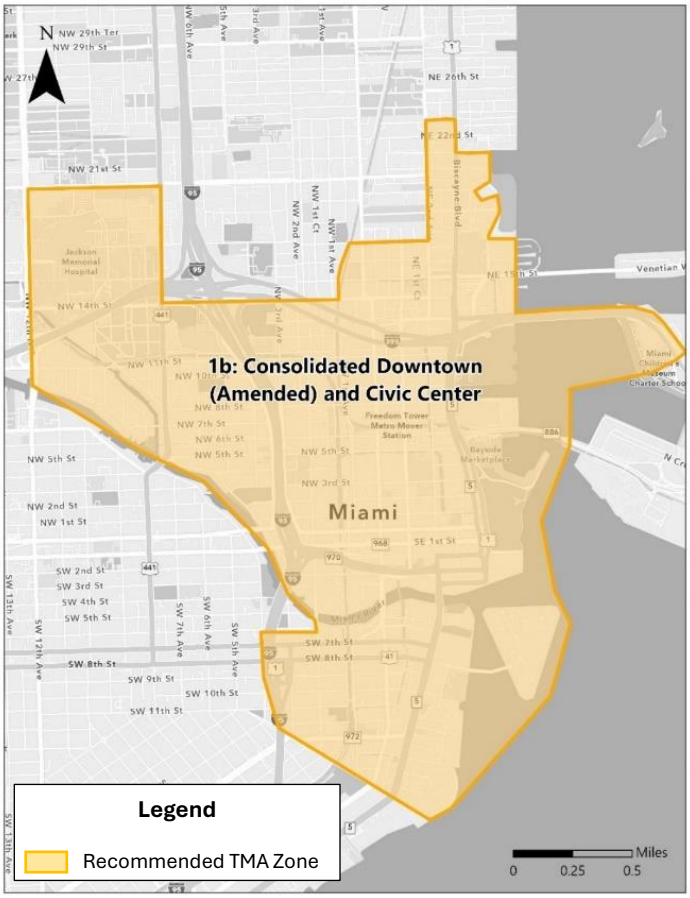
	2022 Count	Share
Total All Jobs	190,599	100.0%
Less than 10 miles	71,056	37.3%
10 to 24 miles	89,967	47.2%
25 to 50 miles	14,143	7.4%
Greater than 50 miles	15,433	8.1%

Recommended Boundary

The current recommendation combines **Option 1b – the Consolidated Downtown (DDA Amended) and Civic Center zones**. This combination is strategically chosen due to several key factors. First, these adjacent zones are well-served by Metrorail and Tri-Rail, providing excellent connectivity and accessibility. The combined area, as illustrated below in **Figure 4- 9**, offers the largest addressable population in the entire county, ensuring that the TMA can serve a significant number of residents and commuters. Additionally, the area has the highest Transit Volume Index, indicating a high level of transit usage and demand. This metric suggests that the TMA can effectively support and enhance transit services, making it a high-impact zone. Furthermore, the recommended boundary covers a compact area of 3.6 square miles, allowing for efficient management and coordination of transit services within the zone.

Assuming key stakeholders can embrace this amalgamated zone between the DDA and Civic Center, it has the potential to be a powerhouse TMA. The combined zone could provide some of the highest-impact services in Florida, benefiting a large population and improving transit efficiency. All further maps and metrics in this section are based on the boundaries of this recommended zone. These visual aids and data points will help stakeholders understand the potential benefits and logistics of the proposed TMA boundaries.

Figure 4- 9: Proposed TMA Boundaries for Miami City Center



4.1.2 Miami Beach

Two district boundary options have been identified for the establishment of TMAs within Miami Beach. These options are designed to address the area's unique transportation needs and support its diverse workforce and economic activity. A summary of the locations is provided in **Table 4- 5**.

Table 4- 5: TMA Options for Miami Beach

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Service Index	No. of Business
2a: Miami Beach	15.188	71,796	53,910	53.713	2896	22	527
2b: Miami Beach (South)	7.917	41,954	48,752	54.477	2655	19	436

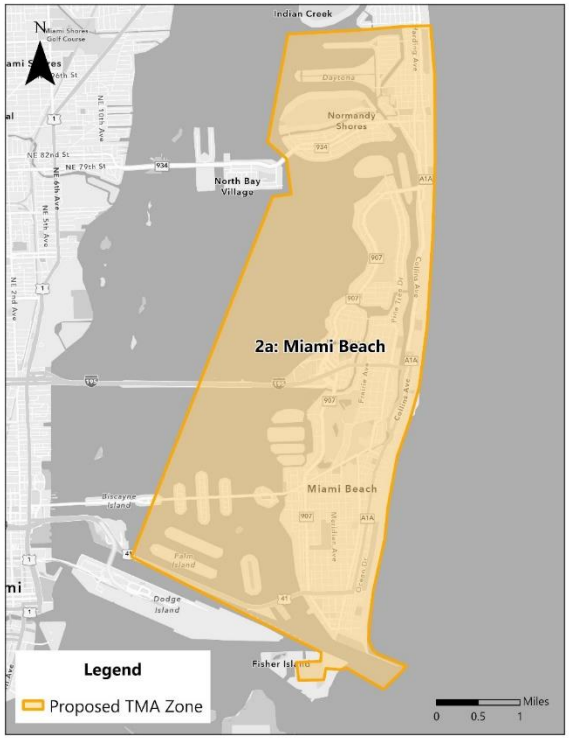
4.1.2.1 Option 2a: Miami Beach

This option expands the TMA boundary to cover a broader section of Miami Beach, spanning 15.188 square miles and serving a daytime population of 71,796 and a workforce population of 53,910. The area presents strong public transit potential, as reflected in its Transit Proportional Propensity Index of 53.713, which suggests a high likelihood of transit use among both workers and residents. This expanded boundary supports efforts to increase accessibility, improve commuter experience, and enhance connectivity across the region.

Despite its moderate Transit Volume Index of 2,896, indicating a steady but not overwhelming transit utilization rate, the Transit Service Index of 22 points to limited-service coverage and quality within the zone. Addressing these gaps requires targeted interventions, such as service expansion, transit efficiency improvements, and enhanced rider engagement strategies. Strengthening these aspects will help transform the area into a well-integrated, multimodal transit network that better serves its growing population.

By focusing on strategic management and stakeholder partnerships, this TMA boundary, illustrated in **Figure 4- 10**, seeks to overcome transportation challenges across a wider geography. Through collaboration between transit agencies, local government, and private sector partners, mobility solutions can be optimized to align with community needs. This approach ensures sustainable, efficient transportation improvements, fostering long-term accessibility, economic vitality, and commuter satisfaction across Miami Beach.

Figure 4- 10: Option 2a - Miami Beach



Boundary Limits Summary

- **North Boundary:** Begins just north of Biscayne Point and south of Indian Creek Country Club, along 87th Terrace near Eighty-Seven Park, extending east to Atlantic Way and ending on the east side of Collins Avenue towards the Atlantic Ocean.
- **East Boundary:** Follows the oceanfront at 87th Terrace, encompassing North Beach Oceanside Park, surrounding residential beachside neighborhoods, and world-class hotels along Collins Avenue. It also includes City Center, Flamingo/Lummus Park, South Beach, Lincoln Road shopping strip, and concludes at South Pointe in Inlet Boulevard
- **South Boundary:** Continues along the east side of Watson Island along the I-395/Macarthur Causeway, encompassing Star, Palm and Hibiscus and Star Islands, cuts across the Fisher Island Terminal and terminates along South Pointe Park at Inlet Boulevard and the South of Fifth neighborhood in Miami Beach.
- **West Boundary:** Starts at 87th Terrace, including Normandy Shores, just east of North Bay Village, then extends south, crosses NE 79 Street and I-195 to MacArthur Causeway, covering Normandy Shores, Venetian Islands, Belle Isle, and a portion of Fisher Island. It continues south to South of Fifth in Miami Beach, including South Pointe on the southeastern edge. The western portion of this Miami Beach boundary is home to several exclusive, man-made islands in Biscayne Bay, each offering luxurious residences.

Major employers in this area include:

- Mount Sinai Medical Center,
- Miami Beach Police Department,
- City of Miami Beach Government,
- Faena Group,
- Loews Miami Beach Hotel,
- Fontainebleau Miami Beach,
- Miami Beach Convention Center,
- 1 Hotel South Beach,
- The Ritz-Carlton South Beach, and
- Nobu Hotel Miami Beach.

4.1.2.2 Option 2b: Miami Beach South

This option targets a more concentrated portion of Miami Beach, with a slightly smaller area square mileage of 7.917 and serving a daytime population of 41,954 and a workforce population of 48,752, as shown in **Table 4- 5**. The Transit Proportional Propensity Index for is slightly higher at 54,477, indicating an even stronger likelihood of transit usage among the local population. The Transit Volume Index is 2655, while the Transit Service Index is 19— slightly lower than Option 2a. This boundary option is intended to deliver more focused and tailored transportation solutions within a

smaller area, enhancing the effectiveness of TMA operations by concentrating on zones with higher transit propensity and potentially greater need for service improvements.

Boundary Limits Summary

- **North Boundary:** Begins at North Bay Road, bordering the western edge of the Nautilus neighborhood, just below Fisher Park. It extends north via Pine Tree Drive, turns east to Collins Avenue, and continues up to 51st Street.
- **East Boundary:** Follows the oceanfront at 51st Street past Collins Avenue, encompassing Mid-Beach, Bayshore, Miami Beach City Center, and prominent tourist destinations like South Pointe
- **South Boundary:** Sharing the same southern edge as Option 2a, the boundary continues along the east side of Watson Island along the I-395/Macarthur Causeway, encompassing Star, Palm and Hibiscus and Star Islands, cuts across the Fisher Island Terminal, and terminates at South Pointe Park along Inlet Boulevard and the South of Fifth neighborhood in Miami Beach.

Figure 4- 11: Option 2b - Miami Beach (South)

- **West Boundary:** Begins at North Bay Road, west of Alton Road and borders the edge along the Biscayne Bay, including Normandy Shore east of North Bay Village, then crosses I-195 to MacArthur Causeway, covering Venetian Islands, Belle Isle, and a portion of Fisher Island. It continues south to South of Fifth in Miami Beach, including South Pointe on the southeastern edge. Encompasses Mount Sinai Hospital, the man-made islands of Nautilus and Venetian Islands along Venetian Way, as well as Star, Palm, and Hibiscus Islands, defining the western edge of Miami Beach.

Major employers in this area include:

- Mount Sinai Medical Center,
- Miami Beach Police Department,
- City of Miami Beach Government,
- Faena Group,
- Loews Miami Beach Hotel,
- Fontainebleau Miami Beach,
- Miami Beach Convention Center,
- 1 Hotel South Beach,
- The Ritz-Carlton South Beach, and
- Nobu Hotel Miami Beach.

4.1.2.3 Analysis and Recommendations

Miami Beach is geographically isolated with high transportation demands and limited access points. This contributes to an already-high reliance on non-car mobility options for those already on the island, including transit, walking, and use of bikeshare. Access to and from the island suffers from highly unreliable travel times due to a large commuting workforce (84% of the on-island workforce

commutes from the mainland) combined with frequent popular events. Congestion on access points to the island is consistently high during rush hour, with frequent unpredictable periods of congestion during all hours of the day and night.

Founding Partners to Consider

Potential founding partners for the Miami Beach TMA include the Miami Beach Chamber of Commerce and the Greater Miami and the Beaches Hotel Association. The Miami Beach Chamber of Commerce represents a wide array of businesses and industries in the Miami Beach area, bridging the gap between public and private sectors and fostering collaboration and support from local businesses. The Greater Miami and the Beaches Hotel Association focuses on the hospitality industry, which is a significant part of Miami Beach's economy. Their involvement would bring a strategic perspective on how the TMA can contribute to the city's overall growth and development, particularly in enhancing transportation options for tourists and employees in the hospitality sector.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, City of Miami Beach, Mount Sinai Medical Center, and Miami Beach City Center CRA. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. The City of Miami Beach's support would ensure that the TMA aligns with municipal transportation and development plans. Mount Sinai Medical Center, as a major healthcare provider, can offer insights into how the TMA can improve access to medical services. Lastly, the Miami Beach City Center CRA can provide valuable perspectives on how the TMA can support local development and revitalization efforts.

Possible Purpose Statement

The purpose of the Miami Beach TMA is to enhance transportation system efficiency, increase transit ridership, and improve affordable workforce access to Miami Beach. This initiative is undertaken in partnership with the City of Miami Beach, the hospitality association and industry, the local Chamber of Commerce, the hospital, and other key stakeholders. The TMA focuses on education, incentives, and connections to existing high-frequency transportation services such as Miami-Dade Transit's route 100 and the Miami Beach Trolley Network. Additionally, the TMA may assist with oversight of first- and last-mile transportation systems.

A purpose statement is crucial for the Miami Beach TMA for several reasons. It provides a clear and concise explanation of the TMA's goals and objectives, ensuring that all stakeholders understand the mission and the intended outcomes. This clarity helps guide decision-making and prioritizes actions that align with the TMA's goals. By explicitly stating the purpose, the TMA can effectively communicate its intentions to potential partners and stakeholders, fostering collaboration and support. This is particularly important for engaging entities such as the City of Miami Beach, the hospitality industry, the local Chamber of Commerce, and healthcare providers, whose involvement is vital for the TMA's success in Miami Beach. The inclusion of oversight for first- and last-mile transportation systems in the purpose statement indicates a commitment to addressing the complete journey of commuters in Miami Beach. This is essential for improving overall accessibility and convenience, making public transportation a more viable option for residents, workers, and visitors. This purpose statement ensures that the TMA remains responsive to the evolving needs and

dynamics of the local population, ultimately enhancing the transportation landscape in Miami Beach.

Key Destinations and Volume

The Miami Beach TMA is designed to address the transportation needs and challenges of key destinations within the area. As shown in **Table 4- 6,** several major institutional traffic drivers and decentralized demand sources contribute to the overall transportation dynamics. The establishment of the TMA is crucial for managing the significant traffic generated by these destinations, ensuring efficient and effective transportation solutions.

Mount Sinai Medical Center, as one of the largest healthcare facilities in Miami Beach, generates substantial traffic from both staff and patients. The daily influx of medical professionals and visitors necessitates efficient transportation solutions to ensure smooth access to the hospital. The TMA can play a vital role in coordinating transit services, reducing congestion, and improving accessibility for those who rely on the medical center. Similarly, the Miami Beach Convention Center hosts numerous events, conferences, and exhibitions throughout the year, attracting large local and international crowds. The Convention Center's high visitor volume requires robust transportation management to handle the increased traffic during these events. The TMA can help streamline transit routes, enhance service frequency, and provide alternative transportation options to accommodate the surge in visitors.

In addition to these major institutional traffic drivers, Miami Beach's renowned beaches are a major attraction for both tourists and locals. The demand for transportation to and from the beaches is high, especially during peak seasons and Spring Break. Efficient transit options are essential to accommodate the influx of beachgoers and reduce congestion. The TMA can implement strategies such as shuttle services, improved bus routes, and bikesharing programs to facilitate access to the beaches. The hospitality industry in Miami Beach includes numerous hotels that cater to tourists and business travelers. The workforce needed to support these hotels, along with the guests, contributes to significant transportation demand. Ensuring reliable transit services for hotel staff and visitors is crucial. The TMA can work with hotel management to develop tailored transportation solutions, such as dedicated shuttle services and partnerships with ride-sharing companies.

Miami Beach is also home to various entertainment venues, including restaurants, bars, clubs, and theaters. These venues attract large crowds, particularly during evenings and weekends. Effective transportation management is necessary to facilitate access to these entertainment spots and mitigate traffic congestion. The TMA can enhance public transit schedules, promote alternative transportation modes, and coordinate with venue operators to manage peak traffic times. By addressing the transportation needs of these key destinations and managing the volumes of traffic they generate, the Miami Beach TMA can enhance accessibility, reduce congestion, and improve the overall transit experience for residents, workers, and visitors. The TMA's efforts will ensure that Miami Beach remains a vibrant and accessible destination, supporting the diverse needs of its community and visitors.

Table 4- 6: Key Destinations and Volumes within the Miami Beach TMA

SITE	STAFF VOLUME	VISITOR/STUDENT VOLUME	DAILY TOTAL FOOT TRAFFIC
Government			
Miami Beach City Hall[23]	200	100	300
Miami Beach Police Department[24]	300	150	450
Miami Beach Fire Department[25]	250	100	350
Colleges and Universities			
Talmudic College of Florida[26]	50	200	250
Hospital Facilities			
Mount Sinai Medical Center[27]	3,000	2,500	5,500
Major Attractions			
Miami Beach Convention Center[28]	500	5,000	5,500
Miami Beach Botanical Garden[29]	50	500	550
Miami Beach Marina[30]	100	1,000	1,100
Holocaust Memorial Miami Beach[31]	20	300	320
Major Attraction			
Art Deco Historic District[32]	200	3,000	3,200

[23] City of Miami Beach Contact Directory, 2018
[24] Miami Beach Police Department Organization Chart, 2024
[25] Miami Beach Fire Department Organizational Chart, 2023
[26] Talmudic College of Florida Enrollment Data, 2025
[27] Mount Sinai Medical Center Employer Spotlight, 2023
[28] Miami Beach Convention Center Management Team, 2025
[29] Miami Beach Botanical Garden Staff Directory, 2025
[30] Miami Beach Marina Overview, 2025
[31] Holocaust Memorial Miami Beach Staff Information, 2025
[32] Miami Design Preservation League, 2025

Workforce by Industry

The workforce industry composition within the Miami Beach TMA zone provides valuable insights into the willingness of different sectors to use transportation options that are less likely to congest the roadways, serving as a proxy for transit usage propensity. As documented in **Table 4- 7**, the largest industry in this TMA zone is "*Accommodation and Food Services*," which constitutes 37% of the workforce. This sector has a high propensity to use transit and non-car options compared to other industries, making it a key target for transportation management initiatives. "*Healthcare*" is the second largest industry, comprising 16% of the workforce, with average transit usage compared to other sectors. "*Administrative and Support*" is the third largest industry, accounting for 7% of the workforce, and exhibits high relative transit usage as well.

Table 4- 7: Workforce by Industry for Miami Beach TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[33]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[34]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.0%
Construction	1.5%	VERY LOW	1.6%
Manufacturing	2.3%	LOW	0.4%
Wholesale Trade	2.7%	LOW	1.6%
Retail Trade	4.6%	AVERAGE	9.4%
Transportation and Warehousing	4.7%	AVERAGE	0.8%
Information	4.1%	AVERAGE	1.4%
Finance and Insurance	2.6%	LOW	2.2%
Real Estate and Rental and Leasing	2.6%	LOW	3.6%
Professional, Scientific, and Technical Services	2.5%	LOW	6.7%
Management of Companies and Enterprises	1.7%	VERY LOW	0.6%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	7.0%
Educational Services	5.2%	HIGH	0.8%
Health Care and Social Assistance	3.9%	AVERAGE	15.6%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	3.6%
Accommodation and Food Services	6.6%	HIGH	37.2%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	3.5%
Public Administration	5.2%	HIGH	3.9%

[33] U.S. Census, 2017 American Community Survey, Miami-Dade County
[34] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of a TMA in Miami Beach would support a diverse range of workforces, each with unique transportation needs and challenges. The key workforces that would benefit from the TMA include:

- **Hospitality and Food Service Workers:** Miami Beach is renowned for its vibrant hospitality and food service industry, which includes hotels, restaurants, bars, and entertainment venues. These workers often have varied shift schedules, including late nights and early mornings. The TMA would provide tailored transportation solutions to accommodate these irregular hours, ensuring that hospitality and food service staff can travel safely and efficiently to their workplaces.
- **Medical Staff and Patients:** Major healthcare facilities such as Mount Sinai Medical Center generate substantial traffic from both medical staff and patients. Medical professionals require reliable transportation options to commute to and from the hospital, while patients need accessible transit services for their medical appointments. The TMA would enhance transit services, making it easier for medical staff and patients to reach their destinations without delays.
- **Municipal and Government Employees:** Miami Beach houses several government buildings and municipal offices, including the Miami Beach Convention Center. Government employees and visitors require dependable transportation to access these facilities. The TMA would streamline transit routes and reduce congestion, facilitating smoother travel for government-related activities and ensuring that municipal employees can commute efficiently.
- **Tourists and Tourism-Dependent Workers:** Miami Beach is a popular destination for tourists, attracting visitors from around the World. Tourism-dependent workers, including those in retail, entertainment, and hospitality, rely on efficient transportation to support the influx of tourists. The TMA would improve transit services, enhancing the overall visitor experience and reducing traffic congestion.

Commute by Home Geography

The proposed TMA in Miami Beach aims to address significant commute-related challenges by analyzing commute volume, related communities, and distance and direction of commutes. These data visualization tools provide crucial insights into areas of congestion and the volume of impact that the TMA can support. **Figure 4- 12** presents a breakdown of commuting volumes in Miami Beach.

- **Commute Volume:** The proposed TMA consists of over 53,000 workers, with only 16% residing within the district. This means that approximately 45,000 workers commute into the district daily, contributing to substantial congestion. Understanding this volume is essential for developing strategies to alleviate traffic and improve transportation efficiency
- **Related Communities:** Miami contributes 17% of the workforce to the proposed TMA, followed closely by Miami Beach at 16%. Other significant contributors include communities such as Miami Gardens, Hialeah, Miramar, and Pembroke Pines. These patterns drive congestion on major highways such as SR 836/Dolphin Expressway, I-395/MacArthur Causeway, I-195, and SR A1A. The transportation demand from these communities underscores the need for effective transit solutions to manage the influx of commuters and alleviate congestion along these critical corridors, as illustrated in **Figure 4- 13.**

Figure 4- 12: Commute by Home Geography Greater Miami Beach TMA

- **Distance and Direction:** Half of the Miami Beach commuters live within 10 miles of the district, while the other half commute from beyond 10 miles. Many of these workers travel from more affordable communities elsewhere, with over 30,000 commuting from the north and northwest. Some of these areas are ill-served by transportation alternatives that connect directly to Miami Beach, underscoring the importance of improving transit options for these long-distance commuters. By incentivizing commuter rail use and improving bus services, the TMA has the potential to significantly reduce VMT and ease congestion across key high-traffic corridors, as depicted in **Figure 4- 14**.

By addressing these key factors, the Miami Beach TMA can develop targeted solutions to reduce congestion, improve transit options, and enhance overall transportation efficiency for the diverse workforce commuting into the district. The TMA's efforts will ensure that Miami Beach remains a vibrant and accessible destination, supporting the diverse needs of its community and visitors.

Socioeconomic Characteristics

Income levels within the recommended Miami Beach TMA are a critical consideration for establishing the TMA, as they provide insights into the economic demographics of the workforce and their transportation needs. In this area, 47.8% of the workforce earns less than $40,000 annually, and 14.2% make less than $15,000 per year. This represents the fourth-highest rate of low-income workforce among all the 10 proposed TMAs.

Understanding the income distribution is crucial for several reasons. Firstly, lower-income workers are more likely to rely on affordable public transportation options rather than personal vehicles. Therefore, the TMA must prioritize enhancing transit services to ensure accessibility and affordability for these workers. Improved public transportation can significantly impact their daily commutes, reducing travel costs and time, and ultimately improving their quality of life. Secondly, the relatively high proportion of low-income workers in the Miami Beach TMA compared to other proposed TMAs suggests that the area has a substantial need for efficient and cost-effective transportation solutions. The TMA can leverage this by offering a range of transportation options that cater to various income levels, ensuring that both affordability and convenience are addressed. Lastly, the economic diversity within the Miami Beach TMA highlights the need for a balanced approach to transportation management. The TMA must develop strategies that cater to the needs of both lower-income and higher-income workers, ensuring equitable access to transportation services. By doing so, the TMA can foster a more inclusive and efficient transportation system that supports the diverse workforce of Miami Beach.

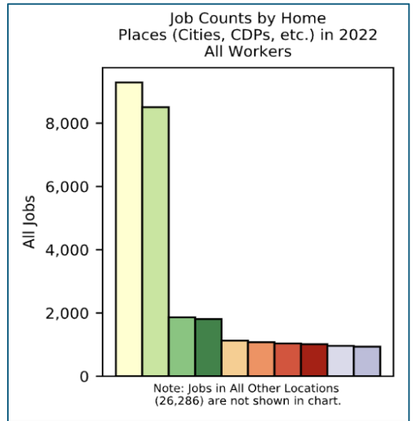
Within the Miami Beach City Limits, 26.5% of the population falls below the 150% poverty threshold, as documented in **Table 4- 8**, below. Commuting patterns in this area show that 6.4% of the

workforce uses public transit, 5.8% carpool, 8% walk, 6% bike, and 49.4% drive to work. The median household income here is $78,334, with 43.2% of households having no vehicle. The total population is 81,289, with approximately 8% being seniors. In Southern Miami Beach, 28.4% of the population is below the 150% poverty threshold. Here, 4.2% of the workforce commutes via public transit, 3.9% carpool, 12.1% walk, 9.6% bike, and 45.3% drive to work. The median household income is $81,672, with 51% of households having no vehicle. The total population is 47,314, with approximately 8% being seniors. These statistics, further detained in **Appendix B**, underscore the importance of developing a transportation management strategy that addresses the diverse needs of the Miami Beach workforce, ensuring equitable access to transportation services for all income levels.

Table 4- 8: Socioeconomic Characteristics of the Miami Beach TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 to 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
2a:	Miami Beach City Limits	26.50%	6.40%	5.80%	8.00%	6.00%	49.40%	$78,334	66.70%	43.20%	81,289	6,284	8%
2b:	Southern Miami Beach	28.40%	4.20%	3.90%	12.10%	9.60%	45.30%	$81,672	67.20%	51%	47,314	3,758	8%

Figure 4- 13: Job Counts by Home Places, Miami Beach TMA - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	2022 Share
All Places (Cities, CDPs, etc.)	53,910	100.0%
Miami city, FL	9,290	17.2%
Miami Beach city, FL	8,507	15.8%
North Miami city, FL	1,864	3.5%
Hialeah city, FL	1,808	3.4%
Miami Gardens city, FL	1,126	2.1%
Miramar city, FL	1,077	2.0%
North Miami Beach city, FL	1,038	1.9%
Hollywood city, FL	1,015	1.9%
Golden Glades CDP, FL	963	1.8%
Pembroke Pines city, FL	936	1.7%
All Other Locations	26,286	48.8%

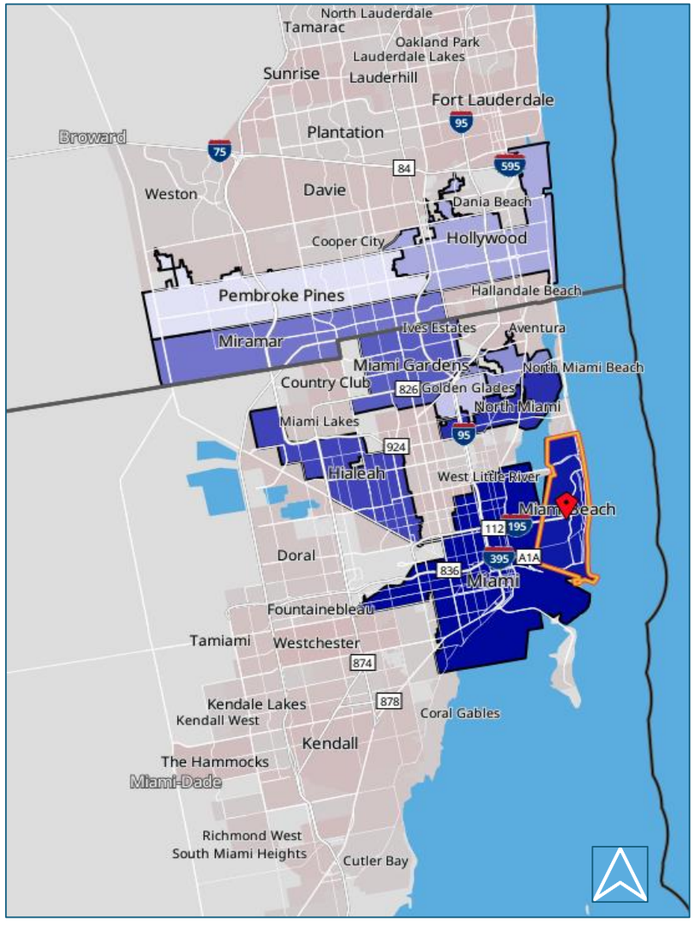
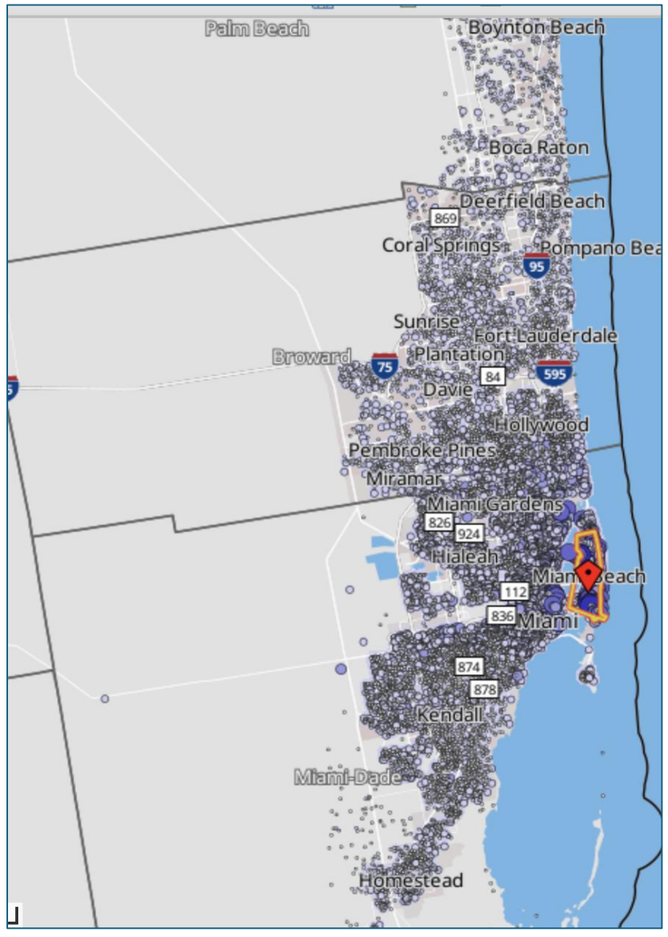
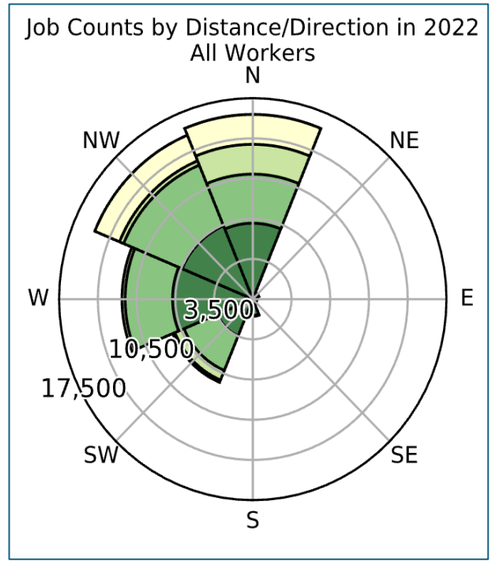


Figure 4- 14: Job Counts by Distance/Direction, Miami Beach TMA (2022)





Jobs by Distance - Work Census Block to Home Census Block

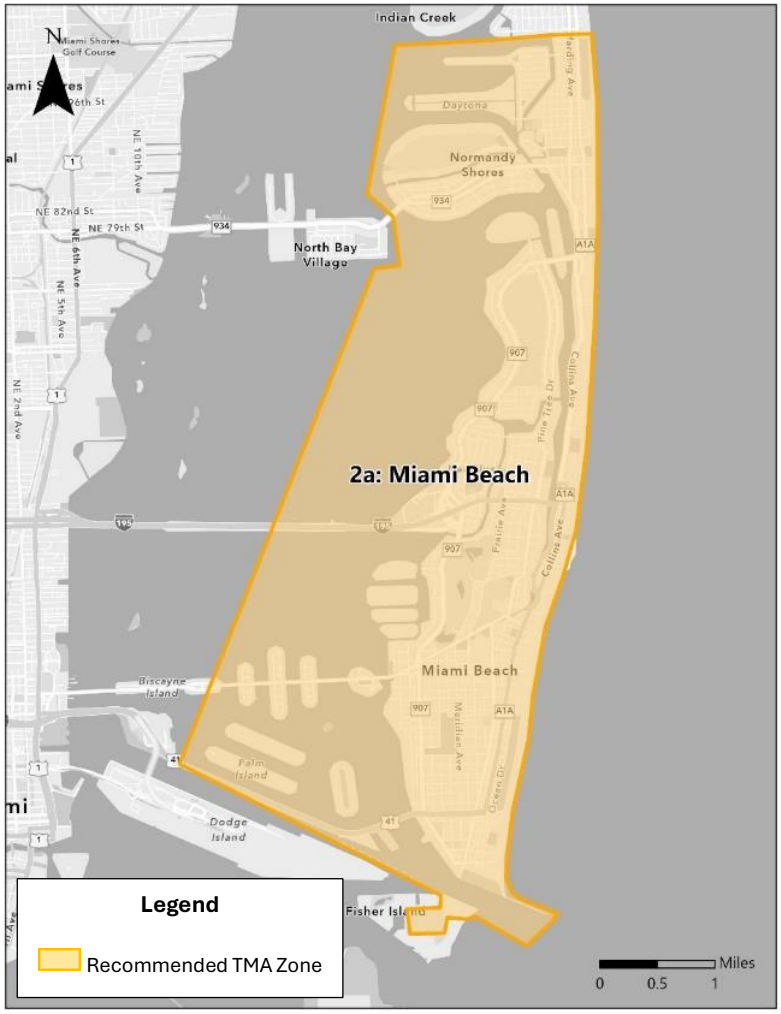
	2022 Count	2022 Share
Total All Jobs	53,910	100.0%
Less than 10 miles	26,855	49.8%
10 to 24 miles	17,550	32.6%
25 to 50 miles	3,944	7.3%
Greater than 50 miles	5,561	10.3%

Recommended Boundaries

The current recommendation focuses on **Option 2a - Miami Beach** as demonstrated in **Figure 4- 15**. This option provides the greatest reach and marries TMA employers support to rider growth initiatives for one of Miami-Dad Transit's high-frequency bus routes (route 100), as well as Miami Beach's five trolley lines, bikeshare, and high-quality walking environment. The combination of these transportation options ensures comprehensive coverage and accessibility, making Miami Beach a prime candidate for a high-impact TMA.

Alternatively, stakeholders may wish for a phased approach, starting with a smaller TMA zone in Phase 1 and then expanding in Phase 2 after the TMA has proven its impact. In the case of Miami Beach, this alternative approach would entail starting with Zone 2b – Southern Miami Beach, and then expanding to the entire city limits, provided in Option 2a – Miami Beach at a later date. This phased approach allows for gradual implementation and adjustment based on initial outcomes and stakeholder feedback.

Figure 4- 15: Recommended TMA Boundary for Miami Beach



4.1.3 Greater Coral Gables

Four distinct boundary options have been identified for the potential establishment of TMAs within the Greater Coral Gables area. These options aim to address the area's unique transportation challenges by considering factors such as workforce concentration, existing infrastructure, and regional commuting patterns. Each boundary alternative offers a different approach to improving mobility, with varying levels of geographic coverage, transit service, and population impact. Detailed descriptions of these options are provided below and are further illustrated in **Figure 4- 16** through **Figure 4- 19**.

The potential boundary options for establishing TMAs in the Coral Gables, South Miami, and Coconut Grove area presents distinct differences in the scope and focus of each, as summarized in closer details in **Table 4- 9**.

Table 4- 9: Summary of Greater Coral Gables TMA Options

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Service Index	No. of Business
3a: Consolidated Coral Gables, South Miami, Coconut Grove	16.953	89,601	109,235	41.991	4648	273	779
3b: Consolidated Coral Gables, UM, South Miami – US1	4.456	21,483	32,379	44.851	1435	330	136
3c: Downtown Coral Gables Only	7.151	37,279	68,873	40.18	2767	383	481
3d: Coconut Grove	3.592	17,779	23,484	46.714	1098	305	111

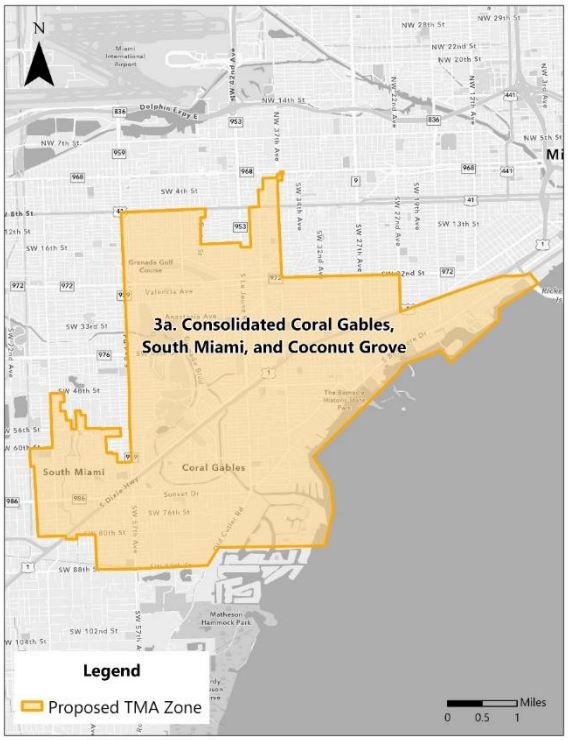
4.1.3.1 Option 3a: Consolidated Coral Gables, South Miami, and Coconut Grove

This option covers a broad geographic area, approximately 17 square miles as seen in **Figure 4- 16**, and serves a workforce population of 109,235 and a daytime population of 89,601. The Transit Proportional Propensity Index is 41.991, indicating a moderate likelihood of public transit usage. Its Transit Volume Index is 4648, reflecting the current transit demand, while its Transit Service Index of 32 suggests moderate existing service levels. This consolidated TMA approach aims to deliver integrated transportation solutions across adjacent neighborhoods with shared infrastructure and commuting patterns, enhancing efficiency and resource coordination.

Boundary Limits Summary

- **North Boundary:** Begins at the intersection of Red Road (West 57 Avenue) and West Flagler Street, traveling east along West Flagler Street past SW 42 Avenue, then turns north to encompass the Flagler Heights neighborhood at its northernmost edge. From there, the boundary continues south on SW 37 Avenue to Coral Way, including the Southeast Gables neighborhood. It then proceeds south along US 1/South Dixie Highway, encompassing Brickell Hammock, and ends at the entrance to the Rickenbacker Causeway.
- **East Boundary:** Continuing at the entrance of the Rickenbacker Causeway and running along the edge of Biscayne Bay, the eastern boundary encompasses the northern and southern segments of the Metrorail alignment, with stops at Vizcaya, Coconut Grove, Douglas Road, University, and South Miami stations, all situated on the north side of US 1/South Dixie Highway. The easternmost neighborhoods captured by this boundary include Coconut Grove, Southwest Coconut Grove, Sunrise Harbor, and Cocoplum.
- **South Boundary:** Starting at the intersection of West Flagler Street and Red Road, adjacent to the corner of the Granada Golf Course in Coral Gables, the boundary moves south along Red Road, encompassing the west side of the University of Miami – Main Campus. It continues to include the full extent of the City of South Miami's municipal boundary, following the east side of SW 69 Court to just south of Sunset Drive, and concludes at the southernmost edge along SW 88 Street.

Figure 4- 16: Option 3a: Consolidated Coral Gables, South Miami, and Coconut Grove



- **West Boundary:** Includes the Granada neighborhood on the northwestern edge, as well as adjacent residential areas and points of interest such as the Venetian Pool, the Biltmore Hotel, and the Country Club Section, located just east of SR 959/SW 57 Avenue/Red Road. The westernmost portion also encompasses the University of Miami – Main Campus, the City of South Miami, and the High Pines neighborhood.

Major employers in this area include:

- University of Miami – Main Campus,
- South Miami Hospital,
- Doctors Hospital,
- Lennar Foundation Medical Center,
- City of Coral Gables Government,
- Baptist Health South Florida,
- Coral Gables Hospital,
- Greenberg Traurig Coral Gables Office,
- Gables Engineering, and
- University of Miami

4.1.3.2 Option 3b: Consolidated Coral Gables, University of Miami, and South Miami US-1

This option focuses on a more compact area, covering approximately 4.5 square miles as seen in **Figure 4- 17**, with a workforce population of 32,379 and a daytime population of 21,483. It features a high Transit Proportional Propensity Index of 46.558, indicating a stronger likelihood of public transit usage. The Transit Volume Index is 8761, and Transit Service Index of 78 reflects robust current demand and high-quality transit service. By concentrating on this transit-rich corridor, the TMA can deliver highly targeted and efficient transportation solutions, maximizing the impact of transit investments in a densely traveled zone.

Boundary Limits Summary

- **North Boundary:** Begins at SW 69 Avenue and SW 60 Street, near Palmer Park in South Miami. It extends east to SW 67 Avenue, then north to SW 48 Street, continuing east through single-family residential neighborhoods before stopping just short of SW 64 Avenue. From there, it moves south along SW 65 Avenue to SW 53 Street and SW 64 Court, continuing east along SW 54 Street to SW 64 Avenue, following the north side of South Miami's municipal boundary. The route then heads south to Miller Drive, turns north along SW 63 Court, and includes residential areas on both sides of SW 63 Avenue, continuing east along Miller Drive to SW 58 Avenue. It then follows SW 64 Street and SW 57 Avenue, turning north on SW 57 Avenue to SW 40 Street, before continuing east to US 1/South Dixie Highway, marking the northeastern edge along Coral Gables' southern boundary.

Figure 4- 17: Option 3b - Consolidated Coral Gables, University of Miami, and South Miami US-1

- **East Boundary:** Follows US 1/South Dixie Highway southward, crossing the Metrorail alignment west of Douglas Road Station and encompassing the Shops at Merrick Park. It continues south along SW 42 Avenue, covering the Chinese Village, the Riviera residential neighborhood, and a portion of the French Country Village, before ending at Cartagena Park in Coral Gables, near the Coco Plum pedestrian bridge.
- **South Boundary:** Begins at SW 60 Avenue and SW 72 Street/Sunset Drive, covering the northern portion of South Miami's municipal boundary. It follows Sunset Drive east past SW 57 Avenue, continuing along the southern edge of Coral Gables' boundary, and ends at SW 42 Avenue, near Cartagena Park and the Cocoplum Road pedestrian bridge.
- **West Boundary:** Starts at SW 48 Street, runs south along SW 67 Avenue, encompassing single-family residential neighborhoods along South Miami's northern boundary. It then continues west

along SW 60 Street to SW 69 Avenue, and proceeds south along SW 69 Avenue, ending at SW 72 Street/Sunset Drive.

Major employers in this area include:

- University of Miami – Main Campus,
- South Miami Hospital,
- Lennar Foundation Medical Center,
- City of Coral Gables Government,
- University Credit Union,
- Baptist Health South Florida, and
- Coral Gables Hospital.

4.1.3.3 Option 3c: Downtown Coral Gables Only

This option targets the core of Coral Gables, covering a defined area of 7 square miles as seen in **Figure 4- 18**, and serving a workforce population of 68,873 and a daytime population of 37,279. With a Transit Proportional Propensity Index of 40.18, there is a moderate likelihood of public transit usage among commuters. The Transit Volume Index of 2767, and a relatively low Transit Service Index of 7 indicates limited current usage and service quality. This boundary, which corresponds to the boundaries of the Downtown Coral Gables area, focuses on delivering localized, context-sensitive transportation solutions tailored to the unique mobility demands of Downtown Coral Gables

Boundary Limits Summary

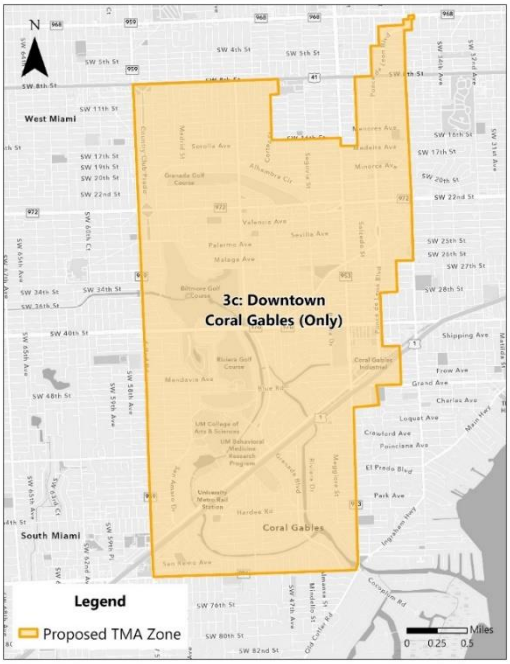
- **North Boundary:** Begins at SW 57 Avenue and SW 8 Street/Tamiami Trail, running east to Cortez Street, then south to SW 16 Street and continuing to Salzedo Street. It then curves north back to SW 8 Street, encompassing the Douglas neighborhood in Coral Gables. The route continues east along SW 5 Street, turns north toward the Flagler neighborhood, and concludes at West Flagler Street and SW 36 Court, encompassing East Coral Gables within the City of Coral Gables municipal boundary.
- **East Boundary:** Extends from West Flagler Street and SW 36 Court to SW 2 Street, then moves south on Douglas Road before turning west on SW 26 Street at Coconut Grove Drive. It passes through single-family residential neighborhoods along SW 38 Avenue, encompassing Southeast Gables west of Douglas Park. At SW 38 Avenue and Cadima Avenue, the route continues south on SW 39 Avenue to Orange Street, then crosses US 1/South Dixie Highway and the Metrorail alignment just south of Douglas Road Metrorail Station.

  This segment includes multi-use residential and transit-oriented business developments, as well as the Shops at Merrick Park. From there, the boundary extends south along Brooker Street to Grand Avenue, then west to Armbrister Park and Lincoln Drive, encompassing the Golden Gate neighborhood along Grant Drive. It continues west along SW 42 Avenue near the Chinese Village, then heads south on SW 42 Avenue to Cartagena Park, reaching the Cocoplum Road pedestrian bridge at the easternmost edge.
- **South Boundary:** Begins at SR 959/SW 57 Avenue/Red Road, following SW 72 Street/Sunset Drive eastward to the intersection of Ingraham Highway and SW 42 Avenue, and concluding at Cartagena Park and the Cocoplum Road pedestrian bridge.
- **West Boundary:** Starts along SW 8 Street/Tamiami Trail, continues south on SW 57 Avenue, and ends at SW 72 Street. This stretch includes University Metrorail Station, as well as notable landmarks like Granada Golf Course, Biltmore Golf Course, and the University of Miami- Main Campus.

Major employers in this area include:

- University of Miami,
- South Miami Hospital,
- Doctors Hospital,
- Lennar Foundation Medical Center,
- City of Coral Gables Government,
- Baptist Health South Florida Corporate Office,
- Coral Gables Hospital,
- Gables Engineering,
- University Credit Union,
- Greenberg Traurig Coral Gables Office

Figure 4- 18: Option 3c - Downtown Coral Gables (Only)



4.1.3.4 Option 3d: Coconut Grove TMA

This option focuses exclusively on the Coconut Grove area, covering 3.66 square miles as seen in **Figure 4- 19**, and serving a workforce population of 23,484 and a daytime population of 17,799. With a Transit Proportional Propensity Index of 46.714, the area suggests a strong likelihood of public transit usage. The Transit Volume Index of 1098 and a Transit Service Index of 17 indicate moderate levels of existing usage and service quality. This TMA boundary is designed to deliver focused, community-specific transportation solutions, tailored to address the distinctive commuting patterns and challenges faced by the Coconut Grove population and workforce.

Boundary Limits Summary

- **North Boundary:** Starts at SW 42 Avenue, just south of Grant Drive, extending east to Armbrister Park, then north to G.W. Carver Elementary School. From there, it continues east along Grand Avenue to Brooker Street, then north to US 1/South Dixie Highway, just south of the Metrorail alignment. The boundary proceeds east to Brickell Avenue, reaching the entrance of I-95 and the base of the Rickenbacker Causeway.
- **East Boundary:** From Brickell Avenue and the entrance to I-95, the boundary curves south along Biscayne Bay and the Atlantic Ocean, fully encompassing the Coconut Grove enclave within the City of Miami. It includes residential neighborhoods, commercial areas, marinas along South Miami Avenue and Main Highway, and landmarks such as Vizcaya Museum and Gardens, David T. Kennedy Park, Peacock Park, and The Kampong, part of the National Tropical Botanical Garden, near North Prospect Drive.
- **South Boundary:** Follows Ingraham Highway, beginning at the intersection with SW 42 Avenue and South Battersea Road, then east past North Prospect Drive to the edge of Biscayne Bay, encompassing Southwest Coconut Grove.

Figure 4- 19: Option 3d - Coconut Grove TMA

- **West Boundary:** Begins just below Grant Drive and SW 42 Avenue, south of US 1/South Dixie Highway, then runs south along SW 42 Avenue, extending past Battersea Road. This edge includes single-family and multifamily residences, defining the western boundary of the area.

Major employers in this area include:

- Coconut Grove Business Improvement District,
- Greenstreet Cafe,
- Coconut Grove Elementary School,
- Ransom Everglades School,
- Monty's Raw Bar,
- CocoWalk,
- Shake-A-Leg Miami,
- The Kampong,
- National Tropical Botanical Garden,
- Saint Stephen's Episcopal Day School,
- Coconut Grove Sailing Club.

4.1.3.5 Analysis and Recommendations

This area features a high density of institutional, governmental, and professional activity. It is anchored by the University of Miami – Main Campus, multiple regional hospitals, walkable downtown districts, and civic buildings across three cities. Congestion and limited parking present daily challenges, especially along US 1. Improved transit coordination could reduce car trips and create seamless travel options for students, workers, and visitors navigating to or between the Gables, South Miami, and the neighborhood of Coconut Grove in the City of Miami.

Founding Partners to Consider

Potential founding partners for the Greater Coral Gables TMA include Friends of the Underline, Coral Gables Chamber of Commerce, Chamber South, and Coconut Grove BID. Friends of the Underline, advocates for the transformative urban trail and park project, can offer expertise in enhancing pedestrian and cycling connectivity, which is crucial for a successful TMA. The Coral Gables Chamber of Commerce represents a wide array of businesses and industries in the Coral Gables area, bridging the gap between public and private sectors and fostering collaboration and support from local businesses. Chamber South focuses on the interests of businesses in South Miami, ensuring that the TMA addresses local needs effectively. Lastly, the Coconut Grove BID, representing the business improvement district, can provide valuable insights into how the TMA can support local development and revitalization efforts.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, City of Coral Gables, City of Miami, City of South Miami, University of Miami – Main Campus, area hospitals, and area hotels. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure.

Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. The City of Coral Gables, City of Miami, and City of South Miami's support would ensure that the TMA aligns with municipal transportation and development plans. The University of Miami, as a major educational institution, can address the transportation needs of students and staff. Lastly, the area's hospitals and hotels can also offer insights into how the TMA can improve access to medical services and enhance tourism-related transportation initiatives.

Possible Purpose Statement

The purpose of the Greater Coral Gables TMA is to improve multimodal transportation access and reliability across the Coral Gables, South Miami, and Coconut Grove areas. This initiative aims to reduce congestion and increase workforce access to hospitals, universities, and commercial districts. The TMA would support employer partnerships, transportation education, and oversight of first- and last-mile mobility solutions. This highlights specific areas of focus, such as improving multimodal transportation access and reliability, reducing congestion, and increasing workforce access to key destinations, ensuring that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in the area. This can lead to increased adoption of transit options and more efficient use of transportation infrastructure, particularly in the densely populated and economically significant areas of Coral Gables, South Miami, and Coconut Grove.

Key Destinations and Volume

The Greater Coral Gables TMA is home to several key destinations that significantly contribute to foot traffic and employment within the region, as documented in **Table 4- 10**. These destinations include educational institutions, healthcare facilities, government buildings, and major attractions. The University of Miami – Main Campus is a major driver of foot traffic, with a daily total of 20,000 individuals, including 3,000 staff members and 17,000 students and visitors. Healthcare facilities such as Doctors Hospital – Baptist Health, with 500 staff and 1,000 visitors, contribute to a daily foot traffic of 1,500. South Miami Hospital, although not explicitly listed, also plays a significant role in the area's healthcare sector. Coral Gables City Hall, a central government building, sees a daily foot traffic of 300, comprising 100 staff and 200 visitors. Major attractions like Venetian Pool and Fairchild Tropical Botanic Garden draw significant visitors, with daily totals of 550 and 1,100, respectively. The Lowe Art Museum attracts 330 individuals daily, including 30 staff and 300 visitors. Retail and waterfront districts such as Coral Gables Miracle Mile and the Coconut Grove Waterfront District further enhance the vibrancy and economic activity within the TMA, contributing to the area's commuting demand across healthcare, education, municipal services, and retail sectors.

Table 4- 10: Key Destinations and Volumes within the Greater Coral Gables TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
Coral Gables City Hall[35]	100	200	300
Colleges and Universities			
University of Miami – Coral Gables Campus[36]	3,000	17,000	20,000
Hospital Facilities			
Doctors Hospital – Baptist Health[37]	500	1,000	1,500
Major Attractions			
Venetian Pool[38]	50	500	550
Fairchild Tropical Botanic Garden[39]	100	1,000	1,100
Lowe Art Museum[40]	30	300	330

Workforce by Industry

The establishment of a TMA in the Greater Coral Gables area would support a diverse range of workforces across several key industries, as identified in **Table 4- 11**. This metric serves as a proxy for the potential willingness of commuters to shift to less congestion-inducing transportation modes. The largest industry in this zone is the "*Healthcare and Social Assistance*" sector, which accounts for comprising 22.3% of the workforce, and shows average transit usage. Other key sectors include "*Accommodation and Food Services*", as well as "*Transportation and Warehousing*", all of which would benefit from improved transportation options, facilitating easier commutes for healthcare professionals and social workers.

[35] City of Coral Gables. Official Website
[36] University of Miami. Common Data Set 2023–2024
[37] Baptist Health South Florida. Doctors Hospital Overview
[38] City of Coral Gables. Venetian Pool Information
[39] Fairchild Tropical Botanic Garden. Official Website
[40] Lowe Art Museum. University of Miami

Table 4- 11: Workforce by Industry for the Greater Coral Gables TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[41]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[42]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.7%
Construction	1.5%	VERY LOW	4.0%
Manufacturing	2.3%	LOW	0.6%
Wholesale Trade	2.7%	LOW	3.6%
Retail Trade	4.6%	AVERAGE	7.5%
Transportation and Warehousing	4.7%	AVERAGE	8.5%
Information	4.1%	AVERAGE	2.0%
Finance and Insurance	2.6%	LOW	5.5%
Real Estate and Rental and Leasing	2.6%	LOW	3.4%
Professional, Scientific, and Technical Services	2.5%	LOW	14.3%
Management of Companies and Enterprises	1.7%	VERY LOW	1.4%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	4.2%
Educational Services	5.2%	HIGH	7.5%
Health Care and Social Assistance	3.9%	AVERAGE	22.3%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	1.6%
Accommodation and Food Services	6.6%	HIGH	9.2%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	2.5%
Public Administration	5.2%	HIGH	1.2%

[41] U.S. Census, 2017 American Community Survey, Miami-Dade County
[42] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

"*Professional, Scientific, and Technical Services*" make up 14% of the workforce, although this sector has relatively low transit usage. This industry includes businesses such as law firms, consulting agencies, and research institutions. While transit usage is currently low, the establishment of a TMA could encourage more employees in this sector to use public transportation, reducing traffic congestion and parking demand. This is followed by the "*Accommodation and Food Services*" industry, which represents 9% of the workforce and has high relative transit usage. This sector includes hotels, restaurants, and other hospitality services, which rely heavily on public transportation for both employees and customers. Enhanced transit options would support the mobility needs of workers in these industries, ensuring reliable access to their workplaces.

"*Transportation and Warehousing*" accounts for 9% of the workforce, with moderate transit usage. This sector, which includes logistics companies, delivery services, and storage facilities, would benefit from improved transportation infrastructure to streamline operations and enhance the movement of goods and personnel. "*Education*," representing 8% of the workforce, has high transit usage. Institutions such as the University of Miami – Main Campus rely on efficient transit services to support the daily commutes of students, faculty, and staff, improving accessibility while reducing dependence on personal vehicles. Similarly, "*Retail Trade*," comprising 8% of the workforce, experiences moderate transit usage. Enhancing transit access within retail districts would facilitate customer mobility and support employees who rely on public transportation.

Key Supported Workforce

The establishment of a TMA in the Greater Coral Gables would provide substantial support to a variety of workforces, enhancing their daily commuting experiences and overall accessibility to their workplaces and destinations.

- **Hospitality and Food Service Workers:** Hospitality and food service workers, including those employed in hotels, restaurants, and other hospitality venues, would benefit greatly from improved transit options. Given the high relative transit usage in this sector, a TMA would ensure reliable and efficient transportation for these workers to areas such as Miracle Mile, Giralda Plaza, or Ponce de León Boulevard, facilitating their commutes and supporting the hospitality industry's operational needs.
- **University Students and Staff:** The University of Miami – Main Campus, a major educational institution in the area, has a significant population of students and staff. Enhanced transit services would cater to the high commuting demand of this group, making it easier for students and staff to access the campus and surrounding areas, thereby promoting educational accessibility and reducing traffic congestion.
- **Medical Staff and Patients:** Healthcare facilities such as Doctors Hospital and South Miami Hospital are critical components of the local economy. Medical staff and patients would benefit from improved transportation infrastructure, ensuring timely and convenient access to healthcare services. This support is crucial for maintaining the efficiency and effectiveness of healthcare delivery in the region.
- **Office Workers:** Professional, scientific, and technical services, which include office workers in various businesses such as law firms, consulting agencies, and research institutions, would see improved commuting options. Although this sector currently has low relative transit usage, the establishment of a TMA could encourage more office workers to use public transportation, alleviating parking demand and reducing traffic congestion.
- **Municipal and Government Employees:** Municipal and government employees, including those working at Coral Gables City Hall, would benefit from enhanced transit services. Reliable

transportation options would support their daily commutes, ensuring that government operations run smoothly and efficiently.

- **Tourism-Dependent Workers:** Tourism-dependent workers, including those employed at major attractions like Venetian Pool, Fairchild Tropical Botanic Garden, and Lowe Art Museum, would see improved access to their workplaces. Enhanced transit options would support the mobility needs of these workers, ensuring that tourism-related activities continue to thrive.
- **Residents:** Residents would also benefit from the establishment of a TMA. Improved transportation infrastructure would enhance their daily commutes, provide better access to local amenities, and contribute to a higher quality of life by reducing traffic congestion and promoting sustainable transportation options.
- **Sports and Event Attendees:** Sports and event attendees, who frequent venues for various activities, would find it easier to access these locations with improved transit services. Enhanced transportation options would support the mobility needs of attendees, ensuring timely and convenient access to events and reducing the strain on local transportation networks.

Overall, the establishment of a TMA in the Greater Coral Gables area would support these diverse workforces by providing improved transit options, reducing traffic congestion, and enhancing accessibility to various employment centers and destinations. This would lead to a more efficient and sustainable transportation system, benefiting the entire community.

Commute by Home Geography

The recommended Greater Coral Gables TMA aims to address significant commuting challenges and enhance transportation efficiency for over 110,000 daily workers as seen in **Figure 4- 20**. Data visualization tools provide valuable insights into areas of congestion and the volume of impact that the TMA could support, highlighting the necessity for improved transit solutions.

Figure 4- 20: Commute by Home Geography
Greater Coral Gables TMA

- **Commute Volume:** The Greater Coral Gables TMA consists of a substantial workforce, with only 8.6% residing within the district. This means that approximately 101,000 workers commute from outside the area, contributing to congestion on major thoroughfares such as I-95, US 1, and East-West corridors such as SR 836/Dolphin Expressway. The high volume of commuters presents an opportunity to elevate the usage of public transportation systems like Metrorail, Tri-Rail, the South Dade Transitway, and other bus and trolley services.
- **Related Communities:** Several communities contribute significantly to the workforce in the Greater Coral Gables TMA, as illustrated in **Figure 4- 21**. Miami provides 13% of the workforce, Kendall contributes 5%, Coral Gables accounts for 4%, and the Hammocks adds 3%. These

commuting patterns drive congestion on key routes and underscore the need for efficient transit solutions to alleviate traffic and improve accessibility.

- **Distance and Direction:** A detailed analysis of commute patterns, depicted in **Figure 4- 22**, reveals that over 32,000 workers travel from the north, including areas easily accessible by Metrorail. For those commuting from due west or due north, driving or direct bus services may be the most viable options. Additionally, nearly 20,000 workers commute from the southwest, many of whom already utilize Metrorail and the South Dade Transitway. Expanding service in these areas could significantly boost ridership, particularly with initiatives like the SMART Plan South Corridor's Bus Rapid Transit (BRT) service along the South Dade Transitway. This investment has the potential to make high-frequency, reliable transit more accessible, ultimately reducing congestion and improving connectivity across the region.

The establishment of a TMA in the Greater Coral Gables area would support these commuting patterns by providing targeted improvements to transit infrastructure. By addressing congestion hotspots and optimizing public transportation routes, the TMA can significantly reduce travel times and enhance the overall commuting experience for workers. This would not only benefit the daily workforce but also support the broader community, including hospitality and food service workers, university students and staff, medical staff and patients, office workers, municipal and government employees, tourism-dependent workers, residents, and sports and event attendees.

Socioeconomic Characteristics

The income distribution within the recommended Greater Coral Gables TMA is a crucial factor in establishing the organization, as it highlights the economic diversity and the need for accessible transportation solutions. In this area, 38.5% of the workforce earns less than $40,000 annually, and 12% make less than $15,000 per year. This income data is significant for several reasons. Firstly, it indicates a substantial portion of the workforce that may rely heavily on affordable and efficient public transportation. Workers earning less than $40,000 annually, and particularly those making less than $15,000 per year, are likely to benefit from improved transit options that reduce commuting costs and provide reliable access to employment centers.

Secondly, this zone has the second-lowest rate of low-income workforces among the ten proposed TMAs. While this suggests a relatively higher average income compared to other areas, it still underscores the importance of establishing a TMA to support those who are economically disadvantaged. Ensuring that transportation infrastructure is inclusive and accessible to all income levels is vital for promoting equity and economic mobility. This income data provides valuable insights into strategic planning and implementation of the TMA. It highlights the need for targeted investments in public transportation systems such as Metrorail, South Dade Busway, and bus and trolley services. These improvements can help alleviate congestion on major routes like I-95, US1, and East-West corridors, making commuting more efficient and affordable for lower-income workers.

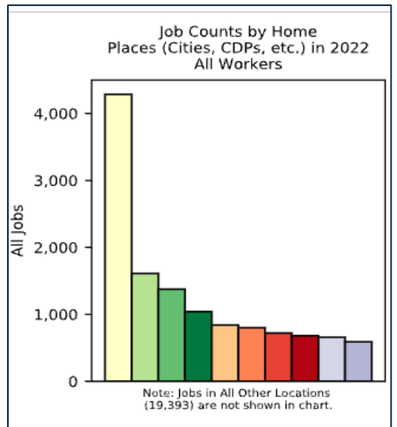
As described within **Appendix B** and depicted in **Table 4- 12**, within the Greater Coral Gables TMA, several areas exhibit distinct socioeconomic characteristics. The Consolidated Coral Gables, South Miami, plus Coconut Grove area has 19% of its population below the 150% poverty threshold, with a median household income of $113,800. Here, 4% of the workforce commutes via public transit, 5.4% carpool, 5.1% walk, 1% bikes, and 62.6% drive alone to work. Approximately 17% of households have no vehicle, and the total population is 104,667, with 19% being seniors. In comparison, in the Consolidated Coral Gables, UM, South Miami, plus US 1 area, 21.7% of the population is below the 150% poverty threshold, with a median household income of $125,100.

Commuting patterns show that 3.6% use public transit, while 5.1% carpool, 8.9% walk, 1.8% bike, and 57.7% drive alone. About 29% of households have no vehicle, and the total population is 24,687, with 15% being seniors. Downtown Coral Gables has 15.9% of its population below the 150% poverty threshold, with a median household income of $128,176. In this area, 1.8% of the workforce commutes via public transit, 6% carpool, 7.1% walk, 1.3% bike, and 61.7% drive alone. Approximately 17.8% of households have no vehicle, and the total population is 42,999, with 19% being seniors. Lastly, Coconut Grove has 18.2% of its population below the 150% poverty threshold, with a median income of $153,656. Here, 4% of the workforce uses public transit, 2.9% carpool, 4% walk, 0.7% bike, and 62.5% drive to work. About 18.3% of households have no vehicle, and the total population is 21,411, with 22% being seniors.

Table 4- 12: Socioeconomic Characteristics of the Greater Coral Gables TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 to 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
3a:	Consolidated Coral Gables, South Miami + Coconut Grove	19.00%	4.00%	5.40%	5.10%	1.00%	62.60%	$113,800	64.60%	17.00%	104,667	20,170	19%
3b:	Consolidated Coral Gables, UM, South Miami, US-1	21.70%	3.60%	5.10%	8.90%	1.80%	57.70%	$125,100	69.90%	29.00%	24,687	3,812	15%
3c:	Downtown Coral Gables	15.90%	1.80%	6.00%	7.10%	1.30%	61.70%	$128,176	65.60%	17.80%	42,999	8,367	19%
3d:	Coconut Grove	18.20%	4.00%	2.90%	4.00%	0.70%	62.50%	$153,656	59.70%	18.30%	21,411	4,629	22%

Figure 4- 21: Job Counts by Home Places, Coral Gables TMA - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	31,996	100.0%
Miami city, FL	4,286	13.4%
Kendall CDP, FL	1,610	5.0%
Coral Gables city, FL	1,376	4.3%
The Hammocks CDP, FL	1,041	3.3%
Kendale Lakes CDP, FL	840	2.6%
Hialeah city, FL	800	2.5%
Cutler Bay town, FL	720	2.3%
Homestead city, FL	681	2.1%
Westchester CDP, FL	659	2.1%
Fountainebleau CDP, FL	590	1.8%
All Other Locations	19,393	60.6%

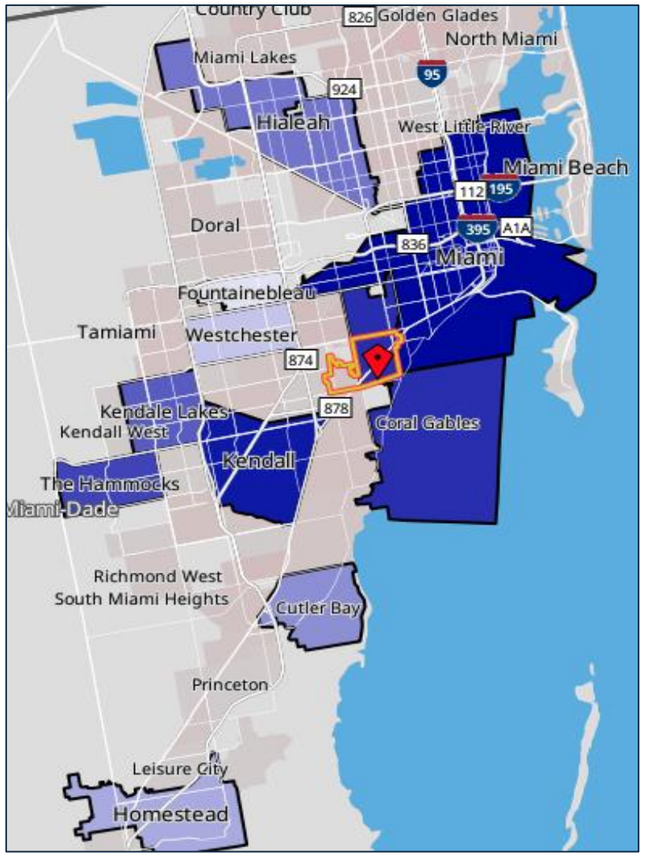
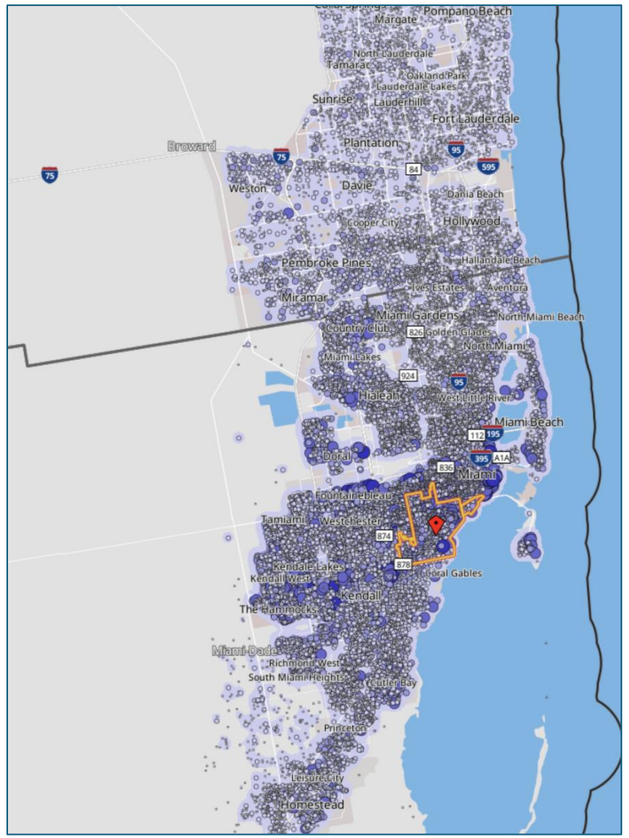
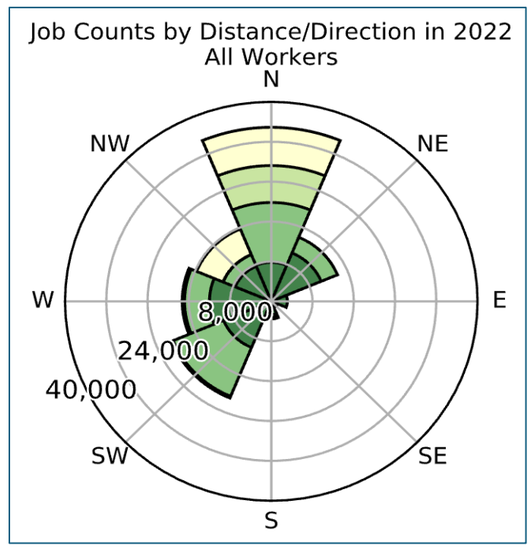


Figure 4- 22: Job Counts by Distance/Direction, Miami Beach TMA (2022)





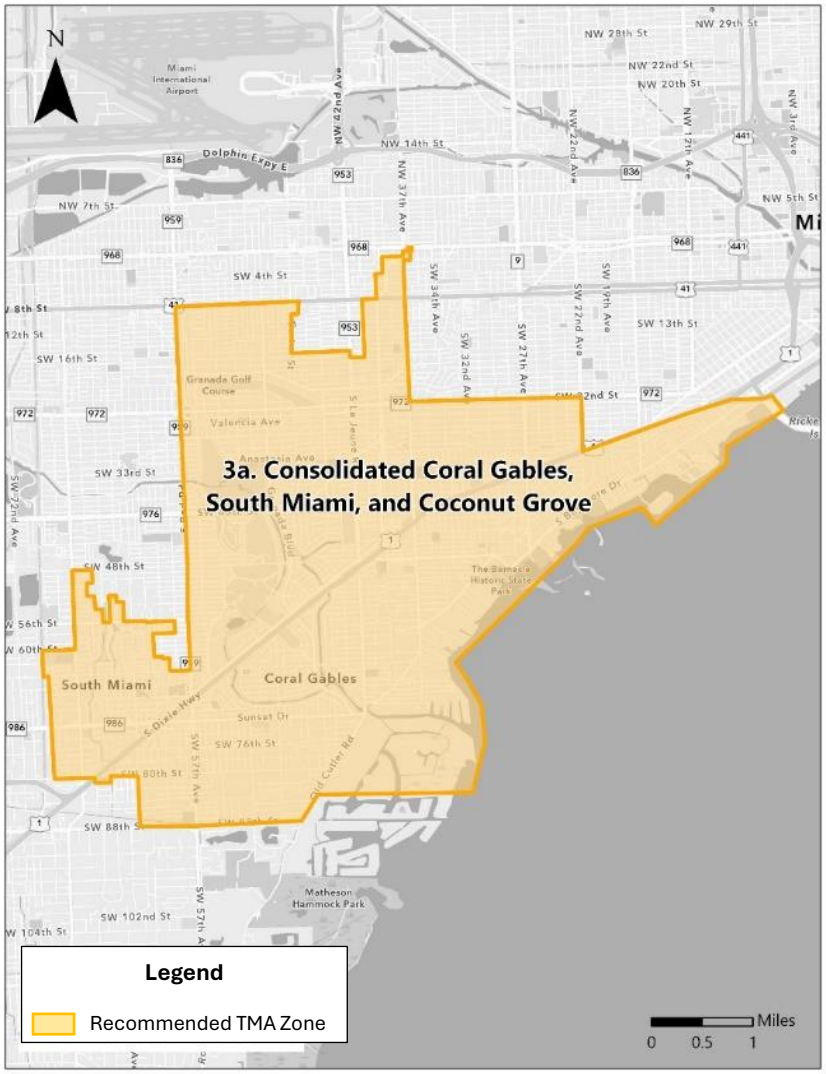
Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	110,680	100.0%
Less than 10 miles	54,969	49.7%
10 to 24 miles	33,936	30.7%
25 to 50 miles	7,744	7.0%
Greater than 50 miles	14,031	12.7%

Recommended Boundaries

The current recommendation centers on **Option 3a**—depicted in **Figure 4- 23**—which **combines Coral Gables, South Miami, and Coconut Grove**. This amalgamation of adjacent communities with overlapping business districts is well-served by Metrorail and has semi-frequent bus and trolley services, offering a strong target market for TMA services. The presence of the University of Miami-Main Campus, along with high-volume Metrorail stations, adds to the importance of this zone. One of the challenges of a TMA of this size will be working across multiple jurisdictions, but this could also be the TMA's strength in supporting the delivery of a cohesive set of services to commuters across multiple areas. Alternatively, if input from local stakeholders encourages a more concentrated approach, then a TMA could be initiated with just Coral Gables (Option 3c) or Coral Gables and South Miami (3b). Additionally, due to the presence of the Coconut Grove Business Improvement District, Coconut Grove could establish its own TMA without combining efforts, although it would likely operate with a very small staff.

Figure 4- 23: Recommended TMA Boundary for Coral Gables



4.1.4 South Dade Transitway

The South Dade Transitway is a key corridor in the Miami-Dade SMART Plan, designed to support high-capacity Bus Rapid Transit (BRT) infrastructure and improve mobility in the southern region of the county. The proposed TMA in this area would aim to improve ridership and expand affordable access for the workforce commuting along the Transitway and to major employment hubs in Kendall and Dadeland. Potential TMA activities include education, incentives, first/last mile connectivity solutions, and partnerships with local business associations, colleges, retail centers, and hospitals. The five options for this zone explore various approaches to capturing activity along the South Dade Transitway, with some variations extending to include key activity centers in Kendall and major healthcare anchors, as illustrated in **Figure 4- 24** through **Figure 4- 28**, and summarized in **Table 4-13**.

Table 4- 13: Summary of South Dade Transitway TMA Options

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Service Index	No. of Business
4a: Transitway North TMA	18.032	69,267	54,561	42.138	2323	127	506
4b: Kendall plus Transitway North TMA	50.225	194,612	91,065	43.090	4012	80	809
4c: Transitway South TMA	21.418	104,311	6,716	43.634	935	34	178
4d: Combined Transitway TMA	38.064	167,076	15,681	42.619	3251	71	682
4e: Kendall plus Combined Transitway TMA	69.099	299,758	31,431	43.260	4940	64	988

4.1.4.1 Option 4a: South Dade Transitway North TMA

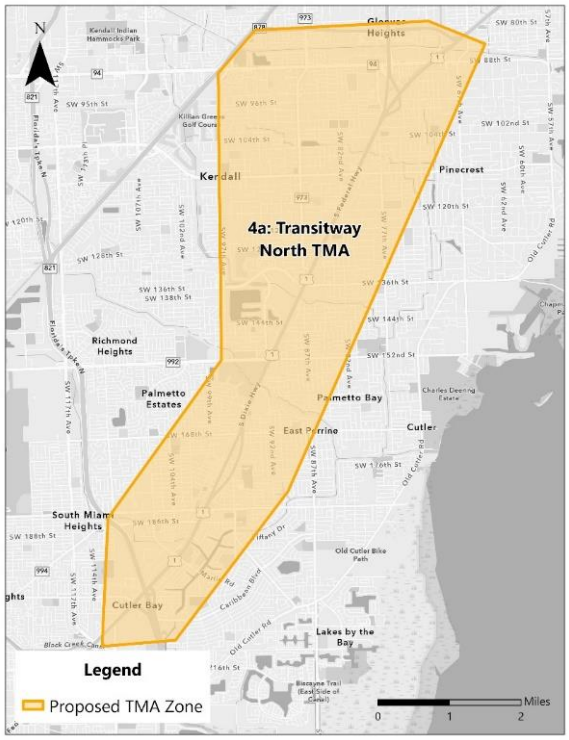
This option focuses on the northern section of the South Dade Transitway, covering approximately 18 square miles illustrated in **Figure 4- 24** and serving a workforce population of 54,561 and daytime population of 69,267. With a Transit Proportional Propensity Index of 42.138 and a Transit Volume Index of 2,323, the area shows a moderate demand for transit. The Transit Service Index of 127 indicates strong existing service coverage. This boundary prioritizes retail and food service workers, as well as residents commuting to and from the northern segment of the South Dade Transitway. It

offers an opportunity to boost ridership on existing infrastructure and enhance local connections through targeted transportation demand management strategies.

Boundary Limits Summary

- **North Boundary:** Begins at the intersection of SR 874/Don Shula Expressway and SW 88 Street/Kendall Drive, following SR 874/Don Shula Expressway northward to SR 878/Snapper Creek Expressway, then continuing east along SR 878 to US-1 at the Dadeland North Metrorail Station. This segment includes single-family residential areas, the Dadeland commercial district, Baptist Health ER Hospital in Kendall, and Dadeland Mall.
- **East Boundary:** Follows US-1, running south of Gulliver Preparatory School and extending approximately 0.81 miles south of US-1 along the South Dade Transitway corridor. It encompasses portions of Pinecrest, the west side of Cutler, Palmetto Bay, Perrine, and several unincorporated neighborhoods within Miami-Dade County.
- **South Boundary:** Starts at the Black Creek Canal and extends east to SW 209 Lane, covering Southland Mall, Cutler Ridge Park, and the western portions of Cutler Bay.
- **West Boundary:** Begins at SR 874/Don Shula Expressway and SW 88 Street/Kendall Drive, running south along SW 97 Avenue, passing through Kendall, Palmetto Estates, and the West Perrine neighborhood in unincorporated Miami-Dade County. It extends beyond Florida's Turnpike, crosses SW 186 Street, and ends at the corner of Southland Mall.

Figure 4- 24: Option 4a: South Dade Transitway North TMA



Major employers in this area include:

- South Dade Senior High School,
- Cleveland Clinic Family Health Center - Miami,
- Walmart Supercenter - Cutler Bay,
- Southridge Senior High School,
- Miami Southridge Park,
- Ferguson Senior High School,
- Baptist Health Urgent Care - Cutler Bay,
- Coral Reef Montessori Academy Charter School, and
- South Miami-Dade Cultural Arts Center.

4.1.4.2 Option 4b: Kendall plus South Dade Transitway North TMA

This expanded boundary builds on Option 4a by incorporating the Kendall area, forming a larger TMA spanning 50.225 square miles as seen in **Figure 4- 25** and serving a workforce population of 91,065 and a daytime population of 194,612. The inclusion of Kendall brings in major employment centers like hospitals and retail complexes, expanding the TMA's relevance to healthcare and service workers. With a Transit Proportional Propensity Index of 43.090, Transit Volume Index of 4,012, and Transit Service Index of 80, this option demonstrates high potential for multimodal commuting programs. The expanded area allows for greater coordination with institutional partners and broader commuter engagement.

Boundary Limits Summary

- **North Boundary:** The boundary begins at the intersection of SW 126 Avenue and Coral Way/SW 26 Street, located just south of the University Park neighborhood. It proceeds eastward along the south side of Coral Way, crossing Florida's Turnpike in the midsection of the northernmost edge. Continuing past SW 112 Avenue, the boundary extends east to two blocks east of SW 107 Avenue, where it shifts southward, encompassing the Westwood Lakes neighborhood. From there, the boundary follows SW 107 Avenue south until reaching Snapper Creek Drive, then moves southeast along Snapper Creek Drive, encompassing a variety of single-family residential areas. Upon reaching the SR 874/Don Shula Expressway near Kendalwood Park, the boundary turns eastward above SW 83 Street.

  Continuing along the Snapper Creek Canal, the boundary begins at the intersection of SW 107 Avenue and SW 72 Street, following the canal eastward until it concludes near SW 61 Avenue and North Kendall Drive/SW 88 Street, south of Glenvar Heights, and incorporating the Dadeland Mall, Downtown Dadeland, and the Dadeland South Metrorail Station.

- **East Boundary:** Continuing along SW 61 Avenue and North Kendall Drive, the eastern boundary extends south and terminates a few blocks beyond SW 208 Street, along the southeastern portion of the Black Creek Trail, just east of the Dennis C. Moss Cultural Arts Center. This eastern edge includes a buffer zone between a mile and 1.15 miles wide on the southeast side of the South Dade TransitWay. The land use along the South Dade TransitWay corridor is diverse and primarily transit supportive. The immediate vicinity includes a mix of medium- to high-density residential neighborhoods, particularly multi-family apartment complexes and townhome developments that have emerged in proximity to key transit nodes.
- **South Boundary:** This edge begins along SW 152 Street, incorporating the former Richmond Air Force Station. On the southwest side, the boundary follows the alignment of the CSX Homestead Subdivision/South Line up to the Federal Correctional Institution. From there, the boundary continues south along SR 825/Lindgren Road/SW 137 Avenue to the edge of Black Creek Trail, then follows the northern edge of the Black Creek Canal and Black Creek Trail to SW 212 Street. The southern boundary terminates near the Southland Mall and the South Dade Government Center.

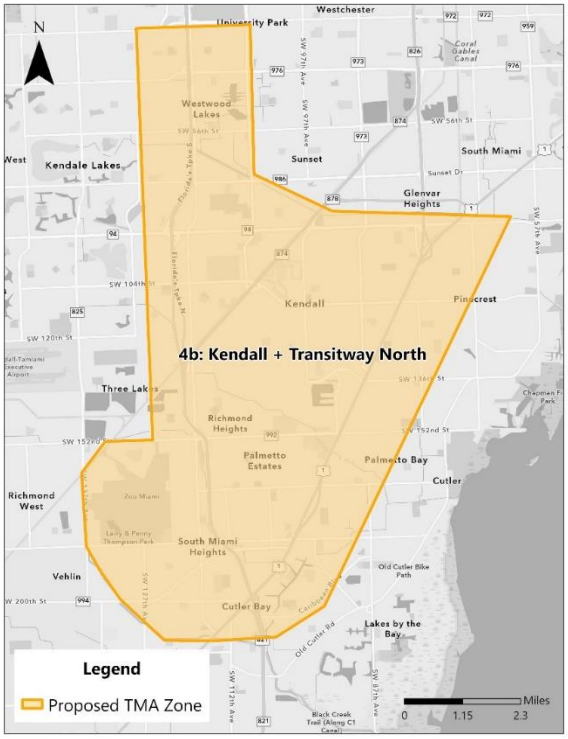
  The primary land use in this area is residential, characterized predominantly by single-family homes situated throughout the interior of the boundary. The area is characterized by a concentration of commercial and retail centers, especially near major intersections. These are often anchored by grocery stores, shopping plazas, and service-oriented businesses that benefit from enhanced transit accessibility. Additionally, several institutional land uses—including

schools, community health centers, and civic facilities such as the Dennis C. Moss Cultural Arts Center and the South Dade Government Center—are located near the southeastern edge of the South Dade TransitWay, supporting both public services and cultural engagement in the community. The primary residential land use in this area is single-family homes.

- **West Boundary:** Continues at the intersection of SW 26 Street/Coral Way and SW 126 Avenue, continuing southward through Unincorporated Miami-Dade County. This corridor traverses neighborhoods composed primarily of single-family homes and townhome developments, reflecting low- to medium-density residential land uses. The boundary deviates slightly east of SW 127 Avenue to incorporate portions of the Deerwood neighborhood near SW 122 Avenue and areas adjacent to Three Lakes, continuing south to SW 152 Street.

  From this point, the alignment moves toward the Richmond Air Force Station, then continues south along the west of SW 184 Street, approaching the edge of South Miami Heights near Florida's Turnpike. The boundary encompasses southeastern Palmetto Estates, West Perrine, and terminates near the municipal limits of Cutler Bay. This western segment includes a diverse range of land uses, predominantly residential, supported by significant regional landmarks and public assets. Notable destinations along this edge include the Gold Coast Railroad Museum, Zoo Miami as the western edge, and Larry and Penny Thompson Memorial Park.

Figure 4- 25: Option 4b - Kendall plus South Dade Transitway North TMA



Major employers in this area include:

- Jackson South Medical Center,
- Baptist Hospital of Miami,
- Miami Dade College - Kendall Campus,
- Walmart Supercenter - Kendall,
- Target - Kendall Drive,
- Kendall Regional Medical Center,
- Dadeland Mall,
- Baptist Health Urgent Care - Kendall,
- Baptist Children's Hospital, and
- Devry University - Miami Campus

4.1.4.3 Option 4c: South Dade Transitway South TMA

This option targets the southern section of the South Dade Transitway, encompassing approximately 21 square miles as seen in **Figure 4- 26**, with a workforce population of 19,334 and a daytime population of 104,311. The Transit Proportional Propensity Index is 43.634, while the Transit Volume Index is 935 and the Transit Service Index is 34. Though the area has lower population density and transit volume, this option allows for focused transportation solutions for key destinations like the CHI Health Center and nearby residential communities. It may be particularly valuable for addressing first/last mile challenges and improving access to education and employment in the area.

Boundary Limits Summary

- **North Boundary:** The boundary begins at the intersection of SW 112 Avenue and South Dixie Highway, following the South Dade TransitWay just north of the Black Creek Trail and south of Southland Mall. The northernmost portion of the area encompasses neighborhoods such as Goulds, as well as residential communities east of Florida's Turnpike, extending toward Old Cutler Road and west of SW 102 Avenue. The corridor through Goulds features a mix of small businesses, community services, and transit access points, especially along the South Dade TransitWay. The northern portion of the boundary continues through neighborhoods both north and south of SW 216 Street, capturing the transitional zone between historic Goulds and the broader South Dade residential areas. The northern edges include other neighborhoods such as Princeton and Naranja, all situated along South Dixie Highway and the path of the South Dade Transitway.
- **East Boundary:** On the eastern edge, the boundary generally follows the west side of Florida's Turnpike, while also encompassing neighborhoods to the east along the northern portion of the area, extending toward Old Cutler Road and reaching as far as SW 102 Avenue. As the boundary continues south, it begins to extend further east of the Homestead Extension of Florida's Turnpike (HEFT), reaching the southeastern edge near SW 140 Avenue. From there, the boundary crosses the HEFT and follows the Tallahassee Connector along Tallahassee Road, continuing southward to Campbell Drive.

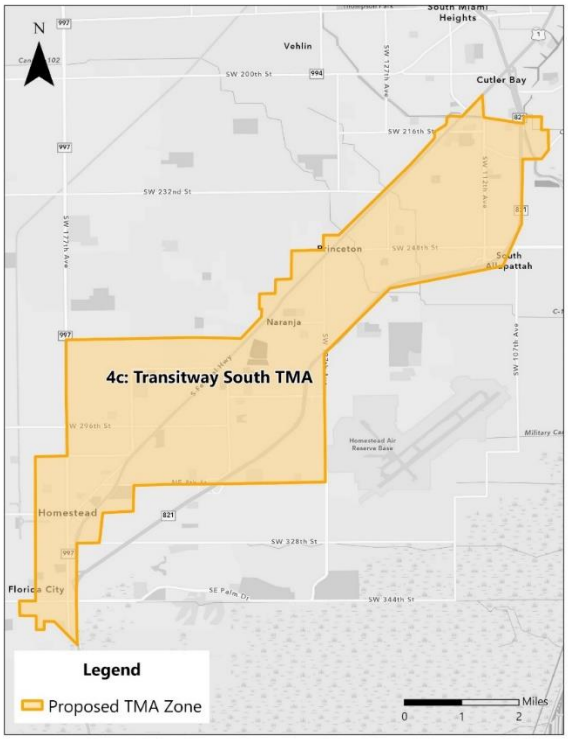
  The land use in this area consists of a mix of low- to medium-density residential neighborhoods, commercial corridors, and pockets of agricultural and undeveloped land. Commercial activity is concentrated along South Dixie Highway and at key intersections, while residential uses dominate the areas between the HEFT and Old Cutler Road. The southern edge of the South Dade TransitWay enhances the potential for emerging transit-oriented development and mixed-use projects. Toward the eastern side of the boundary lies Leisure City, situated between the City of Homestead to the south and Naranja to the north. The boundary then extends west along Campbell Drive, entering the City of Homestead at its southeastern edge near Campbell Drive and NE 12 Avenue, just east of Harris Field Park. From there, the eastern boundary continues south along NE 12 Avenue to E Mowry Drive, encompassing a portion of the City of Homestead.

  At the intersection of E Mowry Drive and SE 6 Avenue, the boundary continues south along SE 6 Avenue to SE 8 Street. From there, it moves westward toward US 1/South Homestead Boulevard, where it continues south along NE 1 Avenue. Upon reaching SW 7 Street, the boundary merges with South Krome Avenue, where the southeastern boundary concludes

- **South Boundary:** Begins at the intersection of W Palm Drive and SW 8 Avenue, close to Florida City Pineland Preserve located in Florida City. Florida City, located at the southern tip of this TMA boundary, features a mix of low- to medium-density residential neighborhoods alongside commercial corridors primarily along US 1 and Flagler Avenue. The city includes pockets of light industrial uses near transportation hubs and is surrounded by extensive agricultural lands. Public facilities such as schools, parks, and government buildings support the community, while tourism-related services cater to visitors heading to the Everglades and the Florida Keys.

  The boundary continues south along SW 8 Avenue to SW 3 Terrace, where it extends eastward to SW 6 Avenue. From there, it continues south on SW 6 Avenue to SW 7 Street.

Figure 4- 26: Option 4c - South Dade Transitway South TMA



  The boundary then moves east along SW 7 Street to SW 5 Avenue, continues south to SW 5 Street, and proceeds east on SW 3 Avenue before merging onto SW 177 Court. The boundary meets South Krome Avenue there, where it terminates.

- **West Boundary:** The boundary begins along the South Dade TransitWay at the intersection of South Dixie Highway and SW 112 Avenue. The western edge continues south along South Dixie Highway, passing through unincorporated Miami-Dade County neighborhoods such as the Goulds. It extends past SW 224 Street along Old Dixie Highway, which later transitions into West Dixie Highway. The boundary follows the TransitWay south to SW 244 Street, where it includes portions of the Redland Market Village east of SW 137 Avenue. It continues south on SW 137 Avenue to Coconut Palm Drive, then west along Coconut Palm Drive to NW 142 Avenue, where it turns south to SW 256 Street. At the intersection of SW 256 Street and SW 144 Avenue, the boundary encompasses the Redland Shores housing complex. From there, it follows SW 144 Avenue south to SW 260 Street, continuing west to SW 147 Avenue.

  This area is characterized by agricultural land, mid-density apartment complexes, and a variety of farmers markets and plant nurseries. The boundary proceeds south on SW 147 Avenue to SW 264 Street, then turns south on SW 146 Court, reconnecting with Old Dixie Highway and the South Dade TransitWay. Continuing along the TransitWay, the boundary extends west along SW 272 Street to SR 997/Krome Avenue/West 177 Avenue. It follows North Krome Avenue to NW 15 Street, encompassing parts of Homestead, which includes a mix of low- to medium-density residential neighborhoods with single-family homes, townhomes, and multifamily developments. Commercial land uses are concentrated along major corridors like US 1, and the

surrounding area includes significant agricultural land such as nurseries and farms. The boundary then extends west along NW 15 Street to Roberts Road and travels south on Roberts Road to W Palm Drive, just north of Everglades Trail in Florida City.

Major employers in this area include:

- Homestead Hospital,
- Miami Dade College - Homestead Campus,
- Baptist Health Medical Plaza - Homestead,
- Homestead Police Department,
- City of Homestead Government Center,
- Homestead-Miami Speedway,
- Campbell Drive K-8 Center,
- South Dade Technical College,
- Publix Super Market at Campbell Square, and
- Florida Department of Health in Miami-Dade – Homestead.

4.1.4.4 Option 4d: Combined South Dade Transitway TMA

This option merges the northern and southern South Dade Transitway segments into one comprehensive boundary covering 38.064 square miles as seen in **Figure 4- 27**, with a workforce population of 73,306 and daytime population of 167,076. It offers a Transit Proportional Propensity Index of 42.619, Transit Volume Index of 3,251, and Transit Service Index of 71. The unified approach enables coordinated strategies across the full length of the corridor, supporting large-scale outreach and shared resource deployment. It is well suited for system-wide programming and can efficiently serve the diverse commuting patterns along the Transitway.

Boundary Limits Summary

- **North and West Boundary**: Traveling from north to south, the northern boundary begins at the intersection of US 1/South Dixie Highway and SW 80 Street, near the Dadeland North Metrorail Station and Dadeland Mall, situated within the Dadeland district. This area features a mix of high-density residential apartments, commercial plazas, and transit-oriented development. From this point, the boundary extends west along SR 878/Snapper Creek Expressway to the spur route of SR 874/Don Shula Expressway. It then proceeds south along SR 874, following the expressway's alignment. The adjacent land is primarily unincorporated Miami-Dade County, characterized by a mixture of suburban single-family homes, townhomes, commercial retail centers, and mid-rise apartment complexes.

  Continuing south along SW 97 Avenue, the boundary passes major corridors such as Killian Drive/SW 104 Street, and further south past SW 152 Street, near Jackson South Medical Center—a significant institutional land use. The boundary continues along the western perimeter of the Palmetto Golf Course, encompassing the southeastern corner of Palmetto Estates, an area consisting largely of low- to medium-density residential housing. It then expands southwest into a shifting path approximately 0.65 miles west of the South Dade TransitWay, incorporating neighborhoods such as West Perrine and the southeastern corner of South Miami Heights. This stretch includes a variety of single-family residential neighborhoods, local parks, and small-scale commercial nodes.

  Moving southward past Southland Mall and into the Goulds, the area transitions into lower-density residential zones with pockets of agricultural and vacant land. The boundary continues along the South Dade TransitWay, past SW 216 Street, then begins to parallel US 1/South Dixie

Highway closely until SW 272 Street. At SW 272 Street, the boundary turns west and proceeds to SR 997/Krome Avenue—a corridor that marks the transition from suburban to rural and agricultural land uses. From there, the boundary extends south along Krome Avenue to NW 15 Street in Homestead, passing predominantly agricultural lands, nurseries, and rural residential properties. It continues west along NW 15 Street to Roberts Road, and then south on Roberts Road to Florida City, located near West Palm Drive and Everglades Trail. This southernmost portion includes a mix of rural residential, agricultural, and environmentally sensitive lands at the urban-rural fringe.

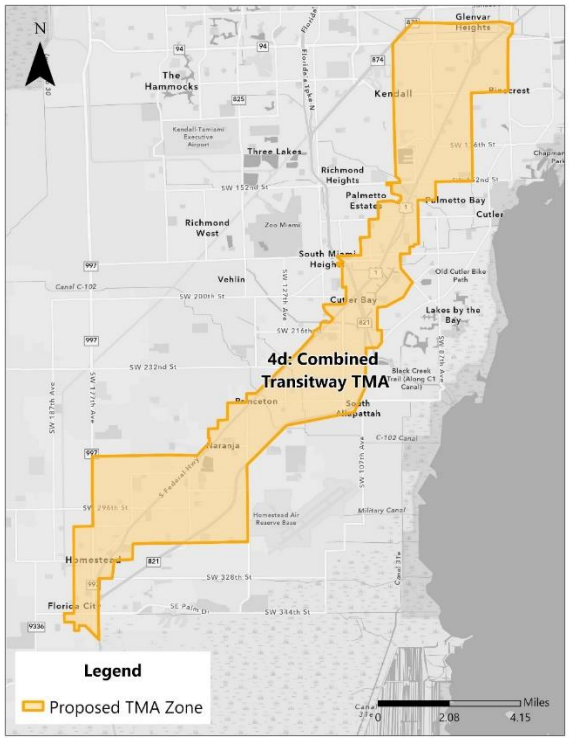
- **South and East Boundary:** Traveling from north to south, the boundary begins at the intersection of US 1/South Dixie Highway and SW 67 Avenue, near the Dadeland North Metrorail Station, located adjacent to Dadeland Mall in the Dadeland district. This area features a mix of transit-oriented development, high-density residential apartments, and retail/commercial centers. From there, the boundary continues south along SW 67 Avenue to Killian Drive/SW 104 Street, then proceeds west along Killian to SW 77 Avenue. At this point, the boundary shifts southward, extending to SW 152 Street/Coral Reef Drive near Coral Reef Park, which marks the western edge of this segment. This corridor includes low- to medium-density residential neighborhoods, parkland, and public facilities.

  Following SW 152 Street eastward, the boundary reaches SW 87 Avenue, encompassing a portion of the Village of Palmetto Bay, which includes a mix of single-family homes, institutional uses, and recreational facilities. The boundary continues south along SW 87 Avenue to SW 160 Street, then turns west to SW 92 Avenue, an area with a high concentration of commercial activity, including large-format retailers like BrandsMart USA, and other retail plazas clustered near the South Dade TransitWay corridor.

  From this point, the boundary tracks closely with US 1/South Dixie Highway, capturing the Palmetto Bay area, until reaching SW 94 Avenue and SW 184 Street. At SW 184 Street/Eureka Drive, the alignment shifts west to SW 97 Avenue, continuing south and transitioning onto Franjo Road, following its southeast alignment through central Cutler Bay. Continuing through Franjo Road, the boundary intersects with Caribbean Boulevard and proceeds southwest toward Anchor Road, encompassing the core municipal area of Cutler Bay, including a range of residential subdivisions, townhome developments, and local commercial centers.

  At SW 216 Street, a key east-west arterial within southern Miami-Dade County, the boundary turns west and continues to SW 102 Avenue, encompassing the Cutler Creek neighborhood. This area is characterized by medium-density residential homes, townhomes, and proximity to Old Cutler Road, which the boundary follows westward, moving toward Florida's Turnpike. From there, the boundary parallels the outer western edge of Florida's Turnpike, capturing all residential and commercial development located between Florida's Turnpike and the South Dade TransitWay along South Dixie Highway, continuing south through Leisure City. The land uses along this corridor include affordable housing communities, strip retail centers, and access to regional transit service.

Figure 4- 27: Option 4d - Combined South Dade Transitway TMA



Near Leisure City, the boundary expands east following the Tallahassee Connector Corridor along Tallahassee Road, heading south to Campbell Drive/SW 312 Street. It continues west along Campbell Drive, passing Baptist Health Homestead Hospital to the north, then crosses Florida's Turnpike, entering the Homestead area. Upon reaching NE 12 Avenue, the boundary turns south, passing Harris Field Park to the west, and enters the central portion of Homestead, encompassing institutional uses, public parks, and a mix of urban residential and commercial zoning districts.

The boundary continues south along SW 6 Avenue to SW 328 Street, a major east–west corridor in Homestead. From there, it follows SW 328 Street westward, passing through areas characterized by low-density residential subdivisions, commercial plazas, and proximity to agricultural transition zones.

As the boundary moves west, it intersects NE 1 Avenue, continuing past East Palm Drive, a corridor that includes retail services, gas stations, and community-serving commercial uses. The boundary concludes at the convergence of US 1/South Dixie Highway and SR 997/South Krome Avenue—a significant regional junction marking the southernmost portion of the study area. This intersection serves as a gateway between urban Homestead and rural Florida City, surrounded by a mix of highway-oriented commercial uses, transportation infrastructure, and open/agricultural land to the west.

Major employers in this area include

- Baptist Hospital of Miami,
- Dadeland Mall,
- Baptist Children's Hospital,
- Devry University - Miami Campus,
- Jackson South Medical Center,
- Homestead Hospital,
- Miami Dade College - Kendall Campus,
- Southland Mall,
- Miami Dade College - Homestead Campus, and
- City of Homestead Government Center.

4.1.4.5 Option 4e: Kendall plus Combined South Dade Transitway TMA

This option combines the full South Dade Transitway corridor with the Kendall area, creating the largest proposed boundary at approximately 70 square miles as seen in **Figure 4- 28**, a serving a workforce population of 109,936 and a daytime population of 299,758. It holds a Transit Proportional Propensity Index of 43.260, a Transit Volume Index of 4,940, and a Transit Service Index of 64. By integrating high-employment zones like hospitals and retail centers with the full length of the Transitway, this option maximizes reach and impact. It supports cross-jurisdictional collaboration

and offers a flexible framework for addressing transit access, rider education, and employer partnerships across a wide geography.

Boundary Limits Summary

- **North and West Boundary**: Traveling from north to south on the west edge, the boundary begins at the intersection of SW 107 Avenue and Coral Way, just south of the University Park neighborhood. From this point, it follows the northern edge of neighborhoods situated south of Coral Way, moving westward. Upon reaching SW 127 Avenue, the boundary crosses Florida's Turnpike, marking the northernmost edge.

  Continuing south along SW 127 Avenue to SW 72 Street, the boundary encompasses predominantly residential neighborhoods and condominium complexes to the east. West of this edge are unincorporated areas of Miami-Dade, featuring commercial plazas near Kendall Indian Hammocks Park. The western boundary then shifts slightly east of SW 127 Avenue, running parallel but approximately two blocks east, passing through the Deerwood neighborhood until reaching SW 152 Street. At this point, the boundary follows SW 152 Street—marking the northern edge of the Homestead Subdivision—and runs adjacent to the freight rail line owned by CSX Transportation, near the Gold Coast Railroad Museum.

  From there, the boundary continues south along SR 825/Lindgren Road to the Black Creek Canal at SW 184 Street. It then follows the alignment of the Black Creek Trail to SW 212 Street and SW 117 Court, encompassing the Goulds neighborhood. Continuing along South Dixie Highway and the South Dade TransitWay, the boundary follows Old Dixie Highway, reaching the border of the Princeton neighborhood. It crosses over to SW 137 Avenue and continues west along Coconut Palm Drive to SW 142 Avenue, encompassing a mix of single-family residential and agricultural land.

  Turning south on SW 142 Avenue, the boundary proceeds west on SW 256 Street. From here, it continues through unincorporated Miami-Dade south of SW 256 Street until reaching SW 264 Street, just east of SW 147 Avenue. The boundary then shifts eastward near Old Dixie Highway, following the South Dade TransitWay corridor and encompassing the Naranja neighborhood. Upon reaching SW 272 Street, it extends west along SW 272 Street to its intersection with SR 997/Krome Avenue.

  From there, the boundary proceeds south along Krome Avenue to NW 15 Street, where it continues west to Roberts Road. Roberts Road (also known as NW 6th Avenue) forms most of the southwestern edge, running along the border of Homestead and continuing south to West Palm Drive. At West Palm Drive, the boundary turns west to SW 8 Street, then shifts south at SW 3 Terrace. From SW 3 Terrace, the boundary moves east to SW 6 Avenue, then south along SW 6 Avenue to SW 7 Street. It continues along SW 177 Court, which merges into South Krome Avenue. The boundary concludes at the intersection of South Krome Avenue and US 1 in Florida City.
- **South and East Boundary:** Traveling from the north, the southeastern boundary begins at the intersection of Coral Way/SW 24 Street and SW 107 Avenue. From there, it runs south along SW 107 Avenue, cutting through a mix of commercial corridors and residential developments, until it reaches SR 986/Sunset Drive/SW 72 Street. At this point, the boundary shifts eastward briefly, following Sunset Drive to Snapper Creek Drive, which forms the western edge of the Sunset

neighborhood. Continuing southward, the boundary approaches the interchange where the SR 874/Don Shula Expressway and SR 878/Snapper Creek Expressway converge. From this interchange, the line dips below the Snapper Creek Expressway, tracking just south of the highway until it meets the southern side of US 1. Here, the boundary traces the edge of the Dadeland district, stopping just north of the Dadeland North Metrorail Station and the Dadeland Mall, two major landmarks in the area.

The boundary then turns south along SW 67 Avenue and proceeds to Killian Drive/SW 112 Street, passing through neighborhoods that partially overlap with the municipal boundaries of Pinecrest. It continues west along Killian Drive until it reaches SW 77 Avenue. Turning south once more, the boundary follows SW 77 Avenue all the way down to SW 152 Street, skirting the eastern edge of Coral Reef Park in Cutler Bay.

From there, it moves west along SW 152 Street to SW 87 Avenue, continuing through residential zones with a mix of single-family homes and small parks. The boundary drops south on SW 87 Avenue to SW 160 Street, entering the village of Palmetto Bay. It then curves west to SW 92 Avenue and continues its path southward, threading through the heart of Palmetto Bay as it moves toward its southern extent. The boundary captures a stretch of residential neighborhoods just north of SW 181 Street, then dips south again along SW 94 Avenue until it reaches SW 184 Street. From there, it shifts west onto SW 97 Avenue, where it encompasses the neighborhoods of Perrine, West Perrine, and Palmetto Estates—areas known for their long-standing communities and varied housing types.

As the boundary continues along SW 97 Avenue, it transitions onto Franjo Road, curving southeast toward Caribbean Boulevard and entering the Cutler Bay area. It follows Caribbean Boulevard eastward to Anchor Road, then reaches SW 216 Street, marking a significant east-west corridor in southern Miami-Dade. From this point, the boundary continues east and then turns south again along SW 102 Avenue, eventually meeting Old Cutler Road—also known as Ingraham Highway. This stretch includes a residential enclave tucked within the winding path of Old Cutler Road, characteristic of the leafy, suburban setting of Cutler Bay.

Turning westward from Old Cutler Road, the boundary intersects Florida's Turnpike and begins to trace its eastern edge, hugging the corridor closely. It captures both residential and commercial uses lying to the west of Florida's Turnpike, continuing southward until reaching the Tallahassee Connector and Tallahassee Road. It then travels down Tallahassee Road, crossing Biscayne Drive and continuing to Campbell Drive/SW 312 Street.

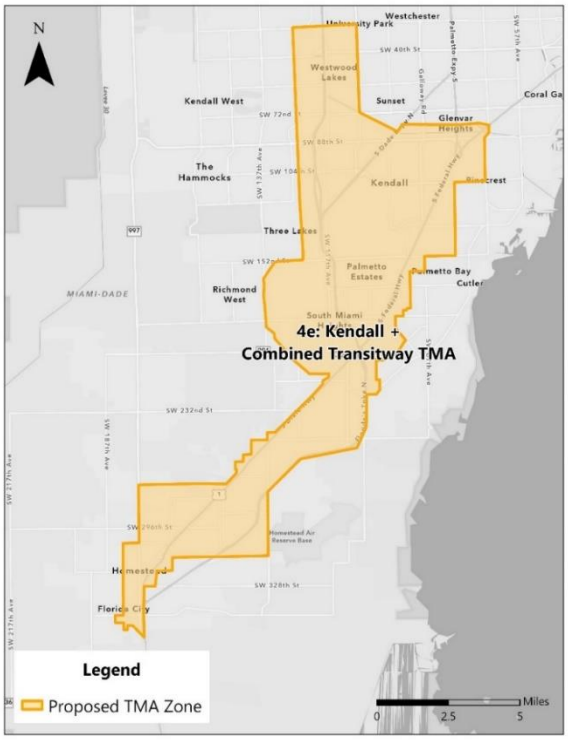
At Campbell Drive, the boundary turns west toward NE 12 Avenue, skirting alongside Harris Field Park—a notable recreational landmark in the area. From there, it heads south on NE 12 Avenue until it intersects East Mowry Drive, where it moves westward again to SE 6 Avenue. The line then moves south down SE 6 Avenue until it reaches SW 328 Street/Lucy Street, a major east-west route entering Florida City.

Finally, the boundary continues west along SW 328 Street until it intersects NE 1 Avenue, where it merges with US 1. It terminates on the southeastern corner of US 1 and South Krome Avenue, at the edge of Florida City—marking the southernmost extent of the defined area.

Major employers in this area include:

- Baptist Health South Florida,
- Jackson Health System,
- University of Miami Medical Campus,
- Miami Dade College Homestead Campus,
- South Dade Technical College,
- Florida Department of Health in Miami-Dade County (Homestead),
- Homestead Hospital,
- City of Homestead Government Center,
- Miami-Dade County Public Schools South Region Office, and
- CareerSource South Florida.

Figure 4- 28: Option 4e: Kendall plus Combined South Dade Transitway TMA



4.1.4.6 Analysis and Recommendations

The South Dade Transitway TMA is centered on the South Dade Transitway and surrounding land uses. While the corridor is supported by new BRT infrastructure, the success of that investment depends on strong last-mile options and education around new service. The corridor serves workers in retail, food service, and health care across southern communities.

Founding Partners to Consider

Potential founding partners for the Transitway TMA include Chamber South, South Dade Chamber, Miami-Dade College, and Partnership for Miami. Chamber South and South Dade Chamber of Commerce represent the interests of businesses in the southern part of Miami-Dade County, ensuring that the TMA addresses local needs effectively. Partnership for Miami is a strategically focused group of major business leaders interested in the success of the South Dade Transitway. Miami-Dade College, as the publicly funded college in the county, has two campuses within the TMA in Kendall and Homestead.

Other key partners include Miami-Dade Transit, Beacon Council, and the Greater Miami Chamber of Commerce, alongside local governments such as the cities, towns, and villages of Pinecrest, Cutler Bay, Palmetto Bay, Florida City, and Homestead. Additionally, the West Perrine and Goulds CRAs, as well as business organizations like the Greater Kendall Business Association, Cutler Bay Business Association, Palmetto Bay Business Association, Pinecrest Business Association, and Dadeland Mall, all play a vital role in supporting regional initiatives.

The Greater Kendall Business Association, Cutler Bay Business Association, Palmetto Bay Business Association, and Pinecrest Business Association focus on the interests of businesses in their

respective areas, fostering collaboration and support from local businesses. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. The Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. The support of the cities and villages of Pinecrest, Cutler Bay, Palmetto Bay, and Kendall would ensure that the TMA aligns with municipal transportation and development plans. Lastly, the involvement of the West Perrine and Goulds CRAs can provide valuable perspectives on how the TMA can support local development and revitalization efforts.

Possible Purpose Statement

The purpose of the South Dade Transitway TMA is to improve the ridership on a major investment of the Miami-Dade SMART Program – South Corridor, while enhancing affordable access for the workforce along the corridor and to the retail and medical complexes in the Dadeland and Kendall areas. This TMA focuses on education, incentives, and connection to the South Dade Transitway, and may assist with oversight of first- and last-mile transportation systems.

The purpose statement highlights specific areas of focus, such as improving ridership on the Miami-Dade SMART Program – South Corridor investment and enhancing affordable workforce access along the South Dade Transitway. This ensures that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in the area. This purpose statement also underscores the importance of informing and motivating the community to utilize existing transportation services, which can lead to a more efficient use of transportation infrastructure, particularly in the densely populated and economically significant areas of Dadeland and Kendall. The inclusion of oversight for first- and last-mile transportation networks in the purpose statement indicates a commitment to addressing the complete journey of commuters in South Dade, which is essential for improving overall accessibility and convenience, making public transportation a more viable option for residents, workers, and visitors.

Key Destinations and Volume

The proposed Transitway TMA encompasses several key destinations that are crucial for managing foot traffic and enhancing accessibility within Kendall's high-density corridors. Miami Dade College – Kendall Campus stands out as a significant hub, with a large population of students and staff who would greatly benefit from improved transit options. Major hospitals, such as Baptist Hospital of Miami, are also critical destinations within this TMA, serving numerous patients and healthcare professionals daily. Additionally, large-scale retail destinations like Dadeland Mall and The Falls attract substantial consumer traffic, highlighting the potential benefits of expanding reliable access for shoppers. By focusing on these key destinations, the TMA can effectively support the commuting needs of students, patients, and consumers, thereby promoting a more efficient and accessible transportation network in the Kendall area. The key destination and volume results are depicted in **Table 4- 14**.

Workforce by Industry

The establishment of a TMA along the South Dade Transitway would significantly support various key workforces within the zone, enhancing their commuting experiences and overall accessibility to

workplaces. The largest component of the workforce in this area is "*Healthcare*," accounting for 21% of the workforce. This sector includes hospitals, clinics, and other healthcare facilities, which have average transit usage based on countywide data. Improved transit options would facilitate easier commutes for healthcare professionals and patients, ensuring timely access to medical services. "*Retail Trade*" is the second largest workforce component, making up 20% of the workforce. This sector includes shops, malls, and other retail establishments, also with average transit usage. "*Accommodation and Food Services*" represents 10% of the workforce and have high relative transit usage. This sector includes hotels, restaurants, and other hospitality services, which rely heavily on public transportation for both employees and customers. Enhanced transit options would support the mobility needs of workers in these industries, ensuring reliable access to their workplaces, making it easier to access retail locations and supporting the local economy. The workforce results by industry are summarized in **Table 4- 15**.

Table 4- 14: Key Destinations and Volumes within the South Dade Transitway TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
South Dade Government Center[43]	250	150	400
Cutler Bay Town Hall[44]	250	150	400
Miami-Dade County Kendall Government Center[45]	200	100	300
Colleges and Universities			
Miami Dade College – Homestead Campus[46]	400	6,000	6,400
Miami Dade College – Kendall Campus[47]	800	15,000	15,800
South Dade Technical College[48]	120	1,500	1,620
Hospital Facilities			
Jackson South Medical Center[49]	800	1,000	1,800
Baptist Health Homestead Hospital[50]	1,200	1,800	3,000
Baptist Hospital of Miami[51]	1,500	2,500	4,000
Major Attractions			
Zoo Miami[52]	300	5,000	5,300
Larry and Penny Thompson Park[53]	50	700	750
Southland Mall[54]	400	14,000	14,400
The Falls Shopping Center[55]	400	10,000	10,400

[43] 2023 Government Facilities Usage Report, Miami-Dade County, #1
[44] 2023 Government Facilities Usage Report, Miami-Dade County, #2
[45] 2023 Government Facilities Usage Report, Miami-Dade County, #3
[46] 2023 Campus Fact Book, Miami Dade College, #4
[47] 2023 Campus Fact Book, Miami Dade College, #5
[48] 2023 Enrollment Report, South Dade Technical College, #6
[49] 2022 Facility Profile, Florida Hospital Association, #7
[50] 2022 Facility Profile, Florida Hospital Association, #8
[51] 2022 Facility Profile, Florida Hospital Association, #9
[52] 2022 Attendance Report, Zoo Miami, #10
[53] 2022 Park Attendance Summary, Miami-Dade Parks & Rec, #11
[54] 2023 Visitor Analytics, Placer.ai, #12
[55] 2023 Visitor Analytics, Placer.ai, #13

Table 4- 15: Workforce by Industry for South Dade Transitway TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[56]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[57]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	1.3%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.1%
Construction	1.5%	VERY LOW	4.6%
Manufacturing	2.3%	LOW	2.2%
Wholesale Trade	2.7%	LOW	2.7%
Retail Trade	4.6%	AVERAGE	20.2%
Transportation and Warehousing	4.7%	AVERAGE	1.6%
Information	4.1%	AVERAGE	1.7%
Finance and Insurance	2.6%	LOW	7.7%
Real Estate and Rental and Leasing	2.6%	LOW	1.6%
Professional, Scientific, and Technical Services	2.5%	LOW	8.4%
Management of Companies and Enterprises	1.7%	VERY LOW	0.7%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	7.3%
Educational Services	5.2%	HIGH	2.9%
Health Care and Social Assistance	3.9%	AVERAGE	21.3%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	1.5%
Accommodation and Food Services	6.6%	HIGH	10.1%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	3.1%
Public Administration	5.2%	HIGH	1.0%

[56] U.S. Census, 2017 American Community Survey, Miami-Dade County
[57] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of a TMA along the South Dade Transitway corridor would provide substantial support to several key workforces, enhancing their daily commuting experiences and overall accessibility to workplaces and essential services.

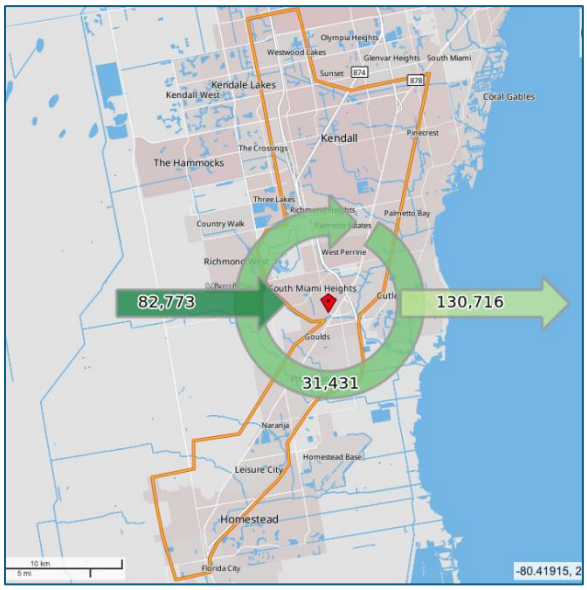
- **Medical Staff and Patients:** Healthcare facilities are a major component of the workforce in this area. Medical staff, including doctors, nurses, and administrative personnel, along with patients, would benefit greatly from improved transit options. Reliable and efficient transportation would ensure timely access to medical services, enhancing the overall healthcare delivery system.
- **College Students:** College students, especially those who rely on public transportation for their daily commutes, would see significant improvements with the establishment of a TMA. Education and support enabling more students to leverage investments in bus rapid transit would reduce travel times, increase reliability, and provide better connectivity across the South Dade Transitway corridor, making commuting more convenient and accessible for all users, and giving students more study time instead of driving time.
- **Residents:** Members of the residential communities nearby would also benefit from the TMA. Improved transportation infrastructure would enhance their ability to access local amenities, workplaces, schools, and healthcare facilities. This would contribute to a higher quality of life by reducing traffic congestion and promoting sustainable transportation options.
- **Retail Workers:** Retail workers employed in shops, malls, and other retail establishments would see improved access to their workplaces. Enhancing transit options support the mobility needs of these workers, ensuring reliable and efficient commutes, which in turn supports the local economy and retail sector.
- **Hospitality and Food Service Workers:** Hospitality and food service working would benefit greatly from improved transit options. Given the high relative transit usage in this sector, a TMA would ensure reliable and efficient transportation for these workers, facilitating their commutes and supporting the hospitality industry's operational needs.

Commute by Home Geography

The recommended Transitway TMA aims to address significant commuting challenges and enhance transportation efficiency for over 114,000 workers as seen in **Figure 4- 29**. Data visualization tools provide valuable insights into areas of congestion and the volume of impact that the TMA could support, highlighting the necessity for improved transit solutions.

- **Commute Volume:** The South Dade Transitway TMA consists of a substantial workforce, with 21% residing in the district. This means that approximately 83,000 workers commute from outside the area, contributing to congestion on major thoroughfares. The high volume of commuters presents an opportunity to elevate the usage of public transportation systems, such as Metrorail, Metrobus, and other bus and trolley services, to alleviate traffic and improve accessibility.

Figure 4- 29: Commute by Home Geography, South Dade Transitway TMA



- **Related Communities:** The workforce in this zone is extremely scattered, with no single city or Census Designated Place (CDP) being a particularly high contributor. As shown in **Figure 4- 30**, workforce composition includes 5.8% from Homestead and 5.6% from Miami. These commuting patterns drive congestion on key routes and underscore the need for efficient transit solutions to alleviate traffic and improve accessibility.
- **Distance and Direction:** Directionally, 28% of the workforce in this area comes from the north, representing the largest share by cardinal direction, documented in **Figure 4- 31**. Additionally, around 12,000 workers commute from the southwest, northwest, and northeast. Car dependency is likely high among these commuters, but there are opportunities to reinforce the usage of Metrorail and the South Dade Transitway as commuting sources. By enhancing these transit options, the TMA can reduce car dependency and improve overall commuting efficiency.

The establishment of a TMA along the South Dade Transitway corridor would support these commuting patterns by providing targeted improvements to transit infrastructure. By addressing congestion hotspots and optimizing public transportation routes, the TMA can significantly reduce travel times and enhance the overall commuting experience for workers. This would not only benefit the daily workforce but also support the broader community, including medical staff and patients, transit riders, residents, and local employers.

Socioeconomic Characteristics

The socioeconomic characteristics within the South Dade Transitway TMA reveal a diverse and economically varied community, highlighting the critical need for accessible transportation solutions. In this area, a significant portion of the workforce earns less than $40,000 annually, with 56% falling into this category, and 19% making less than $15,000 per year. This income distribution underscores the importance of affordable and efficient public transportation for a substantial segment of the population. Workers earning less than $40,000 annually, and particularly those making less than $15,000 per year, are likely to benefit from improved transit options that reduce commuting costs and provide reliable access to employment centers.

The South Dade Transitway TMA has the second-highest rate of low-income workforce among the ten potential TMAs identified, indicating a relatively higher proportion of economically disadvantaged workers compared to other areas. This highlights the necessity of establishing a TMA to support those who are economically vulnerable. Ensuring that transportation infrastructure is inclusive and accessible to all income levels is vital for promoting economic mobility. The TMA can enhance their ability to access job opportunities, healthcare, education and other essential

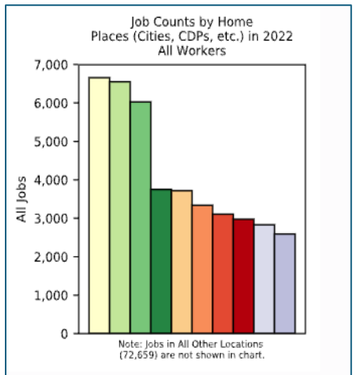
services, leading to improved quality of life and economic stability of these individuals by addressing the transportation needs of lower-income workers. Additionally, efficient public transportation can reduce the financial burden associated with car ownership, parking fees, and fuel costs. The income data provides valuable insights into strategic planning and implementation of the TMA. It highlights the need for targeted investments in public transportation systems such as Metrorail, SMART Program – South Corridor, and bus and trolley services. These improvements can help alleviate congestion on major routes, making commuting more efficient and affordable for lower-income workers.

In the South Dade Transitway North TMA, 24.1% of the population is below the 150% poverty threshold, with 4.2% commuting to work via public transit and 9.7% via carpool. The median household income here is $84,523, and 14.8% of households have no vehicle. Similarly, the South Dade Transitway plus Kendall TMA has 25.5% below the 150% poverty threshold, with 2.2% commuting via public transit and 8.9% via carpool. The median household income is $87,507, and 14.3% of households have no vehicle. The South Dade Transitway South TMA boundary has the highest percentage below the 150% poverty threshold at 38.5%, with 2.3% commuting via public transit and 17.1% via carpool. The median household income is $60,729, and 16.3% of households have no vehicle. The South Dade Transitway Combined TMA has 32.9% below the 150% poverty threshold, with 3.1% commuting via public transit, and 14.3% via carpool. The median household income is $71,259, and 15.7% of households have no vehicle. The Kendall plus Combined South Dade Transitway TMA has 30.5% below the 150% poverty threshold, with 2.4% commuting via public transit and 11.6% via carpool. The median household income is $77,068, and 14.9% of households have no vehicle. These statistics emphasize the need for a robust and inclusive transportation system to support the diverse socioeconomic landscape of the South Dade Transitway TMA, and are further documented in **Table 4- 16** and **Appendix B**.

Table 4- 16: Socioeconomic Characteristics of the South Dade Transitway TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 to 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
4a:	South Dade Transitway North	24.10%	4.20%	9.70%	1.10%	0.30%	69.30%	$84,523	63.20%	14.80%	82,248	15,503	19%
4b:	South Dade Transitway plus Kendall	25.50%	2.20%	8.90%	0.80%	0.10%	76.20%	$87,507	61.80%	14.30%	230,691	47,269	20%
4c:	South Dade Transitway South	38.50%	2.30%	17.10%	0.50%	0.30%	71.60%	$60,729	63.30%	16.30%	134,317	15,242	11%
4d:	South Dade Transitway Combined	32.90%	3.10%	14.30%	0.80%	0.30%	70.50%	$71,259	63.30%	15.70%	208,489	29,434	14%
4e:	Kendall plus Combined South Dade Transitway	30.50%	2.40%	11.60%	0.70%	0.20%	74.60%	$77,068	62.60%	14.90%	364,449	62,581	17%

Figure 4- 30: Job Counts by Home Places, South Dade Transitway TMA - All Workers (2022)



Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	114,204	100.0%
Homestead city, FL	6,658	5.8%
Miami city, FL	6,552	5.7%
Kendall CDP, FL	6,026	5.3%
Cutler Bay town, FL	3,751	3.3%
The Hammocks CDP, FL	3,717	3.3%
Princeton CDP, FL	3,337	2.9%
South Miami Heights CDP, FL	3,106	2.7%
Kendale Lakes CDP, FL	2,976	2.6%
Hialeah city, FL	2,831	2.5%
Richmond West CDP, FL	2,591	2.3%
All Other Locations	72,659	63.6%

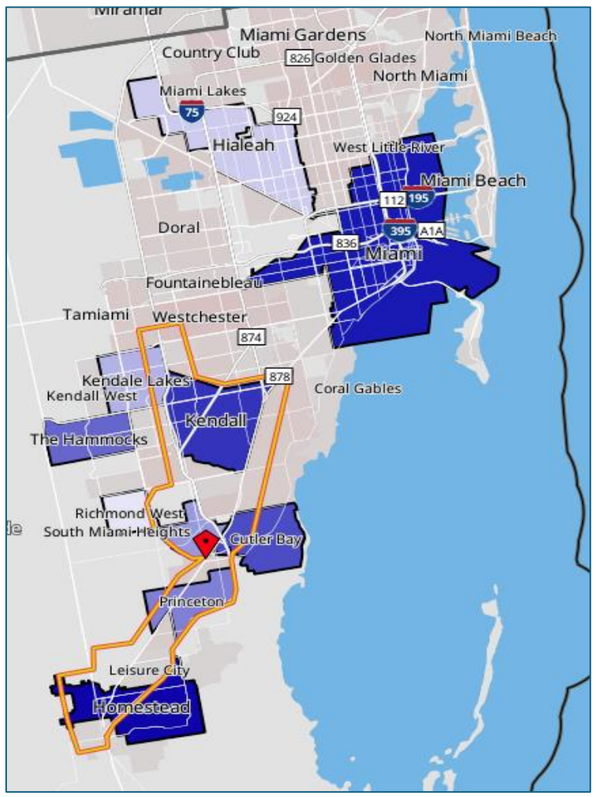
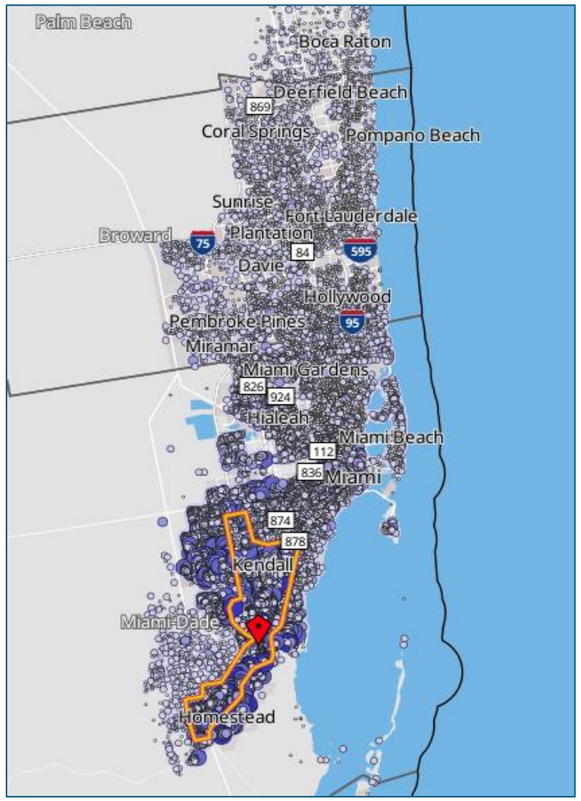
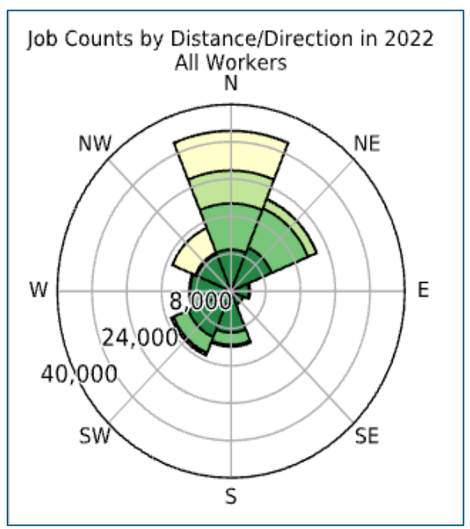


Figure 4- 31: Job Counts by Distance/Direction, South Dade Transitway TMA (2022)





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	114,204	100.0%
Less than 10 miles	63,717	55.8%
10 to 24 miles	25,864	22.6%
25 to 50 miles	9,606	8.4%
Greater than 50 miles	15,017	13.1%

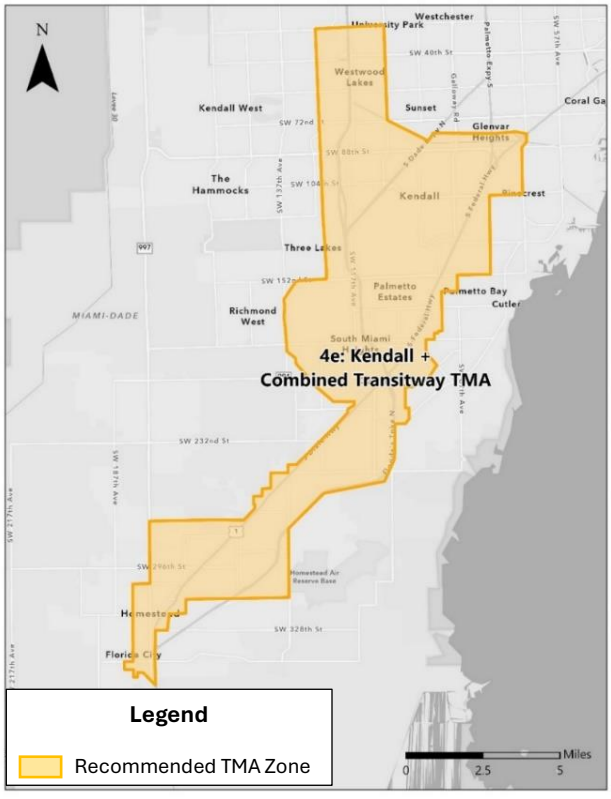
Recommended Boundaries

The current recommendation is **Option 4e – Kendall plus Combined South Dade Transitway North**. This approach supports a unified public-private effort along the full length of Miami-Dade's newest SMART Program corridor. Given the zone's size, efforts would focus on employers near the transitway and target only the largest ones farther away, such as hospitals. The recommended TMA is shown in **Figure 4- 32**. In the southern portion (Florida City and Homestead), significant effort could include engaging TOD and workforce housing sites. A major factor to consider for this TMA is its overwhelming size. At 78 square miles, it is double the size of the next largest TMA recommended elsewhere in the County (Greater Hialeah at 32 square miles).

In the case that local stakeholders favor smaller zones, this combined 4e option could be replaced by two separate entities:

- Option 4b – Kendall plus South Dade Transitway North is a viable northern option, with 50 square miles of focus area. Eighteen square miles are in close proximity to the transitway, and 31 square miles is comprised of a Kendall addition to the TMA. Much of this area has significant retail and large businesses.
- Option 4c – South Dade Transitway South TMA (Florida City and Homestead). This TMA would focus on small businesses and major multifamily residential, TOD sites, and workforce housing in the Florida City and Homestead areas. It would comprise the portions of the transitway not included in option 4b.

Figure 4- 32: Recommended TMA Boundary for South Dade Transitway



4.1.5 Aventura

Two distinct boundary options have been identified for the potential establishment of a TMA within the Aventura area. These options are designed to address the area's unique transportation demands by evaluating workforce concentration, transit propensity, and service availability. Each alternative presents a different geographic scope and sets of characteristics, allowing for a comparative analysis to determine the most effective approach. The potential boundary options for establishing TMAs in the Greater Aventura area present distinct areas, detailed in **Figure 4- 33** and **Figure 4- 34**, and summarized in **Table 4- 17**.

Table 4- 17: Summary of Greater Aventura TMA Options

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Business
5a: Greater Aventura TMA (163rd and north)	5.800	54,796	29,660	47.571	1,506	260	13	300
5b: Aventura TMA (183rd and north)	3.900	32,925	23,262	45.729	1,150	294	10	226

4.1.5.1 Option 5a: Greater Aventura (163rd and north)

This option encompasses a larger area with a square mileage of 5.8 as seen in **Figure 4- 33**, a workforce population of 29,660, and a daytime population of 54,796. The Transit Proportional Propensity Index for this option is 47.571, indicating a strong likelihood of public transit utilization among the population. The Transit Volume Index is 1506, reflecting existing public transit usage levels, while the Transit Service Index is 13. This option aims to deliver comprehensive transportation solutions across a broader geographic area, addressing the needs of a substantial commuter base and leveraging the area's high propensity for transit use.

Boundary Limits Summary

- **North Boundary:** Beginning at the intersection of NE 26 Avenue and NE 215 Street, just west of east Dixie Highway, the northern boundary follows NE 215 Street eastward along the southern edge of the Broward/Miami-Dade County line, just below Hallandale Beach. The boundary continues east, crossing the FEC railway and running parallel to Biscayne Boulevard. Waterways Park lies along this edge, located just south of Gulfstream Park. The line extends further east,

crossing neighborhoods along intracoastal waterways near Holiday Drive, and terminates at the Atlantic Ocean shoreline within Golden Beach, adjacent to Loggia Beach Park.

- **East Boundary:** Continuing on the south side of the Broward/Miami-Dade County line near Holiday Drive, the eastern boundary extends south along A1A/Jimmy Buffett Memorial Highway, encompassing the residential high-rises and oceanfront hotels located within Golden Beach. The boundary then continues south, crossing the William Lehman Causeway and following Collins Avenue/A1A through Sunny Isles Beach.

  Land uses along this segment are diverse but primarily oriented toward residential development. These include luxury high-rise condominiums along the oceanfront, as well as mid-rise and low-rise housing toward the western side near the Intracoastal, along with townhouses and single-family homes. The tourism economy is supported by seasonal and short-term residential units and prominent oceanfront hotels. The Atlantic Ocean forms the eastern edge of this boundary, ending at The Ritz-Carlton Residence at Sunny Isles Beach near Bayview Drive.

Figure 4- 33: Option 5a: Greater Aventura (163rd and north)

- **South Boundary:** The southern boundary follows the municipal limits of the City of Aventura, running along US 1/Biscayne Boulevard east of Greynolds Park. It then traces the city boundary alignment as it crosses the Intracoastal Waterway just north of NE 171 Street, delineating the edge above the City of North Miami Beach. From there, the boundary shifts eastward to encompass the City of Sunny Isles Beach, ultimately concluding at Haulover Inlet—the man-made channel that separates Sunny Isles Beach from Bal Harbour to the south.
- **West Boundary**: The western edge begins at the intersection of NE 215 Street (County Line) and East Dixie Highway, continuing south along the eastern edge of the Ojus neighborhood. It encompasses the east side of the FEC railway, excluding the City of Aventura Brightline Train Station, located near Aventura Mall. The boundary transitions south along US 1/Biscayne Boulevard and travels south to conclude near Advenir Living, just east of Greynolds Park, marking the southernmost edge of Aventura. This corridor is primarily characterized by commercial land uses, including major retail centers, office spaces, and mixed-use developments.

Major employers in this area include:

- Aventura Hospital and Medical Center,
- Aventura Mall,
- City of Aventura Government,
- Serena Hotel Aventura (Tapestry Collection by Hilton),
- Turnberry Isle Country Club,
- Don Soffer Aventura High School,
- Publix Super Market at Aventura Shopping Center,
- Target Aventura,
- Courtyard by Marriott Miami Aventura Mall.

4.1.5.2 Option 5b: Aventura (183rd and north)

This option focuses on a slightly smaller area, with a square mileage of approximately 4 as seen in **Figure 4- 34**, a workforce population of 23,262 and daytime population of 32,925. The Transit Proportional Propensity Index for this option is 45.729, indicating a slightly lower likelihood of public transit usage compared to Option 5a. The Transit Volume Index is 1150, and the transit service index is 10, indicating a lower existing transit usage level and service quality. This option aims to provide targeted transportation solutions within a more concentrated area, potentially increasing the TMA's effectiveness by focusing resources on a specific, higher transit propensity, or high-need zone.

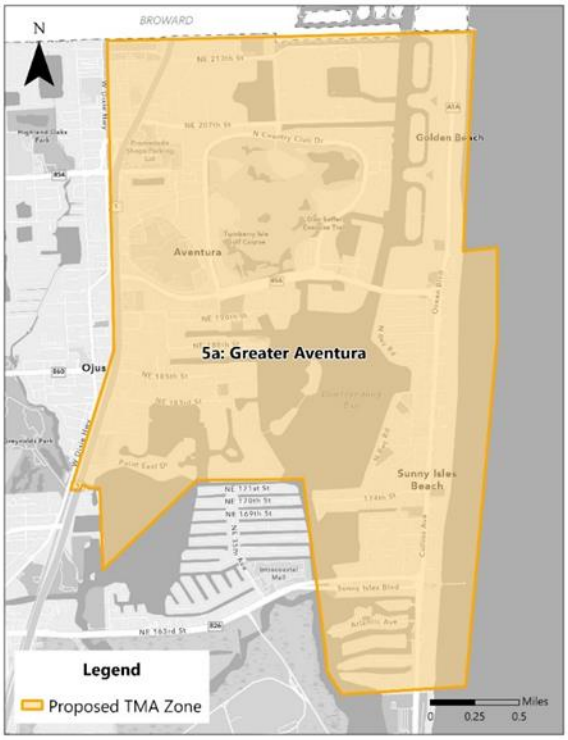
Boundary Limits Summary

- **North Boundary:** Beginning at the intersection of NE 26 Avenue and NE 215 Street, just west of West Dixie Highway, the northern boundary follows NE 215 Street eastward along the southern edge of the Broward/Miami-Dade County line, just below Hallandale Beach. The boundary continues east, crossing the FEC railway and running parallel to Biscayne Boulevard. Waterways Park lies along this edge, located just south of Gulfstream Park. The line extends further east, crossing neighborhoods along intracoastal waterways near Holiday Drive, and terminates at the Atlantic Ocean shoreline within Golden Beach, adjacent to Loggia Beach Park. The northern boundary is the same as Option 5a (163rd and north).
- **East Boundary:** Beginning on the south side of the Broward/Miami-Dade County line (NE 215 Street) near Holiday Drive, the eastern boundary extends south along A1A/Jimmy Buffett Memorial Highway, encompassing the oceanfront high-rise residential towers and hotels within Golden Beach. It continues across the William Lehman Causeway, following Collins Avenue/A1A through Sunny Isles Beach. The boundary proceeds south along Collins Avenue, capturing the eastern edge of the City of Sunny Isles Beach's municipal limits, and concludes near North Bay Road and 183rd Street, at the corner of the Publix Super Market at Sunny Isles Beach, just north of Pelican Community Park.
- **South Boundary:** This segment begins on the east side of W Dixie Highway at the intersection with NE 183 Street, marking the southern edge of the City of Aventura. It continues east along NE 183 Street, passing Veterans Park, and is characterized by a mix of mid-rise and high-rise residential condominiums and apartment complexes.

The boundary then extends east across the Intracoastal Waterway, traversing Dumfoundling Bay, before reconnecting to land and concluding at North Bay Road and 183rd Street, adjacent to the Publix Super Market at Sunny Isles Beach on the east side of Collins Avenue/A1A.

- **West Boundary**: The boundary begins at the intersection of NE 215 Street and NE 26 Avenue, extending south along the east side of NE 26 Avenue. This corridor includes a mix of townhomes, transit-oriented developments, and apartment complexes. The boundary captures the FEC railway corridor, incorporating key transit infrastructure such as the Brightline corridor and the Brightline Aventura Station, located adjacent to Aventura Mall. Continuing south, NE 26 Avenue transitions into W Dixie Highway, where the area features additional mixed-use developments spurred by the Brightline station's presence. Situated just east of the Ojus neighborhood, the western boundary concludes at the intersection of W Dixie Highway and NE 186 Street.

Figure 4- 34: Option 5b: Greater Aventura (183rd and north)



Major employers in this area include:

- Aventura Hospital and Medical Center,
- Aventura Mall,
- City of Aventura Government,
- Serena Hotel Aventura (Tapestry Collection by Hilton),
- Turnberry Isle Country Club,
- Don Soffer Aventura High School,
- Publix Super Market at Aventura Shopping Center,
- Target Aventura,
- Courtyard by Marriott Miami Aventura Mall

4.1.5.3 Analysis and Recommendations

The Aventura area faces unique transportation challenges as both a regional shopping and employment destination and a growing residential center. Frequent congestion on US 1/Biscayne Boulevard amidst the presence of various mobility options make it a key target for improved mobility options. The Greater Aventura area is a hub for major transportation investments, both current and upcoming. Among these is the Aventura Brightline Station, which serves long-distance rail travel while also being designated as a future commuter rail station under the SMART Program – Northeast Corridor, funded by Miami-Dade County. This initiative is expected to enhance regional connectivity, providing faster, more efficient transit options for both residents and visitors. Aventura serves as the northern terminus for Miami-Dade Transit's Route 100, one of the highest-ridership routes in the county, and functions as a key transfer point between Miami-Dade Transit and Broward Transit.

Over the next few years, Aventura will become part of a commuter rail system connecting the area south of Fort Lauderdale to Downtown Miami, increasing its role as both a destination and a residential hub for Miami-Dade's expanding workforce. Additionally, many of the communities in this area are small jurisdictions with major attractions such as malls and beaches, yet they have disparate transportation services. A TMA can play a valuable role in informing consumers about the various mobility options available to them, improving accessibility and transit awareness.

Founding Partners to Consider

Potential founding partners for the Greater Aventura TMA include the Greater North Miami Chamber and Aventura Mall. These chambers represent a wide array of businesses and industries in the North Miami and North Miami Beach areas, bridging the gap between public and private sectors and fostering collaboration and support from local businesses. Their involvement would ensure that the TMA addresses local needs effectively and aligns with broader economic development goals.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, City of Aventura, City of Sunny Isles, Town of Golden Beach, Greater Miami and the Beaches Hotel Association, Aventura Mall, and Brightline. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively.

The support of the City of Aventura, City of Sunny Isles, and Town of Golden Beach would ensure that the TMA aligns with municipal transportation and development plans. The Greater Miami and the Beaches Hotel Association focuses on the hospitality industry, which is a significant part of the area's economy. Their involvement would bring a strategic perspective on how the TMA can enhance transportation options for tourists and employees in the hospitality sector. Lastly, Aventura Mall, as a major commercial center, can provide valuable resources and support for the TMA. Brightline, with its high-speed rail services, can enhance connectivity and support logistics operations.

Possible Purpose Statement

The purpose of this TMA is to improve access and mobility throughout the Greater Aventura area, reducing congestion and supporting better connectivity to key destinations such as Aventura Mall, regional hospitals, and universities. Public and private partners will work collaboratively to implement first- and last-mile solutions and support current and future high-capacity transit projects serving the area. This purpose ensures that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in the region, especially along heavy congested corridors such as US 1/Biscayne Boulevard and SR A1A. This can lead to increased adoption of transit options and more efficient use of transportation infrastructure, particularly in the densely populated and economically significant areas around Aventura Mall, regional hospitals, and nearby universities—Nova Southeastern University – Aventura Campus.

Key Destinations and Volume

The Greater Aventura TMA is designed to ease congestion and improve mobility in a region with high foot traffic from educational, healthcare, and retail destinations. By implementing strategic transit

improvements, the initiative aims to enhance accessibility and efficiency, supporting commuters, businesses, and visitors alike.

Key hubs such as Nova Southeastern University, HCA Florida Aventura Hospital, and Aventura Mall are highlighted in **Table 4- 1**. They contribute to significant daily transportation demands. Optimized transit solutions would ease commutes for students and staff, improve access to healthcare services, and reduce shopper congestion, particularly in high-traffic areas like Biscayne Boulevard. Collectively, these efforts advance connectivity, transit reliability, and overall mobility, ensuring the Greater Aventura TMA serves as a model for efficient transportation management.

The establishment of a TMA in Greater Aventura would support these key destinations by providing targeted improvements to transit infrastructure. By addressing congestion hotspots and optimizing public transportation routes, the TMA can significantly reduce travel times and enhance overall commuting experience for students, healthcare staff, and shoppers. This would not only benefit the daily workforce but also support the broader community, including visitors and residents. In summary, the proposed Greater Aventura TMA is poised to make a substantial impact on commuting efficiency and congestion management.

Table 4- 18: Key Destinations and Volumes within the Greater Aventura TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
Aventura Government Center[58]	150	50	200
Colleges and Universities			
Nova Southeastern University – Aventura Campus[59]	100	1,000	1,100
Hospital Facilities			
HCA Florida Aventura Hospital[60]	1,000	1,500	2,500
Major Attractions			
Aventura Mall[61]	500	20,000	20,500

[58] City of Aventura Staff Directory, 2025
[59] Nova Southeastern University 2024 Fact Book
[60] HCA Florida Aventura Hospital About Us, 2025
[61] Unacast Miami Foot Traffic Data, 2023

Workforce by Industry

The workforce by industry analysis for the recommended Greater Aventura TMA highlights the diverse economic landscape and underscores the need for improved transportation solutions. The full analysis, summarized in **Table 4- 19**, shows that "*Retail Trade*" is the largest industry in this area, accounting for 25% of the workforce with average transit usage. This sector includes numerous shops and retail establishments that rely on a steady flow of employees and customers. "*Accommodation and Food Services*" represents 17% of the workforce and have high relative transit usage. This sector includes hotels, restaurants, and other hospitality venues that depend heavily on public transportation for both employees and patrons. "*Health Care and Social Assistance*" make up 12% of the workforce, with average relative transit usage. This sector includes hospitals, clinics, and social service organizations that require efficient transportation for medical staff and patients. "*Professional, Scientific, and Technical Services*" account for 8% of the workforce, although this sector has relatively low transit usage.

Table 4- 19: Workforce by Industry for the Greater Aventura TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[62]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[63]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.0%
Construction	1.5%	VERY LOW	1.4%
Manufacturing	2.3%	LOW	1.2%
Wholesale Trade	2.7%	LOW	2.5%
Retail Trade	4.6%	AVERAGE	25.1%
Transportation and Warehousing	4.7%	AVERAGE	1.9%
Information	4.1%	AVERAGE	1.0%
Finance and Insurance	2.6%	LOW	5.3%
Real Estate and Rental and Leasing	2.6%	LOW	5.2%
Professional, Scientific, and Technical Services	2.5%	LOW	8.2%
Management of Companies and Enterprises	1.7%	VERY LOW	0.7%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	6.3%
Educational Services	5.2%	HIGH	1.6%
Health Care and Social Assistance	3.9%	AVERAGE	12.2%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	0.8%
Accommodation and Food Services	6.6%	HIGH	17.4%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	7.0%
Public Administration	5.2%	HIGH	1.8%

[62] U.S. Census, 2017 American Community Survey, Miami-Dade County
[63] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

This industry includes businesses such as law firms, consulting agencies, and research institutions. "Other Services," which include a variety of support roles and personal services, represent 7% of the workforce and have very high relative transit usage. Overall, the workforce by industry analysis demonstrates the critical need for a TMA in Greater Aventura. By addressing the transportation needs of these diverse industries, the TMA can enhance commuting efficiency, reduce traffic congestion, and support the economic vitality of the region. This approach will benefit the workforce, improve accessibility, and contribute to a more sustainable and equitable transportation system in Greater Aventura.

Key Supported Workforce

The establishment of a Greater Aventura TMA would provide substantial support to several key workforces, enhancing their daily commuting experiences and overall accessibility to workplaces and essential services, explained in more detail below.

- **Retail Workers:** Retail workers, employed in shops, Aventura Mall, and other retail establishments, would see improved access to their workplaces. Enhanced transit options would support the mobility needs of these workers, ensuring reliable and efficient commutes. This would not only benefit the employees but also support the local economy by making retail locations more accessible to customers.
- **Hospitality and Food Service Workers:** Hospitality and food service workers, including those employed in hotels, restaurants, and other hospitality venues, would benefit greatly from improved transit options. Given the high relative transit usage in this sector, a TMA would ensure reliable and efficient transportation for these workers, facilitating their commutes and supporting the hospitality industry's operational needs. This would enhance the overall service quality and customer experience in the hospitality sector.
- **Municipal and Government Employees:** Municipal and government employees, who work in various public service roles, would also benefit from the establishment of a TMA. Reliable transportation options would support their daily commutes, ensuring that government operations run smoothly and efficiently. This would enhance the delivery of public services and contribute to the overall functioning of the community.
- **Tourists and Tourism-Dependent Workers:** Tourists and tourism-dependent workers, including those employed at major attractions and in the tourism industry, would see improved access to their destinations. Enhanced transit options would support the mobility needs of these workers, ensuring reliable and efficient transportation. This would not only benefit the employees but also enhance the overall tourist experience, making it easier for visitors to explore the area and access various attractions.

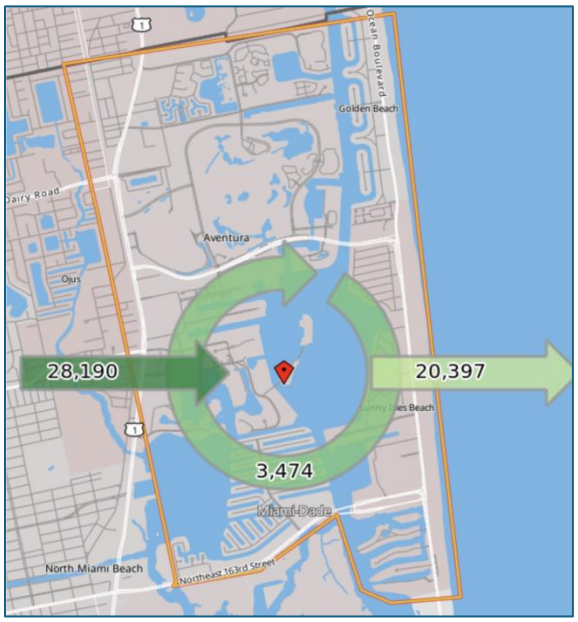
Overall, the establishment of a TMA in the Greater Aventura area would support these diverse workforces by providing improved transit options, reducing traffic congestion, and enhancing accessibility to various employment centers and essential services. This would lead to a more efficient and sustainable transportation system, benefiting the entire community within the area.

Commute by Home Geography

The recommended Greater Aventura TMA aims to address significant commuting challenges and enhance transportation efficiency for nearly 32,000 workers. The data improved tools cited below provide valuable insights into areas of congestion and the volume of impact that the TMA could support, highlighting the necessity for improved mobility solutions.

- **Commute Volume:** The Greater Aventura TMA consists of a substantial workforce, with only 9% residing within the district. This means that approximately 28,000 workers, as shown in **Figure 4-35** commute from outside the area, contributing to congestion on major thoroughfares. The significant commuter volume offers a chance to increase public transportation use, leveraging services like Brightline, the upcoming SMART Program Northeast Corridor, and various bus and trolley networks. Expanding access to these transit options can help reduce congestion and enhance mobility, making daily travel more efficient and sustainable.

Figure 4- 35: Commute by Home Geography, Greater Aventura TMA



- **Related Communities:** Much of the workforce in this zone crosses county lines, meaning key partners may also involve stakeholders in Broward County. Despite the small geographic zone, 6% of the workforce comes from within Aventura city limits, 6% from Hollywood, and 5% from Miami. Additionally, more than 3% of the workforce comes from North Miami Beach, Sunny Isles Beach, Pembroke Pines, North Miami, Miami Gardens, and Miramar. These commuting patterns drive congestion on key routes and underscore the need for efficient transit solutions to alleviate traffic and improve accessibility as shown in **Figure 4- 36**.

- **Distance and Direction:** Directionally, as depicted in **Figure 4- 37**, the Aventura workforce is largely concentrated to the North and Southwest along existing major transit corridors, with about 8,000 workers coming from the north and a similar amount from the southwest. Additionally, about 3,200 workers commute along route 100 to the south on the Sunny Isles/Miami Beach areas. Car dependency is likely high among these commuters, but there are opportunities to reinforce the usage of Metrobus as commuting sources. By enhancing these transit options, the TMA can reduce car dependency and improve overall commuting efficiency.

Socioeconomic Characteristics

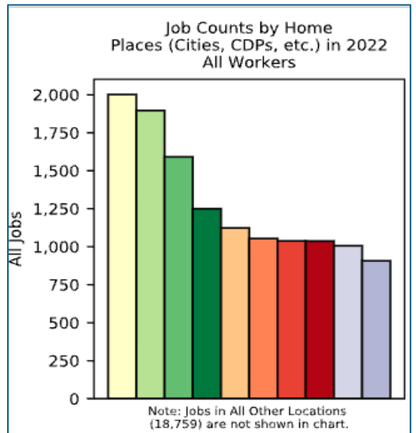
In this zone, 55.1% of the workforce earns less than $40,000 annually, and 18.4% make less than $15,000 per year. This income data is significant for several reasons. Firstly, it indicates a substantial portion of the workforce that may rely heavily on affordable and efficient public transportation. Workers earning less than $40,000 annually, and particularly those making less than $15,000 per year, are likely to benefit from improved transit options that reduce commuting costs and provide reliable access to employment centers. The income data provides valuable insights into strategic planning and implementation of the TMA. It highlights the need for targeted investments in public transportation systems such as enhanced bus and trolley services. These improvements can help alleviate congestion on major routes, making commuting more efficient and affordable for lower-income workers.

In the Greater Aventura area, 25.4% of the population is below the 150% poverty threshold, with 1.7% commuting to work via public transit, and 6% via carpool. The median household income is $81,535, and 19.6% of households have no vehicle. The total population is 64,107, with approximately 28% being seniors. In contrast, in Aventura, 19.2% of the population is below the 150% poverty threshold, with 1.4% commuting via public transit and 7.2% via carpool. The median household income is $96,143, and 17.1% of households have no vehicle. The total population is 39,210, with approximately 26% being seniors, as highlighted in **Table 4- 20**, below, and included in more detail in **Appendix B**.

Table 4- 20: Socioeconomic Characteristics of the Aventura TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
5a:	Greater Aventura	25.40%	1.70%	6.00%	2.00%	0.40%	68.30%	$81,535	55.20%	19.60%	64,107	18,237	28%
5b:	Aventura	19.20%	1.40%	7.20%	1.50%	0.70%	65.70%	$96,143	55.60%	17.10%	39,210	10,256	26%

Figure 4- 36: Job Counts by Home Places, Greater Aventura TMA - All Workers (2022)



Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	31,664	100.0%
Aventura city, FL	2,002	6.3%
Hollywood city, FL	1,896	6.0%
Miami city, FL	1,591	5.0%
North Miami Beach city, FL	1,250	3.9%
Sunny Isles Beach city, FL	1,124	3.5%
Pembroke Pines city, FL	1,054	3.3%
North Miami city, FL	1,038	3.3%
Miami Gardens city, FL	1,037	3.3%
Miramar city, FL	1,006	3.2%
Fort Lauderdale city, FL	907	2.9%
All Other Locations	18,759	59.2%

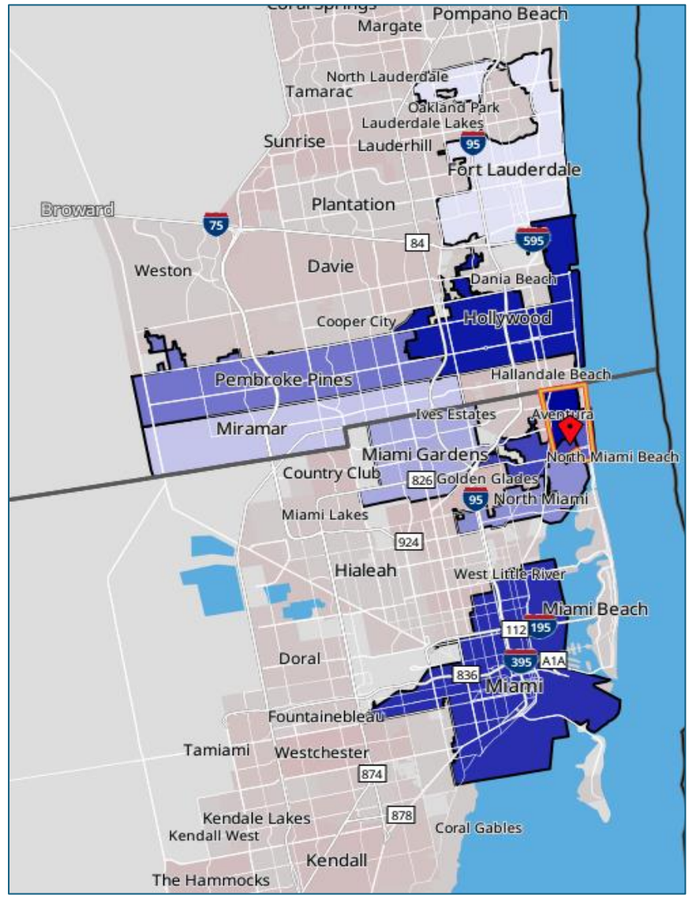
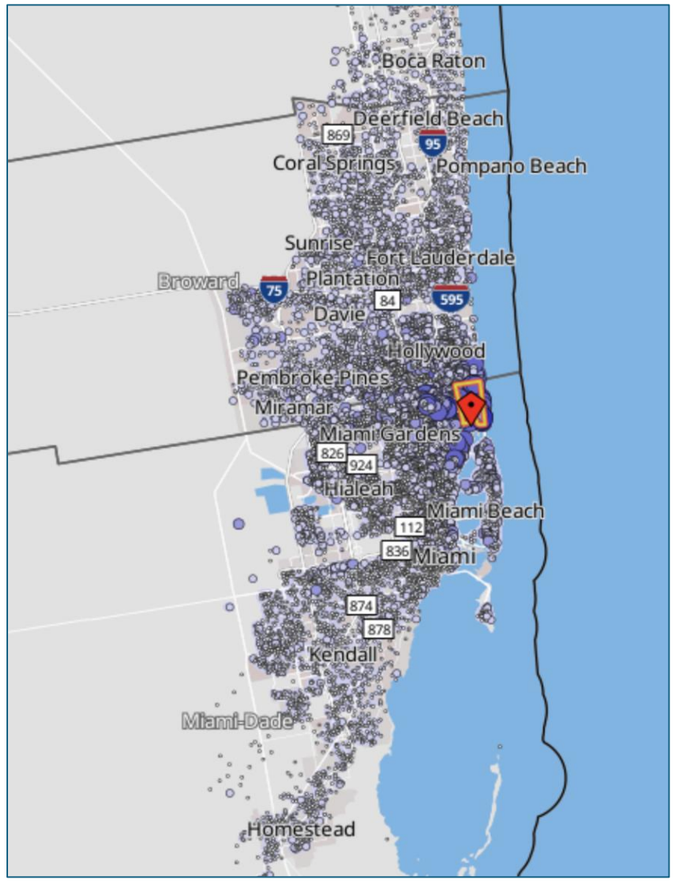
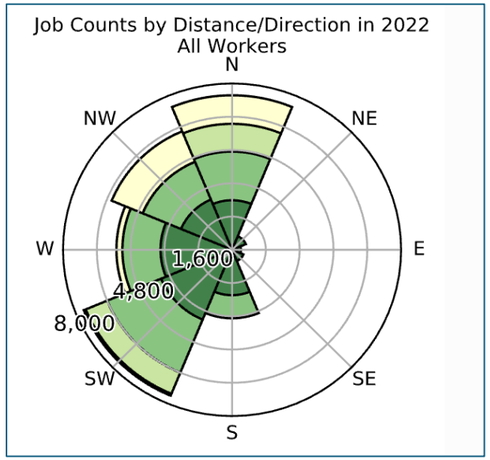


Figure 4- 37: Job Counts by Distance/Direction, Greater Aventura (2022)





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	31,664	100.0%
Less than 10 miles	15,900	50.2%
10 to 24 miles	9,927	31.4%
25 to 50 miles	2,449	7.7%
Greater than 50 miles	3,388	10.7%

Recommended Boundaries

The recommendation for this zone focuses on **Option 5a – Greater Aventura**, as illustrated in **Figure 4- 38**. This option offers the greatest opportunities to reach commuters served by Miami-Dade Transit route 100 and the Aventura Brightline Station. This TMA could service the Aventura Mall, a major employment hub, further enhancing the potential impact. The combination of high-frequency transit routes and significant employment centers makes the Greater Aventura region a prime candidate for a high-impact TMA.

Figure 4- 38: Recommended TMA Boundary for Greater Aventura

4.1.6 Midtown Miami

Two boundary options have been identified for establishing a TMA within Midtown Miami, aiming to address the unique transportation needs and challenges of the area. The two boundary options are depicted in **Figure 4- 39** and **Figure 4- 40**, summarized in **Table 4- 21**.

Table 4- 21: Summary of Midtown Miami TMA Options

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Business
6a: Consolidated Wynwood / Midtown / Design District TMA	1.423	13,279	15,689	48.083	731	514	15	213
6b: Wynwood TMA (Wynwood Bid)	0.145	378	2,141	51.629	249	671	9	26

4.1.6.1 Option 6a: Consolidated Wynwood, Midtown, and Design District

This option encompasses a larger area with a square mileage of 1.423 as seen in **Figure 4- 39**, a workforce population of 15,689 and daytime population of 13,279. The transit proportional propensity index for this option is 48.083, indicating a strong likelihood of public transit utilization among the population. The transit volume index is 731, reflecting the current usage levels of public transportation, while the transit service index is 15. This consolidated approach aims to provide comprehensive transportation solutions across a broader geographic area, addressing the needs of a significant number of commuters and leveraging the high propensity for transit use.

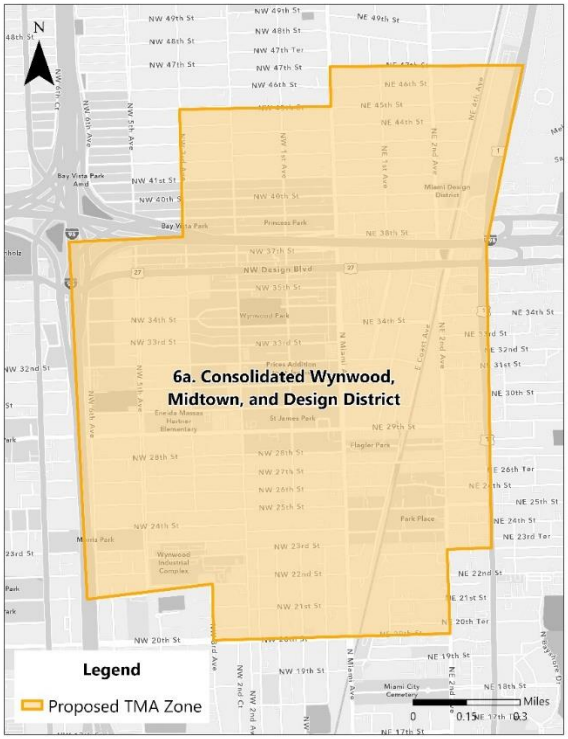
Boundary Limits Summary

- **North Boundary:** The boundary begins at the interchange of Interstate 95 and Interstate 195, proceeding east along I-195 to NW 3 Avenue. From there, it moves north along NW 3 Avenue to NW 45 Street, then continues east on NW 45 Street to North Miami Avenue. The boundary extends north along North Miami Avenue to NE 47 Street, where it then runs east to Biscayne Boulevard, concluding the northern edge.

This segment captures the northern portion of Wynwood, a neighborhood characterized by a unique blend of light-industrial warehouses, art galleries, boutique retail, hospitality, craft breweries, and residential infill developments. Wynwood is internationally known for its vibrant street art and murals, particularly the Wynwood Walls, which helped ignite the district's transformation into a cultural and creative hub.

The boundary also encompasses portions of the Miami Design District, an adjacent area distinguished by its architecturally iconic buildings, public art installations, luxury retail, and pedestrian-centric design. With a focus on placemaking and experiential environments, the Design District complements the cultural energy of Wynwood while positioning itself as a destination for high-end commerce, fashion, and design innovation.

Figure 4- 39: Option 6a: Consolidated Wynwood, Midtown, and Design District



- **East Boundary:** Continuing along NE 47 Avenue and Biscayne Boulevard/US-1, the boundary runs south on Biscayne Blvd to NE 23 Street, encompassing a portion of the Midtown Miami neighborhood. Midtown Miami is a relatively new but rapidly growing urban neighborhood in Miami, Florida, located just north of Downtown and Edgewater, and west of Wynwood and the Design District. It was designed to be a mixed-use urban core with high-density residential, commercial, and public space. The neighborhood blends modern high-rise condos, retail plazas, pedestrian-friendly streets, and public art into a compact, walkable environment. The boundary runs west on NE 23 Street to NE 2 Avenue, including a portion of Edgewater neighborhood. On NE 2 Avenue, the edge transitions south and concludes on NE 20 Street.
- **South Boundary:** Continuing at the corner of I-95 and NW 21Terrace, the boundary moves east, passing the Mana Wynwood Convention Center, then shifts onto NW 22 Street heading east until NW 3 Avenue. It then moves south along NW 3 Avenue to NW 20 Street, where it continues east along NW 20 Street, concluding at NE 2 Avenue.
- **West Boundary:** The boundary picks up on the northern west edge of I-95 and I-195 near NW 37 Avenue. It then moves south along the eastern border of I-95, passing the western portion of Robert E. Lee Park, continues south along NW 6 Avenue, and concludes at the northern side of NW 21 Terrace.

Major employers in this area include

- Wynwood Walls,
- The Shops at Midtown Miami,
- Institute of Contemporary Art Miami,
- The Margulies Collection at the Warehouse,
- Panther Coffee Wynwood,
- Boys & Girls Clubs of Miami-Dade,

- Design and Architecture Senior High (DASH),
- Amazon, and
- Goldman Properties Wynwood

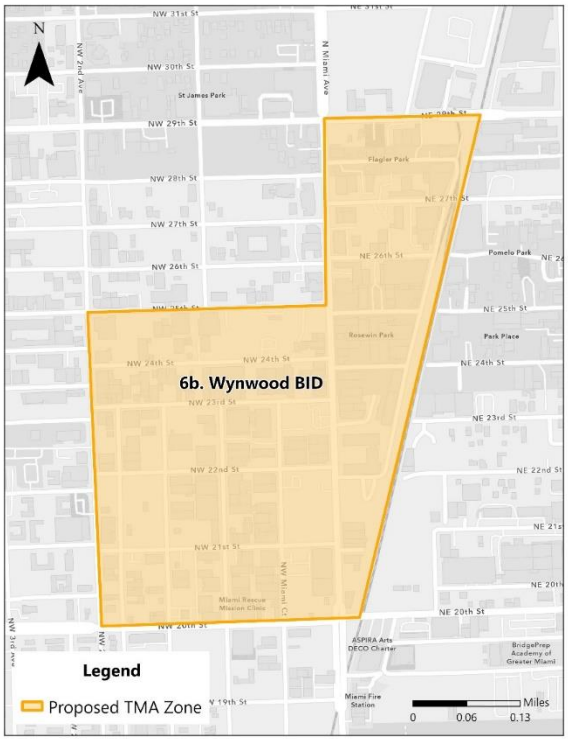
4.1.6.2 Option 6b: Wynwood BID

This option focuses on a smaller area with a square mileage of 0.14 as seen in **Figure 4- 40**, and a workforce population of 2,141 and daytime population of 378. The transit proportional propensity index for this option is higher at 51.629, suggesting an even greater likelihood of public transit usage. The transit volume index is 249, and the transit service index is 9, indicating lower current usage levels and service quality compared to Option 6a. This option aims to provide targeted transportation solutions within the Wynwood area, potentially increasing the effectiveness of the TMA by focusing on areas with higher transit propensity.

Boundary Limits Summary

- **North Boundary:** The boundary begins at the intersection of NW 2 Avenue and NW 25 Street, proceeding east along NW 25 Street to North Miami Avenue. From there, it continues north along North Miami Avenue until reaching NE 29 Street. At NE 29 Street, the boundary extends eastward until it intersects with the FEC railway, which marks the eastern edge of this segment and runs along the eastern urban corridor.
- **East Boundary:** Continuing from NE 29 Street along the FEC railway, the eastern boundary extends south along the railway corridor, concluding at NE 20 Street. Land use along this corridor primarily consists of industrial and transportation-related facilities, complemented by mixed-use and commercial redevelopment. This includes creative office spaces, retail showrooms, artisan workshops, and flex commercial units, reflecting the area's evolving urban landscape.

Figure 4- 40: Option 6b: Wynwood BID



- **South Boundary:** This edge begins at the intersection of NW 2 Avenue and NW 20 Street and continues east along NW 20 Street to conclude at the edge of the FEC railroad tracks. This corridor is characterized by a mix of commercial storefronts, creative office spaces, and light industrial buildings. As the boundary approaches the FEC railway, the land use transitions to more transportation-oriented and industrial functions, including warehouses, loading docks, and distribution centers that support regional freight movement. This boundary also serves as a gateway into the Wynwood Arts District from the south, where cultural and commercial activity intensifies.
- **West Boundary:** The western edge continues starting from the corner of NW 25 Street and NW 2 Avenue, extending south along NW 2 Avenue before concluding on NW 20 Street. Wynwood

promotes adaptive reuse of old warehouses for creative enterprises and draws in tourism as there is an emergence of mid-rise residential and hospitality developments particularly around NE 2 Avenue and Biscayne Boulevard, influenced by zoning changes and market demand. The area has become increasingly pedestrian-oriented with a growing number of cafes, restaurants and boutique hotels

Major employers in this area include:

- Wynwood Walls,
- The Margulies Collection at the Warehouse,
- Panther Coffee Wynwood,
- Goldman Properties Wynwood, and
- Amazon

4.1.6.3 Analysis and Recommendations

This area contains some of the highest pedestrian volumes in the county, and it has grown as a retail, arts, and creative employment center, yet the street network is fragmented, and parking is scarce. A TMA here could support workforce and visitor trips with improved micro-transit, bike, and pedestrian options as well as workforce access to this highly retail and hospitality-driven community. This district will be the home of a future Northeast Corridor commuter rail station.

Founding Partners to Consider

Potential founding partners for the Midtown Miami TMA include the Wynwood Business Improvement District (BID), Midtown Miami Community Redevelopment Agency (CRA), and entities engaged in Design District BID proposals. The Wynwood BID, representing the interests of businesses and residents in Wynwood, can provide valuable insights and resources to support the TMA, ensuring alignment with local development goals and facilitating access to critical infrastructure. The Midtown Miami CRA focuses on the redevelopment and economic growth of Midtown Miami, bringing a strategic perspective on how the TMA can contribute to the area's overall growth and development. Entities engaged in Design District BID proposals can offer expertise in enhancing the business environment and connectivity within the Design District, which is crucial for a successful TMA.

Other potential partners include Miami-Dade Transit, the City of Miami, Partnership for Miami, Beacon Council, and Greater Miami Chamber of Commerce. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. The City of Miami's support would ensure that the TMA aligns with municipal transportation and development plans. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. Lastly, the Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively.

Possible Purpose Statement

The purpose of this TMA is to increase accessibility, manage congestion, and strengthen connectivity across Wynwood, Midtown, and the Design District. By coordinating employer engagement and mobility initiatives, the TMA can support creative industry workers, retail employees, and cultural visitors through transit education, shared services, and mobility infrastructure improvements.

Key Destinations and Volume

The Midtown Miami TMA is strategically positioned to enhance connectivity and manage foot traffic effectively within its boundaries. Key destinations within this TMA include educational institutions such as Miami Ad School and Northeastern University, as well as healthcare facilities like Borinquen Medical Centers. These locations are crucial for daily commuter traffic and local engagement. Additionally, the TMA has the potential to support high-volume tourist attractions such as Wynwood Walls, the Paradox Museum, and The Margulies Collection. These cultural and artistic hubs draw significant visitor numbers, especially during peak tourism and event hours. **Table 4- 22** summarizes the volume of activity within the TMA boundary, reinforcing the importance of managing circulation in these high-demand areas**.** By focusing on these high-traffic zones, the TMA can play a vital role in improving visitor circulation and reducing congestion, thereby enhancing the overall experience for both residents and tourists.

Workforce by Industry

The workforce composition within the identified potential Midtown Miami TMA, summarized in **Table 4- 23**, underscores the necessity for its establishment. The largest industry, "*Accommodation and Food Services*," which constitutes 27% of the workforce, shows a high tendency toward transit usage. This indicates a significant demand for efficient transportation solutions to support employees commuting to and from work. "*Retail Trade*," making up 18% of the workforce, also contributes to the need for reliable transit, albeit at an average usage rate. The presence of "*Professional, Scientific, and Technical Services*" (11%) and "*Real Estate, Rental, and Leasing*" (7%), both with relatively low transit usage, highlights the diverse transportation needs within the area. Establishing the TMA will cater to these varied demands, ensuring that all sectors, especially those with higher transit dependency, have access to effective and sustainable transportation options. This will not only enhance workforce mobility but also contribute to reducing congestion and improving overall accessibility in Midtown Miami.

Table 4- 22: Key Destinations and Volumes within the Midtown Miami TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
City Of Miami Building Department[64]	150	50	200
Colleges and Universities			
Miami Ad School – Wynwood[65]	80	300	380
Northeastern University – Miami Campus[66]	100	500	600
University of Miami Gallery – Wynwood[67]	20	100	120
Hospital Facilities			
Borinquen Medical Centers – Wynwood[68]	150	300	450
Major Attractions			
Wynwood Walls[69]	50	2,000	2,050
Paradox Museum Miami[70]	30	1,000	1,030
The Margulies Collection at the Warehouse[71]	20	500	520

[64] City of Miami Building Department, 2025
[65] Miami Ad School, 2025
[66] Northeastern University Miami, 2025
[67] University of Miami Department of Art and Art History, 2025
[68] Borinquen Medical Centers, 2025
[69] Wynwood Business Improvement District Annual Report, 2021
[70] Paradox Museum Miami, 2025
[71] The Margulies Collection at the Warehouse, 2025

Table 4- 23: Workforce by Industry for the Midtown Miami TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[72]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[73]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.0%
Construction	1.5%	VERY LOW	4.2%
Manufacturing	2.3%	LOW	2.7%
Wholesale Trade	2.7%	LOW	4.0%
Retail Trade	4.6%	AVERAGE	17.8%
Transportation and Warehousing	4.7%	AVERAGE	4.0%
Information	4.1%	AVERAGE	3.2%
Finance and Insurance	2.6%	LOW	1.0%
Real Estate and Rental and Leasing	2.6%	LOW	6.9%
Professional, Scientific, and Technical Services	2.5%	LOW	10.8%
Management of Companies and Enterprises	1.7%	VERY LOW	0.7%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	3.8%
Educational Services	5.2%	HIGH	1.1%
Health Care and Social Assistance	3.9%	AVERAGE	5.3%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	2.3%
Accommodation and Food Services	6.6%	HIGH	26.9%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	4.8%
Public Administration	5.2%	HIGH	0.4%

[72] U.S. Census, 2017 American Community Survey, Miami-Dade County
[73] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of a TMA in Midtown Miami would provide substantial support to several key workforces, enhancing their daily commuting experiences and overall accessibility to workplaces and essential services. This is explained in more detail below:

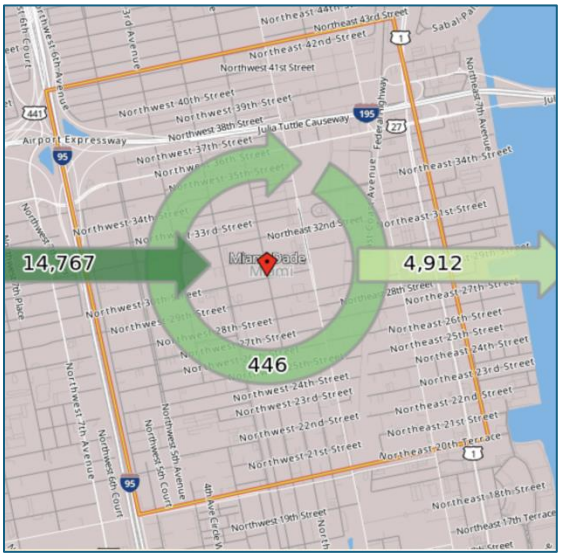
- **Office Workers:** Office workers, employed in various businesses such as law firms, consulting agencies, and corporate offices, would benefit from improved transit options. Enhanced transportation infrastructure would facilitate easier commutes, reduce parking demand, and alleviate traffic congestion, making it more convenient for office workers to access their workplaces.
- **Hospitality and Food Service Workers:** Hospitality and food service workers, including those employed in hotels, restaurants, and other hospitality venues, would see significant improvements in their commuting experiences. Given the high relative transit usage in this sector, a TMA would ensure reliable and efficient transportation for these workers, supporting the operational needs of the hospitality industry and enhancing service quality.
- **Retail Workers:** Retail workers would benefit from improved access to their workplaces. Enhanced transit options would support the mobility needs of these workers, ensuring reliable and efficient commutes. This would not only benefit the employees but also support the local economy by making retail locations more accessible to customers.
- **Tourism and Tourism-Dependent Workers:** Tourists and tourism-dependent workers, including those employed at major attractions and in the tourism industry, would see improved access to their destinations. Enhanced transit options would support the mobility needs of these workers, ensuring reliable and efficient transportation. This would not only benefit the employees but also enhance the overall tourist experience, making it easier for visitors to explore the area and access various attractions.

Commute by Home Geography

The commute patterns for the Midtown Miami TMA reveal significant insights into the areas of congestion and the volume of impact that the TMA could address.

- **Commute Volume:** With over 15,200 workers in the proposed TMA, only 3% reside within the district, meaning approximately 14,767 workers commute into the area daily. This high influx of commuters highlights the need for effective transportation management to alleviate congestion and improve transit efficiency. Summary of the commute volumes are illustrated in **Figure 4- 41**.
- **Related Communities:** Miami contributes the largest share of the workforce at 27%, followed by Miami Beach (5%) and Hialeah (3.5%), as illustrated in **Figure 4- 42**. These related communities are key sources of the commuting population, indicating specific areas where congestion is likely to be concentrated.
- **Distance and Direction:** As illustrated in **Figure 4- 43**, One-third of the workforce lives to the north of the TMA, and 55% reside within a 10-mile radius, one of the highest rates of nearby-housed workforces among the proposed TMAs. This proximity suggests that many workers could benefit from enhanced local transit options.

Figure 4- 41: Commute by Home Geography, Midtown Miami TMA



The Midtown Miami TMA can identify critical areas of congestion and target improvements to support these commuting patterns. This strategic approach will help reduce traffic bottlenecks, enhance the efficiency of public transit, and promote sustainable commuting options, ultimately benefiting both the workforce and the community.

Socioeconomic Characteristics

Income levels within the recommended Midtown Miami TMA boundary, summarize in **Table 4- 24**, highlight the importance of establishing this transportation management association. In this area, 47.7% of the workforce earns less than $40,000 annually, and 17% earn less than $15,000 per year—ranking as the fifth-highest low-income workforce share among the ten proposed TMAs. **Figure 4- 43** illustrates where these workers live, emphasizing the geographic scope of commuting challenges faced by low-income earners. Given these income statistics, establishing the Midtown Miami TMA is essential, as low-income workers are more likely to rely on public transportation due to the high costs of vehicle ownership and maintenance.

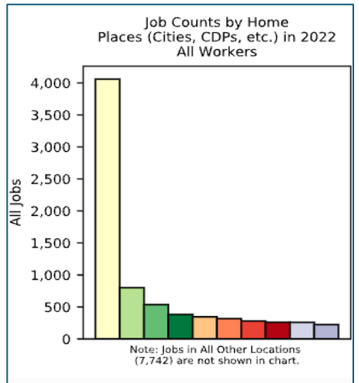
The socioeconomic characteristics within the Midtown Miami TMA highlight the need for accessible and efficient public transportation. In the Consolidated Wynwood, Midtown, and Design District area, 37.1% of the population is below the 150% poverty threshold. Commuting patterns show that 6.7% of residents use public transit, 6.8% carpool, 3.3% walk, 0.9% bike, and 56% drive alone to work. The median household income in this area is $71,055, with a significant portion of the population (77.2%) being between 18 and 64 years old. Notably, 29.8% of households do not have a vehicle, indicating a reliance on public transportation. The total population is 15,062, with approximately 10% being seniors.

In contrast, Wynwood presents a more economically challenged profile, with 69.1% of the population below the 150% poverty threshold. Here, 16.4% of residents commute via public transit, 0.7% carpool, 8.6% walk, 3.6% bike, and 44.3% drive alone to work. The median household income is significantly lower at $42,935, and 76.4% of the population is between 18 and 64 years old. A striking 15.5% of households do not have a vehicle, which indicates data reporting anomaly but still underscores the critical need for reliable public transportation. The total population of Wynwood is 444, with approximately 7% being seniors.

Table 4- 24: Socioeconomic Characteristics of the Midtown Miami TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
6a:	Consolidated Wynwood, Midtown, Design District	37.10%	6.70%	6.80%	3.30%	0.90%	56.00%	$71,055	77.20%	29.80%	15,062	1,449	10%
6b:	Wynwood	69.10%	16.40%	0.70%	8.60%	3.60%	44.30%	$42,935	76.40%	125.00%	444	30	7%

Figure 4- 42: Job Counts by Home Places, Midtown Miami - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	15,213	100.0%
Miami city, FL	4,060	26.7%
Miami Beach city, FL	802	5.3%
Hialeah city, FL	537	3.5%
North Miami city, FL	383	2.5%
Miami Gardens city, FL	346	2.3%
Miramar city, FL	318	2.1%
Pembroke Pines city, FL	280	1.8%
Doral city, FL	261	1.7%
Hollywood city, FL	259	1.7%
Kendall CDP, FL	225	1.5%
All Other Locations	7,742	50.9%

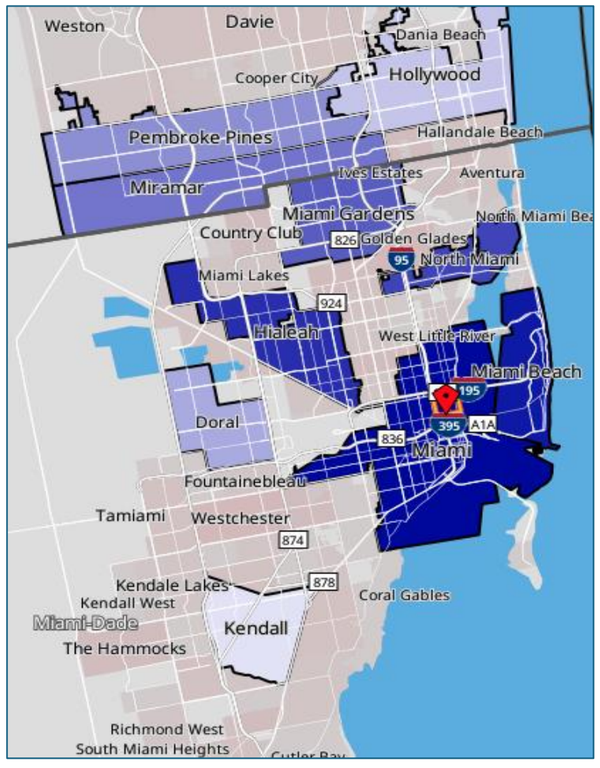
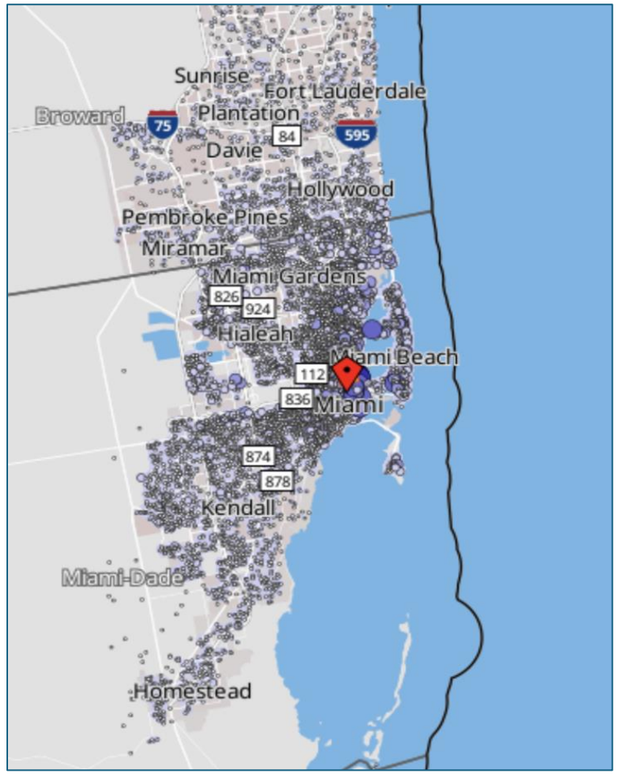
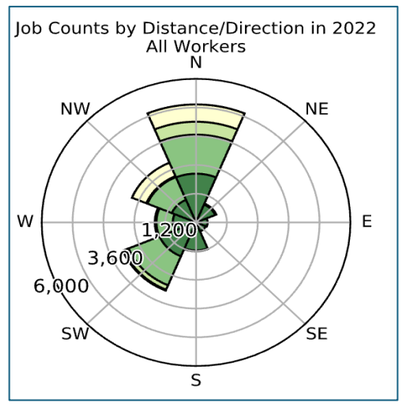


Figure 4- 43: Job Counts by Distance/Direction, Midtown Miami (2022)





Jobs by Distance - Work Census Block to Home Census Block

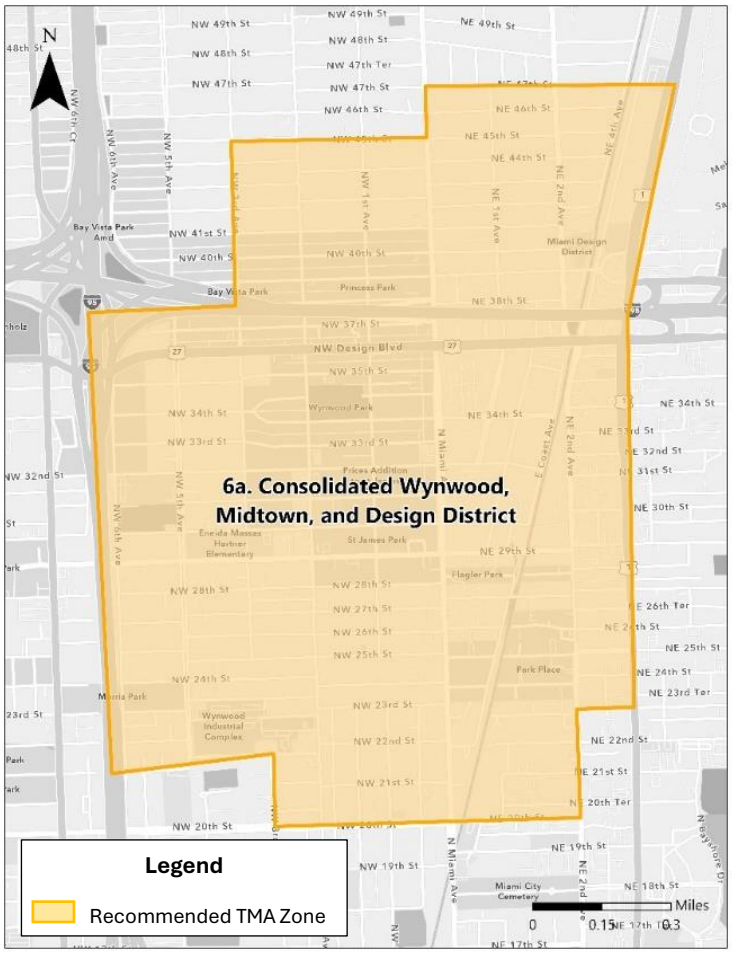
	2022 Count	Share
Total All Jobs	15,213	100.0%
Less than 10 miles	8,319	54.7%
10 to 24 miles	4,649	30.6%
25 to 50 miles	798	5.2%
Greater than 50 miles	1,447	9.5%

Recommended Boundaries

The recommended boundary for the Midtown Miami area is **Option 6a – Consolidated Wynwood, Midtown and Design District TMA**. While a Wynwood-only TMA would fit nicely in partnership with the Wynwood BID aligned with their boundaries, it would be an exceedingly small TMA at less than one square mile. Therefore, a consolidated approach combining Wynwood, Midtown, and the Design District is preferred. Although this is the smallest TMA zone among the proposed geographies, it benefits from strong bus-based transit service along US 1/Biscayne Boulevard. Currently, Miami-Dade Transit routes 2 and 36 serve Wynwood and Midtown, providing essential connectivity. In the future, this zone will further improve accessibility with the addition of a Northeast Corridor Station, expanding transit options for commuters and residents.

Alternatively, if a TMA is not initially formed within these boundaries, another approach could be to consider this zone as a future addition to the Miami City Center TMA's boundaries. This phased approach allows for gradual implementation and adjustment based on initial outcomes and stakeholder feedback. The recommended TMA boundary for Midtown Miami is illustrated in **Figure 4- 44**.

Figure 4- 44: Recommended TMA Boundary for Midtown Miami



4.1.7 Sweetwater, Doral, and FIU

The Sweetwater, Doral, and Florida International University (FIU) option encompasses a large area covering 28.007 square miles, serving a daytime population of 158,610 and a workforce population of 134,524, as reflected in **Figure 4- 45**. This region, located in the western part of the county, includes significant commercial and educational hubs such as FIU and the cities of Sweetwater and Doral. The transit proportional propensity index of 41.933 indicates a moderate likelihood of public transportation usage among the population, as documented in **Table 4- 25**: Summary of Sweetwater, Doral and FIU TMA. The transit volume index of 5387 and transit service index of 22 reflect the current utilization levels and service quality. This option aims to provide comprehensive transportation solutions across a broad geographic area, addressing the needs of a significant number of commuters and leveraging the moderate propensity for transit usage.

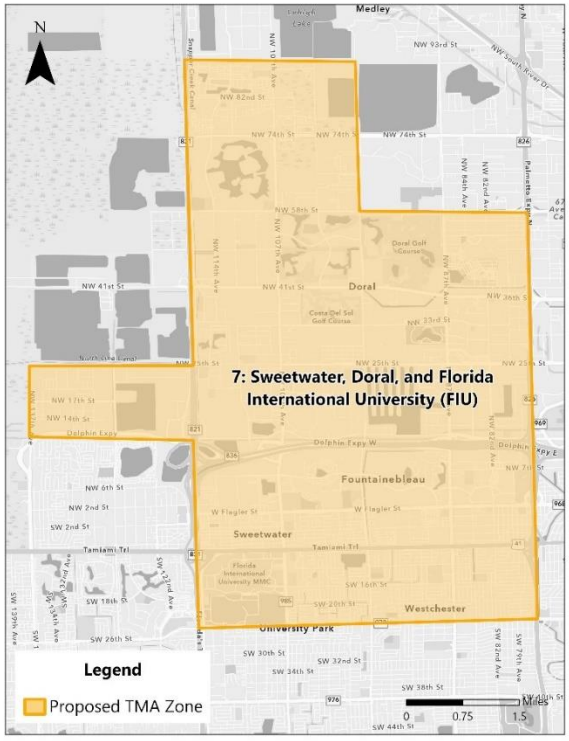
Boundary Limits Summary

- **North Boundary:** Begins at the corner of NW 137 Avenue and NW 25 Street, traveling east on NW 25 Street to NW 117 Avenue. The north edge runs north parallel to Florida's Turnpike to NW 90 Street on the northernmost edge. The boundary continues along NW 90 Street to NW 97 Avenue, turning east along NW 58 Street to the Palmetto Expressway.
- **East Boundary:** The eastern boundary begins at the intersection of NW 58 Street and the Palmetto Expressway (SR 826), running south along the expressway corridor. It continues past the Dolphin Expressway (SR 836), encompassing the Fountainebleau area, and proceeds further south along SR 826, crossing Tamiami Trail (US 41). This segment captures the eastern portion of the Westchester community, and the boundary concludes at Coral Way (SW 24 Street), forming the southern end of the eastern boundary.
- **South Boundary:** The southern boundary begins at the intersection of Florida's Turnpike (SW 117 Avenue) and Coral Way (SW 24 Street), following the east side of the Turnpike and Coral Way. It then proceeds east along Coral Way, encompassing key institutional landmarks including the Florida International University (FIU) Engineering Campus, FIU Modesto A. Maidique Campus located in University Park neighborhood including Ocean Bank Convocation Center, Pitbull Stadium, the Frost Art Museum and the Wertheim Performing Arts Center, along with Tamiami Park located along the southwest edge of the boundary. The alignment continues east on Coral Way, bordering the Town Park Estates neighborhood to the north. This segment is characterized predominantly by residential, institutional and commercial land uses. The boundary follows Coral Way across the Westchester community, concluding at the eastern boundary at SR 826 (Palmetto Expressway).
- **West Boundary:** Continues along the Snapper Creek Canal and the Florida's Turnpike near NW 90 Street, proceeding south along the Turnpike corridor and encompassing the municipality of Doral to the northwest. From there, it continues south to NW 25 Street, where it shifts west along NW 25 Street to NW 137 Avenue, capturing a range of industrial and commercial uses within this corridor. The boundary then travels south along NW 137 Avenue to NW 12 Street. It proceeds east on NW 12 Street to the Dolphin Station Park and Ride Transit Terminal Facility, located in western Miami-Dade County. This major transit hub supports the SR 836/Dolphin Expressway Express Bus Service, providing service to the Dolphin Mall, the cities of Sweetwater and Doral, and is anticipated to support a future east–west commuter rail line along the CSX corridor. Upon reaching the Dolphin Station, the boundary turns south along the eastern side of the Florida's Turnpike, concluding at the intersection with Coral Way (SW 24 Street).

Table 4- 25: Summary of Sweetwater, Doral and FIU TMA

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Business
7: Sweetwater, Doral, and FIU TMA	28.007	158,610	134,524	41.933	5387	192	22	826

Figure 4- 45: Option 7: Sweetwater-Doral-FIU TMA



Major employers in this area include:

- Florida International University (FIU) - Modesto A. Maidique Campus,
- Doral Academy Charter School,
- Miami International Mall,
- Walmart Supercenter - Doral,
- Florida Department of Transportation District 6 Headquarters
- FIU College of Engineering and Computing
- InterContinental at Doral Miami.

4.1.7.1 Analysis and Recommendations

This TMA serves a mix of university, municipal, and large-scale commercial uses in western Miami-Dade County. Despite high demand, the area has limited walkability and poor first- and last-mile connectivity to transit. It is an ideal candidate for targeted mobility management and shared solutions among partners.

Founding Partners to Consider

Potential founding partners for the Sweetwater-Doral-FIU TMA include Florida International University (FIU) and the Doral Chamber of Commerce. FIU, as a major educational institution, can

address the transportation needs of its large student and staff population, providing valuable insights and resources to support the TMA. The Doral Chamber of Commerce represents a wide array of businesses and industries in Doral, bridging the gap between public and private sectors and fostering collaboration and support from local businesses.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, City of Sweetwater, and City of Doral. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. Lastly, the support of the City of Sweetwater and the City of Doral would ensure that the TMA aligns with municipal transportation and development plans.

Possible Purpose Statement

The purpose of the Sweetwater Doral FIU TMA is to enhance accessibility, manage congestion, and improve connectivity across key facilities such as Florida International University (FIU), major healthcare centers, and retail hubs in the Sweetwater and Doral areas. By coordinating employer engagement and mobility initiatives, the TMA aims to support students, healthcare staff, retail employees, and residents through transit education, shared services, and infrastructure improvements. By articulating the commitment to enhancing transportation options and reducing congestion, the purpose statement underscores the broader impact of these efforts on the community' quality of life, fostering a more efficient, accessible, and sustainable transportation system in the Sweetwater Doral FIU area.

Key Destinations and Volume

The Sweetwater Doral FIU TMA is strategically positioned to manage and enhance foot traffic within its boundaries, focusing on key destinations and their respective volumes, as shown in **Table 4- 26**. Educational institutions such as Florida International University – Modesto A. Maidique Campus and Miami Dade College – West Campus are significant contributors to daily foot traffic, with Florida International University alone accounting for 2,000 staff and 40,000 students. Miami Dade College – West Campus adds another 10,500 individuals, comprising approximately 500 staff and 10,000 students. These institutions are critical for the TMA's mission to increase workforce and student access while reducing congestion.

Table 4- 26: Key Destinations and Volumes within the Sweetwater, Doral FIU TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
City of Sweetwater Building Department[74]	100	50	150
City of Doral Government Center[75]	200	100	300
Florida Department of Transportation District 6	780	200	980
Colleges and Universities			
Florida International University (Modesto A. Maidique Campus)[76]	2,000	40,000	42,000
Miami Dade College – West Campus[77]	500	10,000	10,500
Doral College[78]	100	1,000	1,100
FIU College of Engineering and Computing	110	8,500	8,610
Hospital Facilities			
Baptist Health Hospital Doral[79]	500	1,000	1500
Uhealth Doral Medical Center[80]	200	500	700
FIU Health Ambulatory Care Center[81]	150	300	450
Major Attractions			
Dolphin Mall[82]	500	20,000	20,500
Cityplace Doral[83]	300	5,000	5,300
Patricia and Phillip Frost Art Museum [84]	50	1,000	1,050

Healthcare facilities also play a vital role, with Baptist Health Hospital Doral, UHealth Doral Medical Center, and FIU Health Ambulatory Care Center collectively contributing to the daily foot traffic. Baptist Health Hospital Doral sees 1,500 individuals daily, including 500 staff and 1,000 visitors.

[74] City of Sweetwater Staff Directory, 2025
[75] City of Doral Government Center Overview, 2025
[76] Florida International University Campus Profile, 2025
[77] Miami Dade College West Campus Overview, 2025
[78] Doral College Student Services & Enrollment, 2025
[79] Baptist Health South Florida, Doral Hospital Profile, 2025
[80] UHealth at Doral Facility Overview, 2025
[81] FIU Health Ambulatory Care Center Overview, 2025
[82] Unacast Miami Foot Traffic Data, 2023
[83] CityPlace Doral Leasing & Visitor Info, 2025
[84] Patricia & Phillip Frost Art Museum, Visit FIU, 2025

UHealth Doral Medical Center and FIU Health Ambulatory Care Center add 700 and 450 individuals, respectively. These hospitals are essential for managing the flow of patients and healthcare workers.

High-traffic destinations such as Dolphin Mall and CityPlace Doral are also significant, with Dolphin Mall attracting 20,500 individuals daily, including 500 staff and 20,000 visitors. CityPlace Doral sees 5,300 individuals daily, with 300 staff and 5,000 visitors. Additionally, the Patricia & Phillip Frost Art Museum contributes 1,050 individuals daily. These attractions are crucial for the TMA's efforts to enhance visitor circulation and reduce pressure on heavily traveled corridors.

Workforce by Industry

The workforce composition within the recommended Sweetwater Doral FIU TMA, summarized in **Table 4- 27**, highlights the necessity for its establishment. This zone features a larger density of industries with average to low transit usage, influenced by land uses that complicate the delivery of high-quality transit services. The largest industry, "*Transportation and Warehousing*," constitutes 14% of the workforce and exhibits average transit use, indicating a moderate demand for efficient transportation solutions. "*Retail Trade*," making up 13% of the workforce, also shows average transit use, further emphasizing the need for reliable transit options.

"*Wholesale Trade*," accounting for 12% of the workforce, has low transit usage, suggesting that improvements in transit services could potentially increase usage within this sector. "*Administrative and Support Services*," representing 8% of the workforce, demonstrate high transit use, highlighting a significant demand for effective transportation management. "*Professional, Scientific, and Technical Services*" (7%) and "*Health Care and Social Assistance*" (7%) both show average to low transit use, underscoring the diverse transportation needs within the area. Despite the presence of FIU, the educational workforce comprises just 6% of the total workforce, not accounting for the substantial university student population commuting to FIU.

Table 4- 27: Workforce by Industry for the Sweetwater, Doral, FIU TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[85]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[86]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.1%
Construction	1.5%	VERY LOW	3.8%
Manufacturing	2.3%	LOW	3.4%
Wholesale Trade	2.7%	LOW	11.9%
Retail Trade	4.6%	AVERAGE	13.0%
Transportation and Warehousing	4.7%	AVERAGE	13.5%
Information	4.1%	AVERAGE	3.7%
Finance and Insurance	2.6%	LOW	5.4%
Real Estate and Rental and Leasing	2.6%	LOW	3.5%
Professional, Scientific, and Technical Services	2.5%	LOW	7.4%
Management of Companies and Enterprises	1.7%	VERY LOW	2.0%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	8.3%
Educational Services	5.2%	HIGH	5.9%
Health Care and Social Assistance	3.9%	AVERAGE	7.0%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	0.9%
Accommodation and Food Services	6.6%	HIGH	7.7%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	2.1%
Public Administration	5.2%	HIGH	0.2%

[85] U.S. Census, 2017 American Community Survey, Miami-Dade County
[86] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of the Sweetwater-Doral-FIU TMA would significantly benefit several key workforces within the area, as described below.

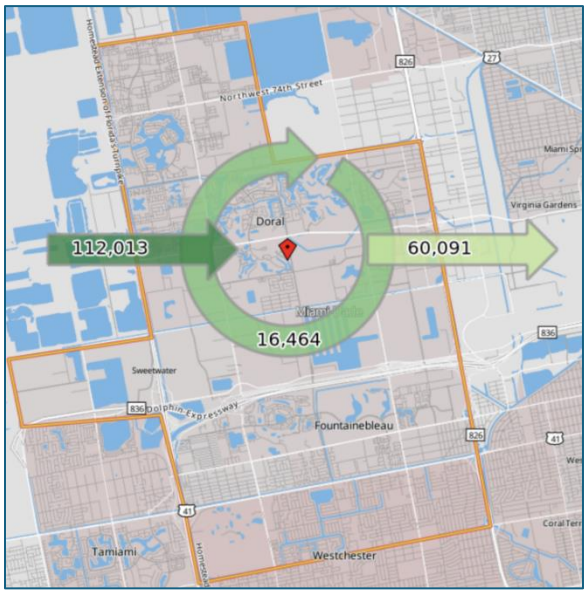
- **University Students and Staff:** With institutions like FIU and Miami-Dade College's West Campus within the TMA, both students and staff would greatly benefit from improved transit options. Enhanced transportation services would facilitate easier commutes, reduce travel times, and increase accessibility to educational resources, thereby supporting the academic community.
- **Retail Workers:** Retail workers, who contribute to the vibrant commercial activity in Sweetwater and Doral, would experience better connectivity and more reliable transit options. This would facilitate smoother commutes, potentially increase job satisfaction, and support the local economy by ensuring that retail establishments are adequately staffed.
- **Hospitality and Food Service Workers:** Representing a substantial portion of the local workforce, hospitality and food service workers would benefit from transit services that align with their varied shift schedules. Improved transportation options would ensure they can reach their workplace promptly and safely, enhancing their overall work experience and supporting the hospitality industry.
- **Government Employees**: Facilities like FDOT District Six Headquarters, which employs more than 300 staff members, and other municipal and county offices in the area, would benefit from expanded and more efficient transportation services. A reliable TMA would reduce parking demand, promote sustainable commuting practices, and improve accessibility for both employees and constituents. Enhanced transit access to government buildings would also support regional coordination efforts, inter-agency collaboration, and public engagement activities by making these facilities easier to reach. By addressing the diverse transportation needs of these workforces, the Sweetwater-Doral-FIU TMA would play a crucial role in fostering a more efficient, accessible, and sustainable urban future.

Commute by Home Geography

The commute patterns for the Sweetwater-Doral-FIU TMA reveal significant insights into the areas of congestion and the volume of impact that the TMA could address.

- **Commute Volume:** The proposed TMA consists of over 128,000 workers, with only 13% residing within the district. This means that approximately 112,000 workers commute into the area daily, highlighting the need for effective transportation management to alleviate congestion and improve transit efficiency. **Figure 4- 46** represents the described commute.
- **Related Communities:** Miami provides 10% of the workforce in this district, followed by Hialeah at 6.6% and Doral at 6.2% as depicted in **Figure 4- 47**. The low-density land uses of the industrial areas, connected to Miami and elsewhere by long bus rides, make alternative transportation options challenging without the support of a TMA. Enhancing connectivity for the local workforce by encouraging the use of local circulators is promising.

Figure 4- 46: Commute by Home Geography, Sweetwater/Doral/FIU TMA



- **Distance and Direction:** Over half the workforce lives within 10 miles of the district as illustrated in **Figure 4- 48**. Additionally, over 30,000 commuters arrive from the north, many from lower-density areas of Broward and Southern Palm Beach Counties. These locations make use of Florida's Turnpike inviting for car use, while making access to Tri-Rail more challenging. A TMA can gather deeper by-employer data and identify opportunities for more affordable transportation options.

Socioeconomic Characteristics

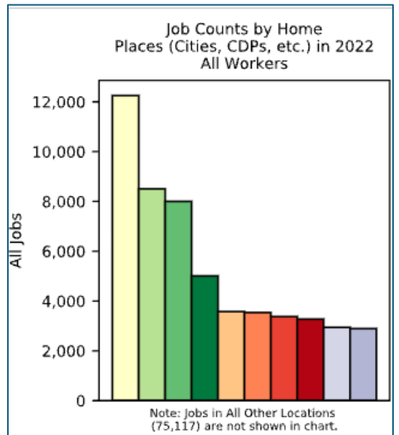
Income levels within the recommended Sweetwater Doral FIU TMA highlight the importance of establishing this transportation management association. In this area, 48.5% of the workforce earns less than $40,000 annually, and 14.7% make less than $15,000 per year. This represents the fourth-highest rate of low-income workforce among the ten proposed TMAs. Given these income statistics, the establishment of the Sweetwater Doral FIU TMA is crucial. Low-income workers often rely heavily on public transportation due to the high costs associated with owning and maintaining a personal vehicle.

The socioeconomic characteristics within Sweetwater-Doral-FIU TMA reveal a diverse community with varying transportation needs. In this area, 27.4% of the population is below the 150% poverty threshold. Commuting patterns show that 1.3% of residents use public transportation, 10.1% carpool, 1.4% walk, 0.2% bike, and 74.6% drive alone to work. The median household income is $78,649, with 66.7% of the population being between 18 and 64 years old. Additionally, 11.8% of households do not have access to a vehicle. The total population is 188,600, with 28,442 seniors, making up 15% of the population, as described in **Table 4- 28**, below and **Appendix B**.

Table 4- 28: Socioeconomic Characteristics of the Sweetwater-Doral-FIU TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
7:	Sweetwater, Doral, FIU	27.40%	1.30%	10.10%	1.40%	0.20%	74.60%	$78,649	66.70%	11.80%	188,600	28,442	15%

Figure 4- 47: Job Counts by Home Places, Sweetwater/Doral/FIU TMA - All Workers (2022)



Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	128,477	100.0%
Miami city, FL	12,250	9.5%
Hialeah city, FL	8,507	6.6%
Doral city, FL	8,000	6.2%
Fountainebleau CDP, FL	5,008	3.9%
Pembroke Pines city, FL	3,577	2.8%
Tamiami CDP, FL	3,537	2.8%
Westchester CDP, FL	3,374	2.6%
Kendall CDP, FL	3,273	2.5%
Miramar city, FL	2,943	2.3%
Kendale Lakes CDP, FL	2,891	2.3%
All Other Locations	75,117	58.5%

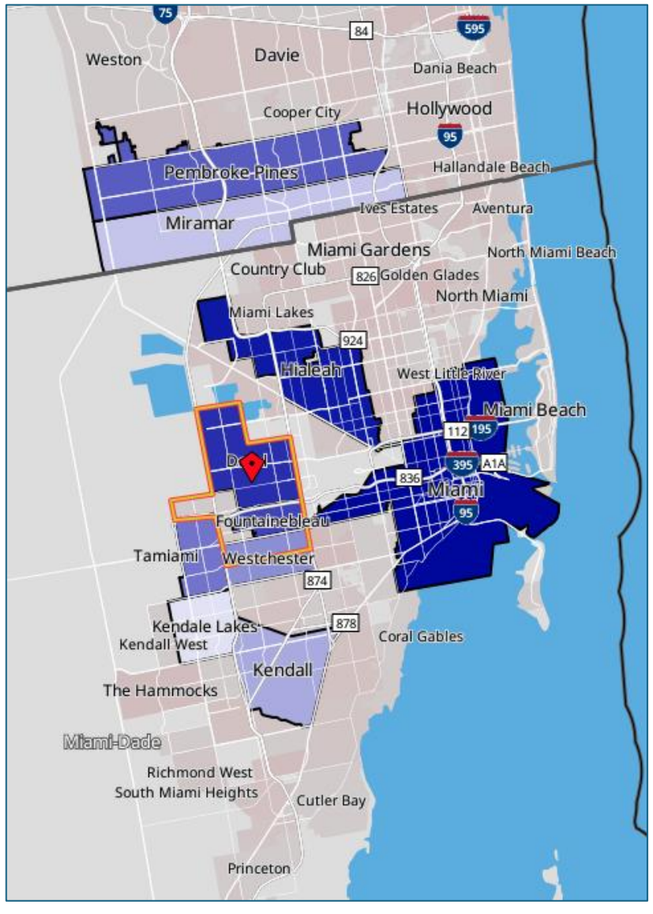
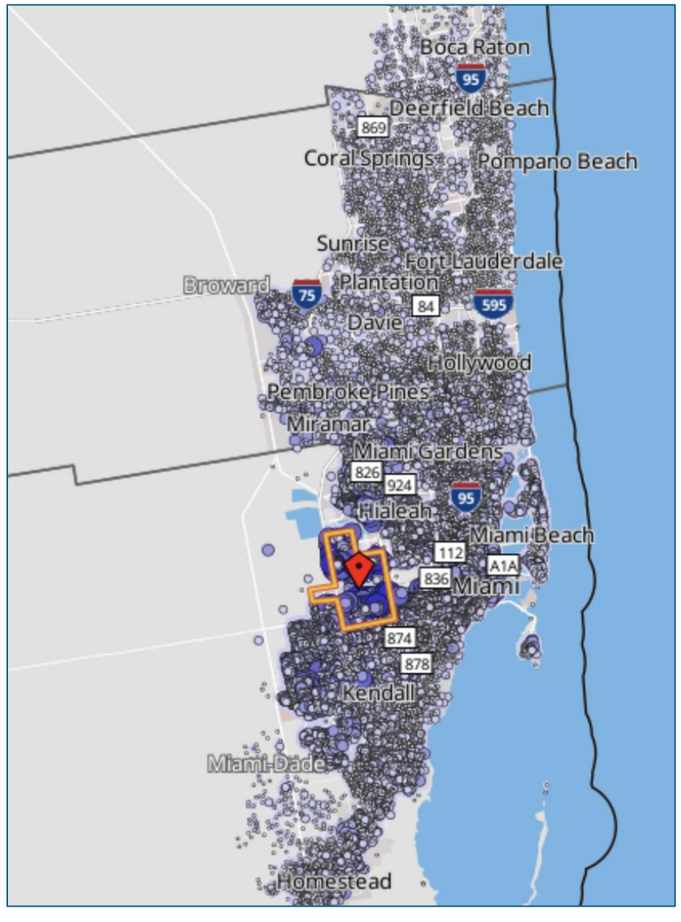
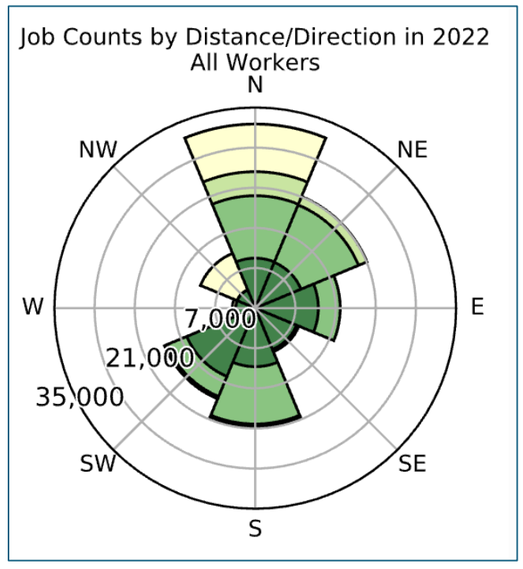


Figure 4- 48: Job Counts by Distance/Direction, Sweetwater/Doral/FIU





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	128,477	100.0%
Less than 10 miles	66,050	51.4%
10 to 24 miles	39,833	31.0%
25 to 50 miles	6,325	4.9%
Greater than 50 miles	16,269	12.7%

4.1.8 Greater Hialeah

Greater Hialeah is a dense, heavily working-class area with major industrial, health, and service employment centers. The workforce in this zone often faces long travel times and high transportation costs. A TMA can support mode shift and improve access to jobs and services in a community eager for affordability gains. The potential boundary option for establishing a TMA in the Greater Hialeah area, shown in **Figure 4- 49** and summarized in **Table 4- 29.**

Table 4- 29: Summary of Greater Hialeah TMA

TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Business
8: Greater Hialeah TMA	32.714	215,103	90,156	39.648	3536	108	32	526

This option covers an even larger area, with 32.714 square miles serving a daytime population of 215,203 and a workforce population of 90,156. Located in the northern part of the county, Hialeah is a densely populated area with a strong industrial presence. The transit proportional propensity index of 39.648 suggests a slightly lower likelihood of public transit usage compared to Option 7. The transit volume index is 3536 and transit service index of 32 indicate moderate utilization levels and service quality. This option aims to provide targeted transportation solutions within the Greater Hialeah area, potentially increasing the effectiveness of the TMA by focusing on areas with specific transportation needs, like workforce mobility.

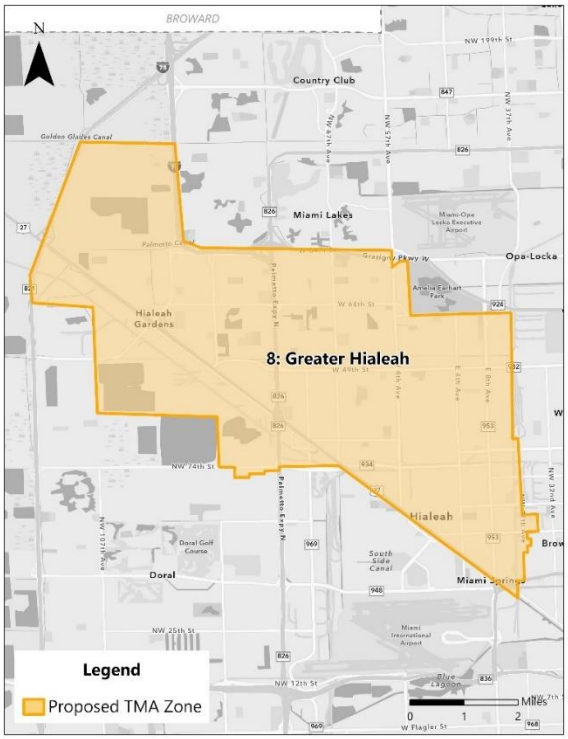
Boundary Limits Summary

- **North Boundary:** The boundary starts at Florida's Turnpike and NW 122 Street, extending north to the Golden Glades Canal at NW 170 Street. It then follows the canal eastward to the I-75 alignment, where it shifts south, tracing the highway corridor to the Palmetto Canal. From there, it continues east along SR 924/Gratigny Parkway, transitioning to West 84 Street and NW 57 Avenue/Red Road. It includes residential neighborhoods on the east side of Red Road, heading south to NW 119 Street, near Amelia Earhart Park. Finally, the boundary extends east along NW 119 Street, transitions to East 65 Street, and moves eastward until reaching the Tri-Rail/Amtrak train track corridor just past NW 42 Avenue, marking the eastern edge.
- **East Boundary:** The boundary starts near the Tri-Rail/Amtrak train track corridor at the SR 924/Gratigny Parkway interchange, close to Douglas Road/Le Jeune Connector. It follows the rail tracks south to NW 82 Street and NW 37 Avenue, just west of the Miami Amtrak Station, encompassing surrounding industrial land uses. It also includes the Tri-Rail/Metrorail Transfer Station and extends further to the edge of Miami Springs.

This portion captures a mix of industrial and commercial uses located just east of NW 37 Avenue. The southern extent passes south of the Hialeah Market Station and concludes just below SR 112/Airport Expressway within the City of Hialeah.

- **South Boundary:** Continues from the intersection of Florida's Turnpike and NW 122 Street, proceeding east along NW 122 Street to NW 107 Avenue. It then runs south along NW 107 Avenue to NW 90 Street, turning east along NW 90 Street to NW 87 Avenue, thereby encompassing the city of Hialeah Gardens. From there, the boundary includes the northern edge of Medley, running south along NW 87 Avenue to NW 74 Street. It then follows east along NW 74 Street, encompassing a variety of industrial, commercial, and mixed land uses located on the south side of the corridor within Medley, continuing to the intersection with SR 934/Hialeah Expressway and US 27/Okeechobee Road. The southern boundary follows Okeechobee Road, and then proceeds southeast toward Miami Springs, running along the adjacent canal and terminating near the industrial sites close to the Hialeah Market Tri-Rail Station

Figure 4- 49: Option 8: Greater Hialeah TMA



- **West Boundary:** This edge runs parallel to Florida's Turnpike and NW 122 Street, encompassing a multitude of industrial parks, warehouses, and commercial spaces.

Major employers in this area include:

- Palmetto General Hospital,
- City of Hialeah Gardens Community Hall,
- Town of Medley Town Hall,
- City of Hialeah Government Center,
- Westland Mall,
- Hialeah Hospital.

Founding Partners to Consider

Potential founding partners for the Greater Hialeah TMA include the Hialeah Chamber of Commerce. The Hialeah Chamber of Commerce represents a wide array of businesses and industries in Hialeah, bridging the gap between public and private sectors and fostering collaboration and support from

local businesses. Their involvement would ensure that the TMA addresses local needs effectively and aligns with broader economic development goals.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, City of Hialeah, City of Hialeah Gardens, and Town of Medley. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. Lastly, the support of the City of Hialeah, City of Hialeah Gardens, and Town of Medley would ensure that the TMA aligns with municipal transportation and development plans.

Possible Purpose Statement

The purpose of the Greater Hialeah TMA highlights specific areas of focus, such as supporting workforce mobility, strengthening employer engagement, and exploring community-focused solutions to reduce traffic stress and improve transit connections. This ensures that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in the Greater Hialeah area. By emphasizing public-private collaboration, the purpose statement underscores the importance of a unified approach to addressing transportation issues. This can lead to increased adoption of transit options and more efficient use of transportation infrastructure, particularly in the densely populated and economically significant areas of Greater Hialeah, ensuring that the TMA remains responsive to the evolving needs and dynamics of the local population, ultimately enhancing the transportation landscape within the TMA's boundaries.

Key Destinations and Volume

The Greater Hialeah TMA is strategically positioned to manage and enhance foot traffic within its boundaries, focusing on key destinations and their respective volumes, documented in **Table 4- 30**. Educational institutions such as Miami Dade College – Hialeah Campus and Florida National University – Hialeah Campus are significant contributors to daily foot traffic, with Miami Dade College accounting for approximately 800 staff and 5,000 students. Florida National University adds another 3,600 individuals, comprising 600 staff and 3,000 students. These institutions are critical for the TMA's mission to improve access for students and staff while reducing congestion.

Healthcare facilities also play a vital role, with Hialeah Hospital and Larkin Community Hospital Palm Springs Campus collectively contributing to the daily foot traffic. Hialeah Hospital sees 1,500 staff and 1,000 visitors. Larkin Community Hospital adds 1,200 staff and 800 visitors. These hospitals are essential for managing the flow of patients and healthcare workers. Government sites such as Hialeah City Hall, Hialeah Police Department, and Hialeah Fire Department also contribute to the daily foot traffic, with a combined total of 1,100 individuals. These civic institutions are crucial for supporting city staff and service workers.

Finally, major attractions like Hialeah Park Casino and Amelia Earhart Park are significant, with Hialeah Park Casino attracting 2,500 individuals daily, including 500 staff and 2,000 visitors. Amelia Earhart Park sees 1,600 individuals daily, with 100 staff and 1,500 visitors. These recreational destinations are vital for the TMA's efforts to enhance visitor circulation and reduce pressure on heavily traveled corridors.

Table 4- 30: Key Destinations and Volumes within the Greater Hialeah TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
Hialeah City Hall[87]	200	100	300
Hialeah Police Department[88]	300	150	450
Hialeah Fire Department[89]	250	100	350
Medley Town Hall	120	60	180
Medley Police Department	50	40	90
Hialeah Gardens Community Hall	20	130	150
Hialeah Gardens Police Department	57	30	87
Hialeah Gardens - Station 28	24	10	34
Colleges and Universities			
Miami Dade College – Hialeah Campus[90]	800	5,000	5,800
Florida National University – Hialeah Campus[91]	600	3,000	3,600
Hospital Facilities			
Hialeah Hospital[92]	1500	1,000	2,500
Larkin Community Hospital Palm Springs Campus[93]	1200	800	2,000
Major Attractions			
Hialeah Park Casino[94]	500	2,000	2,500
Amelia Earhart Park[95]	100	1,500	1,600

[87] City of Hialeah Administrative Policies and Procedures Manual, 2024
[88] Hialeah Police Department Organizational Assessment, 2023
[89] City of Hialeah Fire Department Organizational Overview, 2023
[90] Miami Dade College Institutional Research Reports, 2022
[91] Florida National University Administration, 2022
[92] Florida Agency for Health Care Administration Facility Data, 2022
[93] Florida Agency for Health Care Administration Facility Data, 2022
[94] Spectrum Gaming Group Florida Gambling Impact Study, 2013
[95] TripAdvisor Visitor Reviews for Amelia Earhart Park, 2025

Workforce by Industry

The workforce composition within the proposed Greater Hialeah TMA, depicted in **Table 4- 31**, underscores the necessity for its establishment. The largest industrial segments in this area, which include Hialeah, Hialeah Gardens, and Medley, are "*Retail Trade*" and "*Health Care and Social Assistance*," each comprising 15% of the workforce and exhibiting average transit usage. This indicates a moderate demand for efficient transportation solutions to support employees commuting to and from work in these sectors.

Table 4- 31: Workforce by Industry for the Greater Hialeah TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[96]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[97]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.2%
Utilities	1.4%	VERY LOW	0.1%
Construction	1.5%	VERY LOW	10.4%
Manufacturing	2.3%	LOW	11.0%
Wholesale Trade	2.7%	LOW	9.6%
Retail Trade	4.6%	AVERAGE	15.2%
Transportation and Warehousing	4.7%	AVERAGE	10.6%
Information	4.1%	AVERAGE	2.6%
Finance and Insurance	2.6%	LOW	1.6%
Real Estate and Rental and Leasing	2.6%	LOW	1.6%
Professional, Scientific, and Technical Services	2.5%	LOW	3.1%
Management of Companies and Enterprises	1.7%	VERY LOW	0.4%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	6.9%
Educational Services	5.2%	HIGH	1.2%
Health Care and Social Assistance	3.9%	AVERAGE	15.0%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	0.6%
Accommodation and Food Services	6.6%	HIGH	5.2%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	2.8%
Public Administration	5.2%	HIGH	1.8%

[96] U.S. Census, 2017 American Community Survey, Miami-Dade County
[97] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

"*Manufacturing and Transportation*" and "*Warehousing*," each accounting more than 11% of the workforce, show low transit usage, suggesting that improvements in transit services could potentially increase usage within these industries. "*Construction*," representing 10% of the workforce, has very low transit usage, highlighting the need for targeted transportation strategies to better serve these workers. Lastly, "Wholesale Trade," also at 10%, exhibits low transit usage, further emphasizing the diverse transportation needs within the area.

Key Supported Workforce

The establishment of the Greater Hialeah TMA would significantly benefit several key workforces within the area, highlighted below.

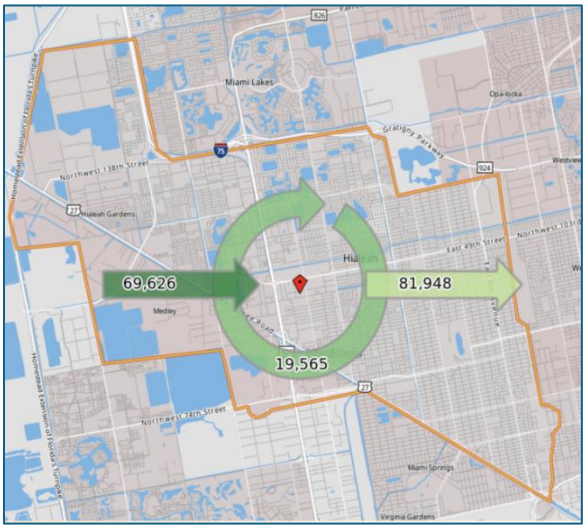
- **Retail Workers:** Retail workers would experience better connectivity and more reliable transit options. This would facilitate smoother commutes, potentially increase job satisfaction, and support the local economy by ensuring that retail establishments are adequately staffed.
- **Hospitality and Food Service Workers:** Representing a substantial portion of the local workforce, hospitality and food service workers would benefit from transit services that align with their varied shift schedules. Improved transportation options would ensure they can reach their workplace promptly and safely, enhancing their overall work experience and supporting the hospitality industry.
- **Manufacturing and Logistics Workers**: As one of the region's most prominent employment sectors—particularly within Medley, Hialeah, and the industrial zones of Doral—manufacturing and logistics workers often face long commutes and non-standard hours. The Greater Hialeah TMA would provide critical first- and last-mile solutions and improved connectivity to job hubs that are typically underserved by fixed-route transit. Enhanced access to employment centers would improve workforce reliability, reduce turnover, and support the continued growth of the industrial economy, which is vital to Miami-Dade County's infrastructure and supply chain resilience.

Commute by Home Geography

Commute patterns within the Greater Hialeah TMA highlight the volume and congestion challenges the TMA could help address, with these patterns overviewed in **Figure 4- 50** and described below.

- **Commute Volume:** The proposed TMA consists of over 90,000 workers, with only 22% residing within the district. This means that approximately 70,000 workers commute into the area daily, highlighting the need for effective transportation management to alleviate congestion and improve transit efficiency.

Figure 4- 50: Commute by Home Geography, Greater Hialeah TMA



- **Related Communities:** Miami provides 20% of the workforce, while Hialeah contributes 8.5% as depicted in **Figure 4- 51**. Nearby cities in Miami-Dade and Broward Counties each account for 3% of the workforce or less. These related communities are key sources of the commuting population, indicating specific areas where congestion is likely to be concentrated.
- **Distance and Direction:** Directionally, the largest share of the workforce for this TMA lives to the north and south of the zone as shown in **Figure 4- 52**. These areas are least well served by transportation alternatives but have direct access by car via the Turnpike. This directional pattern suggests that many workers rely on personal vehicles for their commute, making the need for improved transit options even more critical.

Socioeconomic Characteristics

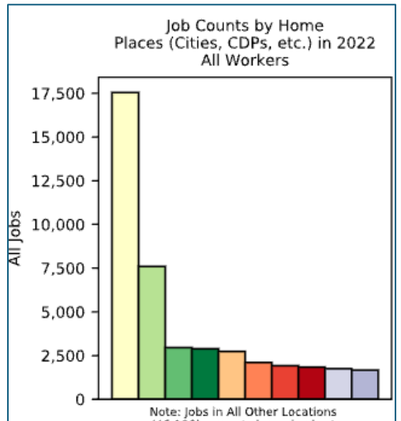
Income levels within the recommended Greater Hialeah TMA highlight the importance of establishing this transportation management association. In this zone, 47.7% of the workforce earns less than $40,000 annually, and 17.3% make less than $15,000 per year. This represents the highest rate of low-income workforces among the ten (10) identified potential TMAs. Given these income statistics, the establishment of the Greater Hialeah TMA is crucial. Low-income workers often rely heavily on public transportation due to the high costs associated with owning and maintaining a personal vehicle. The job counts results based on where the population is commuting from are illustrated in the maps below, shown in **Figure 4- 51** and **Figure 4- 52.**

The socioeconomic characteristics within the Greater Hialeah TMA reveal a community facing notable economic challenges. In this area, 38.9% of the population lives below the 150% poverty threshold. Commuting data shows that 1.1% of residents use public transportation, 10% carpool, 1.3% walk, 0.1% bike, and 75% drive alone to work. The median household income is $49,816, with 62.4% of the population being between 18 and 64 years old. The total population is 249,906, with 54,078 seniors, who make up 22% of the population. Additionally, 19.8% of households do not have a vehicle, as described in **Appendix B**, and detailed in **Table 4- 32**, below.

Table 4- 32: Socioeconomic Characteristics of the Greater Hialeah TMA

TMA Options		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
8:	Greater Hialeah	38.90%	1.10%	10.00%	1.30%	0.10%	75.00%	$49,816	62.40%	19.80%	249,906	54,078	22%

Figure 4- 51: Job Counts by Home Places, Greater Hialeah TMA - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	89,191	100.0%
Hialeah city, FL	17,539	19.7%
Miami city, FL	7,596	8.5%
Pembroke Pines city, FL	2,954	3.3%
Miami Gardens city, FL	2,888	3.2%
Miramar city, FL	2,735	3.1%
Country Club CDP, FL	2,104	2.4%
Doral city, FL	1,918	2.2%
Hialeah Gardens city, FL	1,839	2.1%
Miami Lakes town, FL	1,752	2.0%
Fountainebleau CDP, FL	1,667	1.9%
All Other Locations	46,199	51.8%

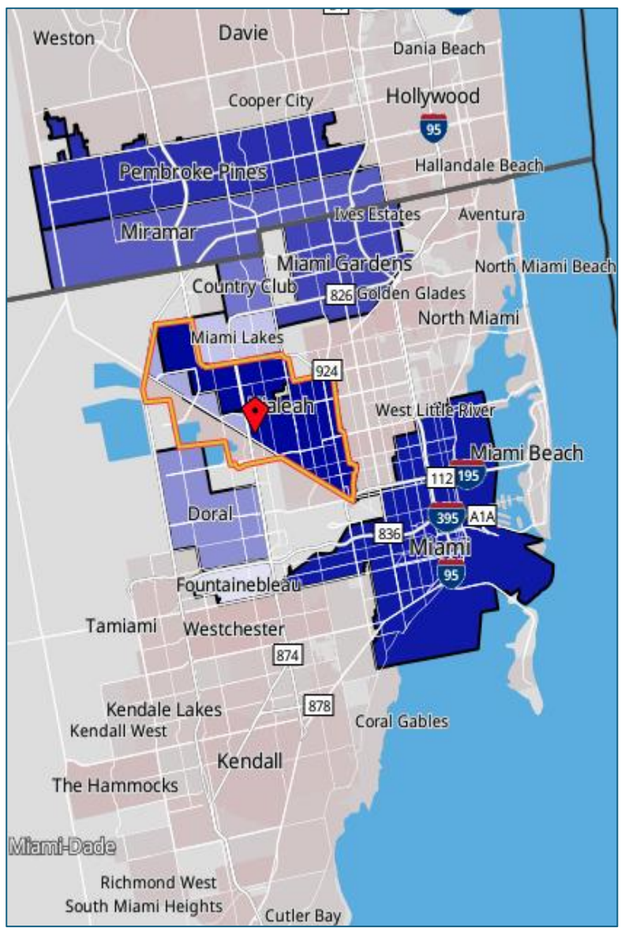
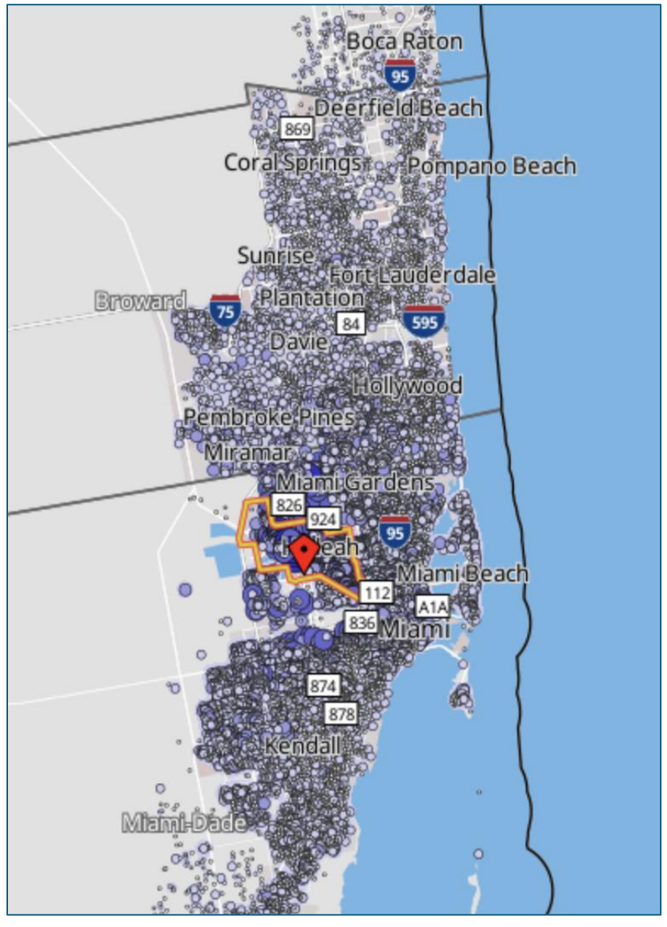
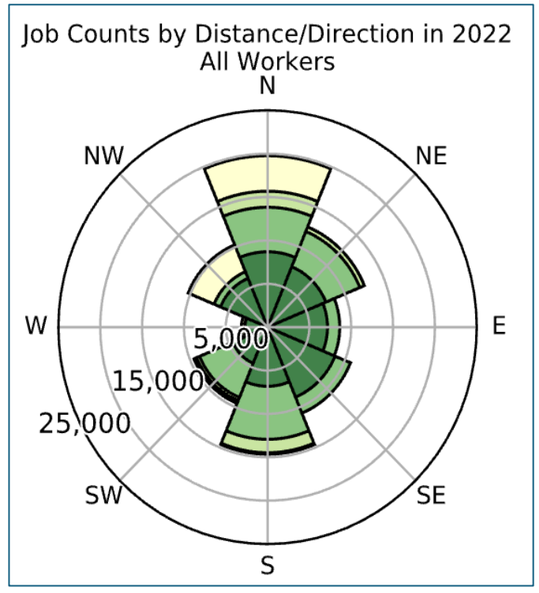


Figure 4- 52: Job Counts by Distance/Direction, Greater Hialeah TMA (2022)





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	89,191	100.0%
Less than 10 miles	52,224	58.6%
10 to 24 miles	24,240	27.2%
25 to 50 miles	4,384	4.9%
Greater than 50 miles	8,343	9.4%

4.1.9 Miami Innovation District

The Miami Innovation District, centered around Little Haiti, lies at the intersection of emerging tech, design, and creative industries. With rapid job growth and new infrastructure investments on the horizon such as the Northeast Corridor, a TMA in this area can help ensure safe and reliable access to future employment. By coordinating last-mile transportation, easing congestion, and supporting employee access to new transit services, the TMA will play a key role in shaping equitable mobility. The potential boundary option for establishing a TMA in the district, shown in **Figure 4- 53** and summarized in **Table 4- 33**.

Table 4- 33: Summary of Miami Innovation District TMA

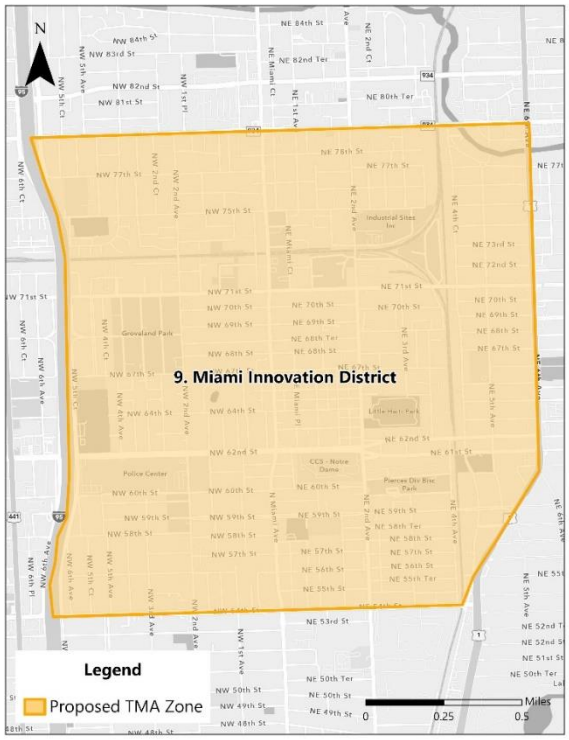
TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index Per Sq Mile	Transit Service Index	No. Of Business
9: Miami Innovation District TMA	2.045	15,349	6,462	42.007	305	149	11	73

This option targets a smaller area, capturing approximately 2 square miles and a workforce population of 6,462 and a daytime population of 15,349. This region, located in the central part of the county, is known for its focus on technology and innovation. The transit proportional index is 42.007 indicates a moderate likelihood of public transit usage. The transit volume index of 305 and transit service index of 11 reflect lower current usage levels and service quality compared to the other options. This one, however, aims to provide localized solutions that cater to the specific characteristics of the area, with the understanding that no major employers are present.

Boundary Limits Summary

- **North Boundary:** From I-95 and SR 954/NW 79 Street, extending east past N Miami Avenue to Biscayne Boulevard and NE 79 Street, including the Little River and Lemon City neighborhoods.
- **East Boundary:** Runs south along US 1/Biscayne Boulevard/NE 6 Avenue from NE 79 Street to NE 54 Street.
- **South Boundary:** From I-95 and NW 54 Street, moving east along NW 54 Street to US 1/Biscayne Boulevard/NE 6 Avenue, encompassing Little Haiti. The southern west end of the boundary houses The Magic City Innovation District – Little Haiti® which is an ambitious, master-planned development spanning approximately 18 acres in Miami's Little Haiti neighborhood. This project aims to transform underutilized industrial and vacant properties into a vibrant, mixed-use community that fosters innovation, culture, and sustainability.

Figure 4- 53: Option 9: Miami Innovation District TMA



The development plans to create a commuter rail station with daily service to create a link in transportation that will give commuters direct access from Aventura to Downtown Miami with connection to Fort Lauderdale, West Palm Beach and points beyond with convenience and ease.[98]

- **West Boundary:** Runs south along I-95 from NE 79 Street to NW 54 Street, covering single-family and multifamily residences.

Major employers in this area include:

- Little Haiti Cultural Complex
- Magic City Innovation District
- Miami Ironside Business Center
- Morningside K-8 Academy
- Piero Atchugarry Art Gallery
- iTech - Miami's Mega Technology Magnet High School

Founding Partners to Consider

The main potential founding partner for the Miami Innovation District TMA is the Miami-Dade Innovation Authority. The Miami-Dade Innovation Authority focuses on fostering innovation and economic growth in the region, making them a key player in supporting the TMA's goals. Their involvement would ensure that the TMA aligns with broader innovation and development initiatives, providing valuable insights and resources.

Other potential partners include Miami-Dade Transit, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, and the City of Miami. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. Lastly, the support of the City of Miami would ensure that the TMA aligns with municipal transportation and development plans.

Possible Purpose Statement

The purpose of this TMA is to support innovation-driven development in and around the Magic City and Little Haiti area by improving access to creative, educational, and entrepreneurial spaces. The

[98] Magic City Innovation District

TMA would help manage growth-related congestion, improve last-mile connectivity, and ensure that new workers, students, and visitors can reach key destinations safely and reliably.

Key Destinations and Volume

The Miami Innovation District TMA is strategically positioned to manage and enhance foot traffic within its boundaries, focusing on key destinations and their respective volumes. Educational institutions such as Converge Miami, which includes the University of Miami's innovation programs, are significant contributors to daily foot traffic, with Converge Miami accounting for 450 individuals daily, including 150 staff and 300 visitors or students. These programs are critical for the TMA's mission to improve access to innovation and educational resources.

Government facilities like the City of Miami Police Department – North District Substation also play a role, contributing 200 individuals daily, including 150 staff and 50 visitors. This site is essential for supporting city staff and ensuring public safety within the district.

Major attractions such as the Magic City Innovation District and Miami Ironside are significant, with the Magic City Innovation District attracting 1,100 individuals daily, including 100 staff and 1,000 visitors. Miami Ironside, an art and design hub, sees 550 individuals daily, with 50 staff and 500 visitors. These emerging hubs are vital for the TMA's efforts to enhance visitor circulation and provide safe, efficient access to rapidly growing design, arts, and technology venues. **Table 4- 34** summarizes the results of the volumes analysis for key destinations within the district.

Table 4- 34: Key Destinations and Volumes within the Miami Innovation District TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
City of Miami Police Department – North District Substation[99]	150	50	200
Colleges and Universities			
Converge Miami (University of Miami U Innovation Programs)[100]	150	300	450
Hospital Facilities			
Major Attractions			
Magic City Innovation District (Event Spaces and Cultural Venues)[101]	100	1000	1100
Miami Ironside (Art and Design Hub)[102]	50	500	550

[99] Miami Police Department, North District Overview, 2024
[100] University of Miami, Converge Miami Overview, 2024
[101] Magic City Innovation District, Project Overview, 2024
[102] Miami Ironside, Official Website, 2024

Workforce by Industry

Table 4- 35 summarizes the key findings of the workforce by industry analysis for the district. The workforce composition within the proposed Miami Innovation District TMA underscores the necessity for its establishment. The largest industry in this district is "*Accommodation and Food Services*," comprising 14% of the workforce and exhibiting high transit usage. This indicates a significant demand for efficient transportation solutions to support employees commuting to and from work in this sector. "*Professional, Scientific, and Technical Services*" make up 13% of the workforce but show low transit usage, suggesting that improvements in transit services could potentially increase usage within this industry. "*Retail Trade*," accounting for 12% of the workforce, has average transit usage, further emphasizing the need for reliable transit options to support retail workers.

Table 4- 35: Workforce by Industry for the Miami Innovation District TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[103]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[104]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.4%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.0%
Construction	1.5%	VERY LOW	4.0%
Manufacturing	2.3%	LOW	4.9%
Wholesale Trade	2.7%	LOW	9.4%
Retail Trade	4.6%	AVERAGE	11.8%
Transportation and Warehousing	4.7%	AVERAGE	3.8%
Information	4.1%	AVERAGE	1.6%
Finance and Insurance	2.6%	LOW	6.1%
Real Estate and Rental and Leasing	2.6%	LOW	2.9%
Professional, Scientific, and Technical Services	2.5%	LOW	12.8%
Management of Companies and Enterprises	1.7%	VERY LOW	2.1%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	7.2%
Educational Services	5.2%	HIGH	5.9%
Health Care and Social Assistance	3.9%	AVERAGE	9.9%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	1.2%
Accommodation and Food Services	6.6%	HIGH	13.6%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	2.5%
Public Administration	5.2%	HIGH	0.0%

[103] U.S. Census, 2017 American Community Survey, Miami-Dade County
[104] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

"*Health Care and Social Assistance*" represents 10% of the workforce and also shows average transit usage, highlighting the importance of accessible transportation for healthcare workers. "*Wholesale Trade*," making up 9% of the workforce, exhibits low transit usage, indicating an opportunity to enhance transit services for this sector. Other industries present in the district, such as "*Administrative and Support Services*," "*Educational Services*," and "*Arts, Entertainment, and Recreation*," also contribute to the diverse transportation needs.

Key Supported Workforce

The establishment of the Miami Innovation District TMA would significantly benefit several key workforces, described in more detail below.

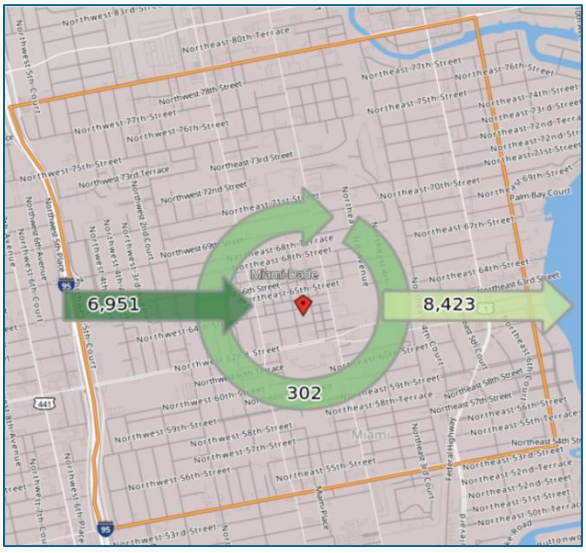
- **Retail Workers:** Retail workers would experience better connectivity and more reliable transit options. This would facilitate smoother commutes, potentially increase job satisfaction, and support the local economy by ensuring that retail establishments are adequately staffed.
- **Hospitality and Food Service Workers:** Representing a substantial portion of the local workforce, hospitality and food service workers would benefit from transit services that align with their varied shift schedules. Improved transportation options would ensure they can reach their workplaces promptly and safely, enhancing their overall work experience and supporting the hospitality industry.

Commute by Home Geography

The commute patterns for the Miami Innovation District TMA highlight specific areas of congestion and the associated volumes that would be addressed through TMA programs. A detailed summary is below.

- **Commute Volume:** The proposed TMA consists of over 7,000 workers, as illustrated in **Figure 4- 54**, with only 4% residing within the district. This means that approximately 6,951 workers commute into the area daily, highlighting the need for effective transportation management to alleviate congestion and improve transit efficiency.
- **Related Communities:** Miami provides over 20% of the workforce, while Hialeah, Miami Beach, and North Miami each contribute over 3% as see in **Figure 4- 55**. Additionally, cities in Broward County such as Hollywood, Miramar, and Pembroke Pines are among the top 10 workforce-contributing cities. A future SMART Program North Corridor connectivity will aid further access for many jobholders from these areas.

Figure 4- 54: Commute by Home Geography, Miami Innovation District TMA



- **Distance and Direction:** The workforce in this district disproportionately comes from the north (over 2,000) and southwest (over 1,500) as see in **Figure 4- 56**. Commuters from the north are

well served by transit on Biscayne Blvd, with further improvements expected upon the arrival of the Northeast Corridor enhancement.

Socioeconomic Characteristics

Income levels within the recommended Miami Innovation District TMA highlight the importance of establishing a transportation management association focused on equity. Although this district has the fourth-lowest share of low-income workers among the ten (10) identified potential TMAs, nearly half of the workforce (46.7%) earns less than $40,000 per year, and 14% earn under $15,000. These figures indicate a substantial population likely to rely on public transit, given the high costs of car ownership, insurance, fuel, and parking in urban areas.

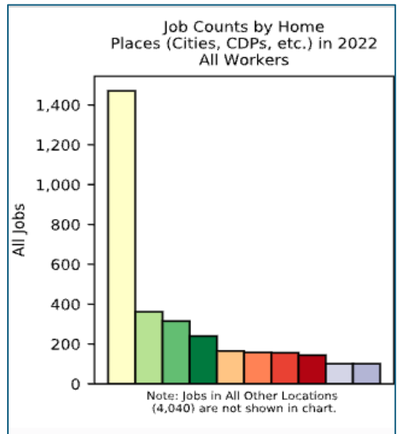
A TMA can address these challenges by coordinating last-mile solutions, improving transit connections, and promoting affordable commuting options. These efforts would reduce financial strain, increase access to job opportunities, and improve overall quality of life for lower-wage workers. In the long term, better mobility options also support workforce stability and help employers attract and retain talent in a growing innovation hub.

The socioeconomic characteristics within the Miami Innovation District TMA reveal that 70.1% of the population lives below the 150% poverty threshold. Commuting data shows that 13.8% of residents use public transportation, 4.5% carpool, 3.3% walk, 1.4% bike, and 67.5% drive alone to work. The median household income is $28,088, with 61.7% of the population being between 18 and 64 years old. Additionally, 38.7% of households do not have a vehicle, as highlighted below in **Table 4- 36**. The total population is 18,742, with 3,386 seniors, making up about 18% of the population. This information is provided in greater detail in **Appendix B**.

Table 4- 36: Socioeconomic Characteristics of the Miami Innovation District TMA

TMA Options		Below 150%Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
9:	Miami Innovation District	70.10%	13.80%	4.50%	3.30%	1.40%	67.50%	$28,088	61.70%	38.70%	18,742	3,386	18%

Figure 4- 55: Job Counts by Home Places, Miami Innovation District TMA - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	7,253	100.0%
Miami city, FL	1,471	20.3%
Hialeah city, FL	362	5.0%
Miami Beach city, FL	315	4.3%
North Miami city, FL	240	3.3%
Miami Gardens city, FL	165	2.3%
Hollywood city, FL	158	2.2%
Pembroke Pines city, FL	156	2.2%
Miramar city, FL	144	2.0%
Doral city, FL	101	1.4%
North Miami Beach city, FL	101	1.4%
All Other Locations	4,040	55.7%

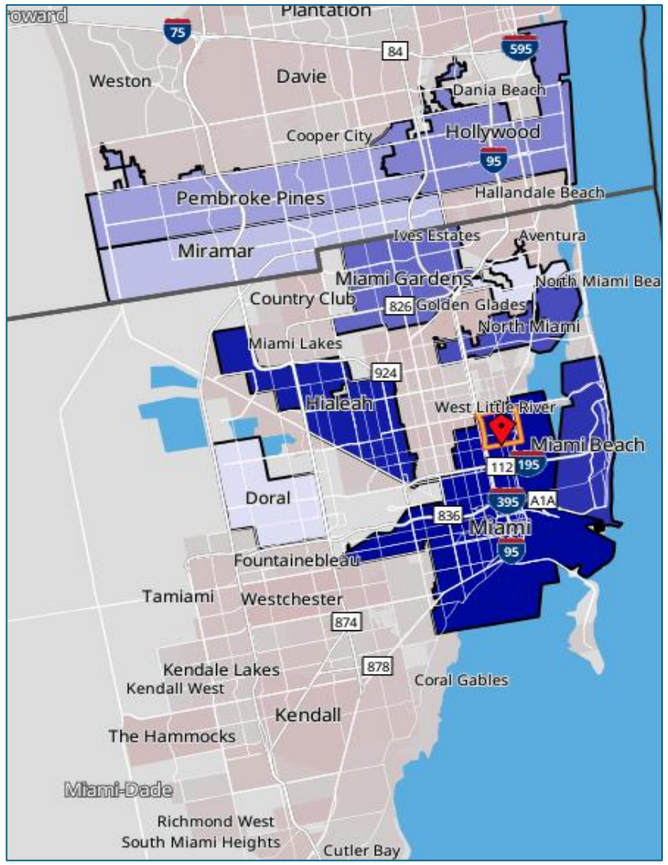
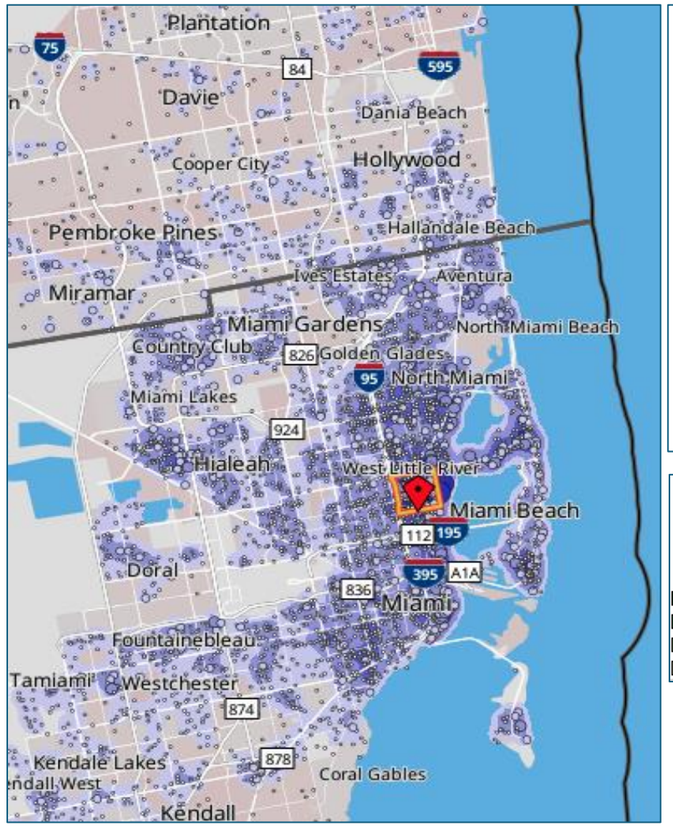
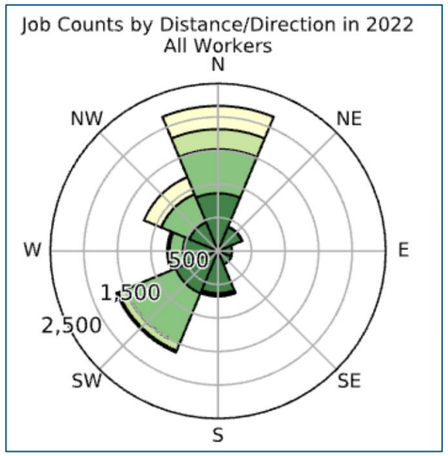


Figure 4- 56: Job by Counts Distance/Direction, Miami Innovation District TMA (2022)





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	7,253	100.0%
Less than 10 miles	3,971	54.7%
10 to 24 miles	2,168	29.9%
25 to 50 miles	418	5.8%
Greater than 50 miles	696	9.6%

4.1.10 Waterford Business District

The Waterford Business District contains a high concentration of office parks, logistics firms, and corporate employers, yet it remains largely car-dependent, with limited transit options and walkability. A TMA could coordinate shared transportation programs, improve employer engagement, and reduce strain on surrounding roads. **Figure 4- 57** illustrates the proposed TMA boundary for the district, which is highlighted and summarized in **Table 4- 37** below.

Table 4- 37: Summary of Waterford Business District TMA

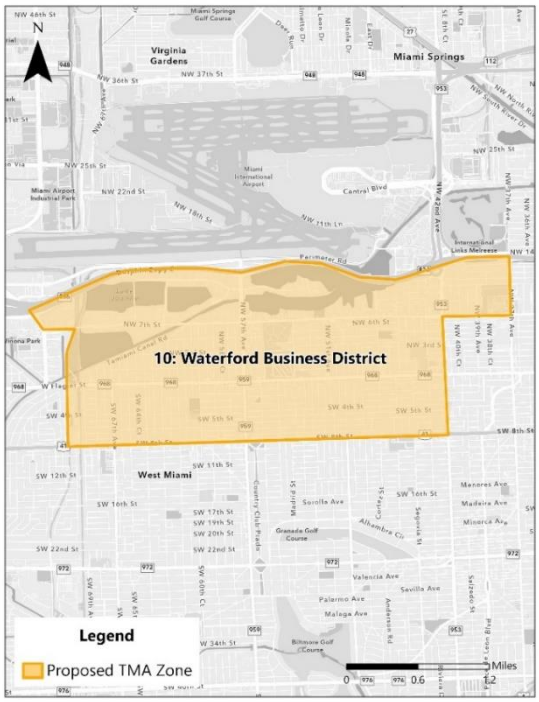
TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Business
10: Waterford Business District TMA	4.352	40,457	26,972	39.47	1095	251	10	166

This option focuses on the Waterford Business District, with about 4.352 square miles and a workforce population of 26,972 and a daytime population of 40,457. Located near Miami International Airport (MIA) in the area previously known as Blue Lagoon, this area is a major commercial and corporate hub. The transit proportional propensity index of 39.47 suggests a moderate likelihood of public transit utilization. The transit volume index of 1095 and transit service index of 10 indicate lower current usage levels and service quality.

Boundary Limits Summary:

- **North Boundary:** Begins at the intersection of Milam Dairy Road/NW 72 Avenue) and the south side of SR 836/Dolphin Expressway, encompassing the Blue Lagoon Office Park. It extends east along SR 836/Dolphin Expressway, ending at NW 37 Avenue.
- **East Boundary:** Follows SR 836/Dolphin Expressway and NW 37 Avenue, traveling south to NW 7 Street and continuing along LeJeune Road/NW-SW 42 Avenue to SW 8th Street, covering single-family and multifamily residences in Flagami.
- **South Boundary**: Begins at the intersection of the freight rail track east of SW 71 Avenue and Tamiami Trail/SW 8 Street**,** then continues east along SW 8 Street to SW 42 Avenue**,** encompassing the Alameda neighborhood.
- **West Boundary:** Continues along the corner of NW-SW 72 Avenue/Milam Dairy Road and curves east along NW-SW 7 Street before following the alignment of the freight tracks to stop at SW 8 Street

Figure 4- 57: Option 10: Waterford Business District



Major employers in this area include:

- Miami International Airport (Cargo Operations),
- DHL Express Miami Hub,
- UPS Miami Air Hub,
- Multiple airlines,
- FedEx Ship Center - Miami Airport Area, and
- USDA - Miami Inspection Station

Founding Partners to Consider

The main potential founding partner for the Waterford Business District TMA is the Waterford District itself, as it is a 250-acre professional hub that is home to many diverse companies. The Waterford District, being the primary area of focus, can provide valuable insights and resources to support the TMA, ensuring alignment with local business and development goals. Their involvement would ensure that the TMA addresses local needs effectively and facilitates access to critical infrastructure.

Other potential partners include Miami-Dade Transit, the City of Miami, Partnership for Miami, Beacon Council, Greater Miami Chamber of Commerce, and Miami Airport. Miami-Dade Transit, as the primary transit authority, is essential for integrating TMA services with existing transit infrastructure. The City of Miami's support would ensure that the TMA aligns with municipal transportation and development plans. Partnership for Miami and Beacon Council can provide insights into how the TMA can boost local business growth and attract new investments. The Greater Miami Chamber of Commerce represents a wide array of businesses and industries in the Miami area, ensuring that the TMA addresses local needs effectively. Lastly, the Miami International Airport, as a major transportation hub, can enhance connectivity and support logistics operations.

Possible Purpose Statement

The purpose of the Waterford Business District TMA is to reduce car dependency and improve multimodal access to the Waterford Business District and surrounding employment centers. This includes strengthening connections between airport-related industries, office parks, and hospitality

workers through shared employer programs, education campaigns, and strategic transportation solutions.

The purpose statement highlights specific areas of focus, such as reducing car dependency and enhancing multimodal access to key employment centers in the Waterford Business District. This ensures that efforts are concentrated on impactful initiatives that address the most pressing transportation challenges in the area. By emphasizing shared employer programs, education campaigns, and strategic transportation solutions, the purpose statement underscores the importance of a unified approach to improving transportation infrastructure and services. This can lead to increased adoption of transit options and more efficient use of transportation resources, particularly in the densely populated and economically significant areas around the Waterford Business District.

Key Destinations and Volume

The Waterford Business District is strategically positioned to manage and enhance foot traffic within its boundaries, focusing on key destinations and their respective volumes. Government facilities such as the Miami-Dade Aviation Department (MDAD) Offices and the Miami International Airport (MIA) Administration are significant contributors to daily foot traffic. The MDAD Offices see 700 individuals daily, including 500 staff and 200 visitors, while the MIA Administration attracts 1,500 individuals daily, with 1,000 staff and 500 visitors. These sites are crucial for supporting workforce access to airport-adjacent offices and ensuring efficient operations.

Educational institutions like Miami Regional University also play a vital role, contributing to 500 individuals daily, including 100 staff and 400 students. This institution is essential for the TMA's mission to improve access to educational resources and support student mobility. Healthcare facilities such as Centrum Medical Center add to the daily foot traffic, with 450 individuals, including 150 staff and 300 visitors. This center is important for managing the flow of patients and healthcare workers, ensuring they have reliable transportation options.

Major attractions like Grapeland Water Park and the Miami International Merchandise Mart are significant, with Grapeland Water Park attracting 650 individuals daily, including 50 staff and 600 visitors. The Miami International Merchandise Mart sees 1,100 individuals daily, with 100 staff and 1,000 visitors. These commercial and recreational destinations are vital for the TMA's efforts to enhance visitor circulation and provide safe, efficient access to retail and entertainment venues.

The summarized findings from the key destination and volume analysis are presented in **Table 4- 38**, highlighting major employment centers, high-traffic destinations, and areas of significant commuter activity that are critical for shaping the TMA's strategic focus and engagement priorities.

Table 4- 38: Key Destinations and Volumes within the Waterford Business District TMA

Site	Staff Volume	Visitor/Student Volume	Daily Total Foot Traffic
Government			
Miami-Dade Aviation Department (Mdad) Offices[105]	500	200	700
Miami International Airport (Mia) Administration[106]	1,000	500	1,500
Colleges and Universities			
Miami Regional University[107]	100	400	500
Hospital Facilities			
Centrum Medical Center[108]	150	300	450
Major Attractions			
Grapeland Water Park[109]	50	600	650
Miami International Merchandise Mart[110]	100	1000	1100

Workforce by Industry

The workforce composition within the proposed Waterford Business District TMA highlights the importance of establishing targeted transportation solutions. The largest sector, "*Professional, Scientific, and Technical Services*," accounts for 14% of the workforce and shows low transit usage, indicating potential for increased ridership with improved service. "*Administrative and Support Services*," comprising 13% of the workforce, demonstrates high transit reliance, emphasizing the need for dependable and efficient transportation options to support this segment. "*Finance and Insurance*" makes up another 10%, also with low transit usage, suggesting room to shift commuting patterns through enhanced connectivity. Key findings from this industry-based transit usage analysis are summarized in **Table 4- 39**.

[105] Miami-Dade Aviation Department. Annual Comprehensive Financial Report, 2024
[106] Miami Regional University. Institutional Data, 2022
[107] Florida Agency for Health Care Administration. Facility Profile: Centrum Medical Center, 2024
[108] Florida Agency for Health Care Administration. Facility Profile: Centrum Medical Center, 2024
[109] City of Miami Parks and Recreation Department. Grapeland Water Park Information, 2025
[110] Miami International Merchandise Mart. Official Website, 2025

Table 4- 39: Workforce by Industry for the Waterford Business District TMA

Industry	% Use of Public Transit, by Industry, Miami-Dade County[111]	Relative Transit Usage by Industry	% of Workforce in TMA Zone[112]
Agriculture, Forestry, Fishing and Hunting	2.3%	LOW	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0.0%	VERY LOW	0.0%
Utilities	1.4%	VERY LOW	0.1%
Construction	1.5%	VERY LOW	5.3%
Manufacturing	2.3%	LOW	1.9%
Wholesale Trade	2.7%	LOW	7.9%
Retail Trade	4.6%	AVERAGE	6.7%
Transportation and Warehousing	4.7%	AVERAGE	5.0%
Information	4.1%	AVERAGE	2.1%
Finance and Insurance	2.6%	LOW	9.9%
Real Estate and Rental and Leasing	2.6%	LOW	7.8%
Professional, Scientific, and Technical Services	2.5%	LOW	14.1%
Management of Companies and Enterprises	1.7%	VERY LOW	4.3%
Administrative & Support, Waste Management, and Remediation Services	6.4%	HIGH	12.8%
Educational Services	5.2%	HIGH	1.1%
Health Care and Social Assistance	3.9%	AVERAGE	7.4%
Arts, Entertainment, and Recreation	11.0%	VERY HIGH	0.1%
Accommodation and Food Services	6.6%	HIGH	8.3%
Other Services (excluding Public Administration)	8.2%	VERY HIGH	3.5%
Public Administration	5.2%	HIGH	1.6%

[111] U.S. Census, 2017 American Community Survey, Miami-Dade County
[112] U.S. Census, On the Map, proposed TMA boundaries, accessed April 10, 2025

Key Supported Workforce

The establishment of the Waterford Business District TMA would significantly benefit several key workforces within the area, including:

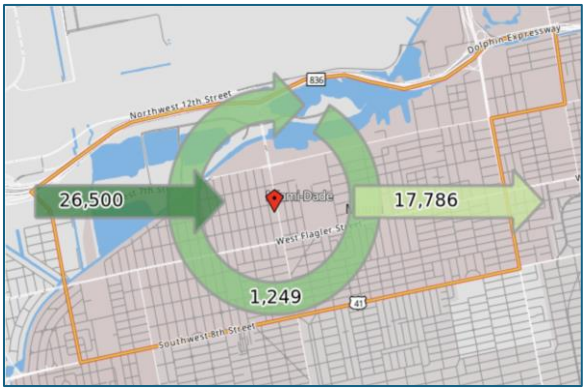
- **Industrial and Logistics Workers:** These workers are essential to the operations within the Waterford Business District, often requiring reliable and efficient transportation options to manage their daily commutes. By improving transit services and connectivity, the TMA can ensure that industrial and logistics workers have access to timely and cost-effective transportation, enhancing their productivity and job satisfaction.
- **First- and Last-Mile Commuters:** Many employees in the Waterford Business District depend on public transportation for most of their commute but encounter first- and last-mile challenges that make reaching their destinations difficult. The TMA can help bridge these gaps by implementing solutions such as shuttle services connecting the Miami Intermodal Center (MIC) to Metrorail and Tri-Rail, providing seamless transfers, bike sharing programs to offer flexible, last-mile mobility options, or enhanced pedestrian pathways to improve accessibility and safety for walkers. These improvements will simplify commutes, reduce travel time, and enhance the efficiency of the transportation network, ensuring employees can reach their workplaces more easily.

Commute by Home Geography

The commute patterns for the Waterford Business District TMA highlights several insights into the level and location of congestion throughout the TMA's geography, as discussed in more detail below.

- **Commute Volume:** The proposed TMA consists of nearly 28,000 workers, with only 8% residing within the district. This means that approximately 26,500 workers commute into the area daily, as illustrated in **Figure 4- 58** highlighting the need for effective transportation management to alleviate congestion and improve transit efficiency.
- **Related Communities:** Miami provides 15% of the workforce and Hialeah 6.2%. The workforce is highly decentralized with Pembroke Pines to Kendall representing Top 10 residential locations for Waterford District workers as seen in **Figure 4- 59**. This decentralization indicates specific areas where congestion is likely to be concentrated.

Figure 4- 58: Commute by Home Geography, Waterford Business District TMA



- **Distance and Direction:** Waterford workforce is disproportionately from the north (over 8,000 commuters) with the second highest rate arriving from the southwest (6,000) as seen in **Figure 4- 60**. Opportunities exist to shift commutes to Metrorail and Tri-Rail if last-mile connectivity issues are solved, making these transit options more viable for a larger portion of the workforce.

Socioeconomic Characteristics

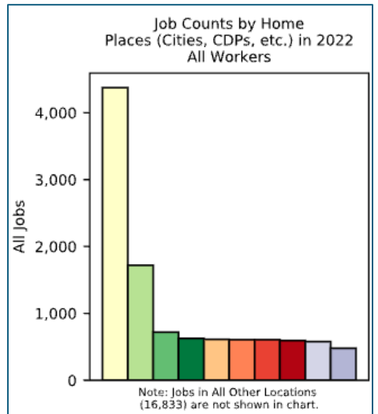
Income levels within the recommended Waterford Business District TMA highlight the importance of establishing this transportation management association. In this area, 40.7% of the workforce earns less than $40,000 annually, and 11.8% make less than $15,000 per year. This represents the third-lowest rate of low-income workforces among the ten proposed TMAs. Despite being relatively lower compared to other TMAs, these income statistics still underscore the need for accessible and affordable transportation options.

As documented in **Appendix B**, and **Table 4- 40**, below, the socioeconomic characteristics within the Waterford Business District highlight a community with diverse transportation needs. In this area, 31.7% of the population lives below the 150% poverty threshold. Commuting data shows that 2.7% of residents use public transit, 8.9% carpool, 2% walk, 0.2% bike, and 76.7% drive alone to work. The median household income is $47,970, with 62.6% of the population being between 18 and 64 years old. Additionally, 25.6% of households do not have a vehicle. The total population is 46,195, with 10,771 seniors, making up approximately 23% of the population.

Table 4- 40: Socioeconomic Characteristics of the Waterford Business District TMA

TMA OPTIONS		Below 150% Poverty Threshold	Public Transportation to Work	Carpooled to Work	Walked to Work	Bike to Work	Drive Along to Work	Median Household Income	18 To 64 Years Old	HH With No Vehicle	Population	Senior Population	% Seniors
10:	Waterford Business District	31.70%	2.70%	8.90%	2.00%	0.20%	76.70%	$47,970	62.60%	25.60%	46,195	10,771	23%

Figure 4- 59: Job Counts by Home Places, Waterford Business District TMA - All Workers (2022)



View as Bar Chart

Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2022 Count	Share
All Places (Cities, CDPs, etc.)	27,749	100.0%
Miami city, FL	4,375	15.8%
Hialeah city, FL	1,719	6.2%
Doral city, FL	719	2.6%
Fountainebleau CDP, FL	626	2.3%
Pembroke Pines city, FL	612	2.2%
Kendall CDP, FL	607	2.2%
Miramar city, FL	607	2.2%
Tamiami CDP, FL	594	2.1%
Westchester CDP, FL	578	2.1%
Miami Gardens city, FL	479	1.7%
All Other Locations	16,833	60.7%

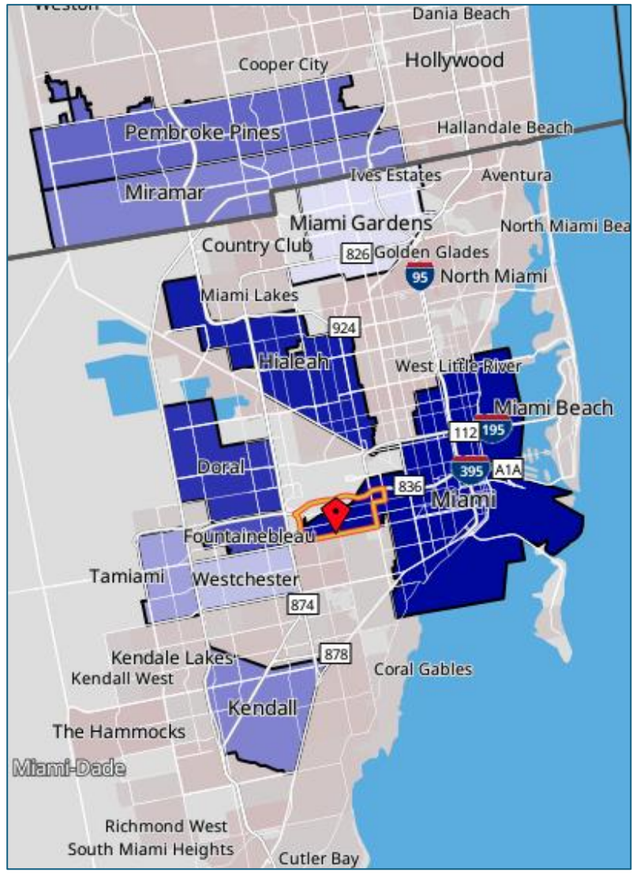
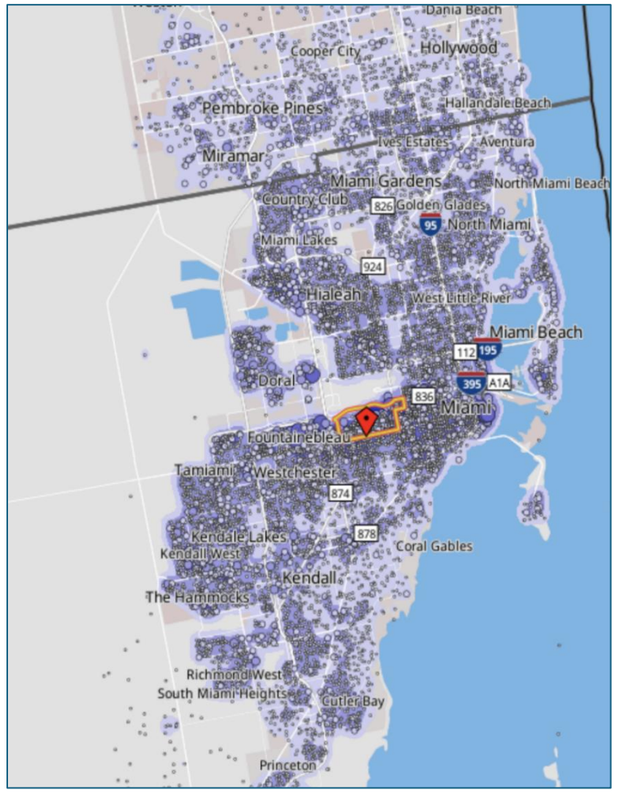
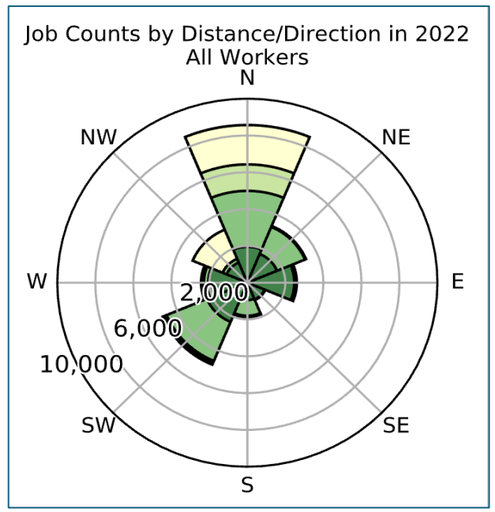


Figure 4- 60: Job Counts by Distance/Direction, Waterford Business District TMA (2022)





Jobs by Distance - Work Census Block to Home Census Block

	2022 Count	Share
Total All Jobs	27,749	100.0%
Less than 10 miles	13,581	48.9%
10 to 24 miles	8,392	30.2%
25 to 50 miles	1,625	5.9%
Greater than 50 miles	4,151	15.0%

4.2 TMA Recommendations Evaluation Matrix

Establishing TMAs in Miami-Dade County is a bold step toward transforming the way mobility is managed. The county's transportation needs are dynamic, shaped by a growing population, evolving industries, and a demand for improved transit solutions. Recognizing this, planners have focused on ten geographic areas, using a strategic, data-driven approach to pinpoint locations where TMAs could have the greatest impact.

Behind this effort lies a carefully designed evaluation matrix, grounded in the findings outlined in the Needs Assessment in **Section 3**. It is not simply about choosing location, it is about selecting zones based on their population density, workforce concentration, transit service levels, economic activity, and multimodal potential. The goal is to ensure that TMAs are established where they can effectively reduce congestion, improve connectivity, and support long-term economic growth.

To determine priority, the evaluation matrix assigns points based on various criteria. Only zones scoring more than 1 point are considered viable candidates for deeper analysis and inclusion in the Recommended TMA Options. This tiered approach guarantees that investments are directed toward areas with the highest potential for success, rather than spreading resources thinly across locations that may require extensive groundwork before implementation can even begin.

With this ranking system in place, TMAs are divided into two tiers:

- **Tier 1 TMAs**, scoring 5 or more points, are considered prime candidates for immediate implementation, as they show strong alignment with regional mobility goals.
- **Tier 2 TMAs**, though still vital, face greater planning and infrastructure challenges, making their development a longer-term priority.

This tiered methodology ensures that high-priority TMAs move forward first, with collaborative efforts from local stakeholders, municipal governments, transit agencies, business groups, and community organizations guiding their success. By bringing together planners, decision-makers, and affected communities, the approach fosters a shared vision for improving mobility.

The impact of this initiative is far-reaching. TMAs will not just ease traffic congestion—they will create more efficient, equitable, and resilient transportation systems for residents, workers, and visitors. The first wave of TMAs will offer valuable lessons and insights, helping to fine-tune strategies for the phased rollout of Tier 2 zones.

As seen in **Table 4- 41**, individual TMA rankings have been color-coded as seen below, highlighting results from key metric indicators. These rankings will serve as a guiding force, shaping the next steps and ensuring that Miami-Dade County's transportation network evolves in response to its growing needs.

Scoring:	2 Points	1.5 Points	1 Point

Table 4- 41: TMA Recommendations Evaluation Matrix

TMA RECOMMENDATIONS EVALUATION MATRIX									
Recommended TMA Options			Criteria						
TMA Zone	TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Businesses
Miami City Center	Option 1b: Consolidated Downtown (DDA Amended) + Civic Center	3.325	75,305	190,599	46.541	8,871	2,667	78	714
Total Score:		8	0	2	0	2	2	2	0
Miami Beach	Option 2a: Miami Beach	15.188	71,796	53,910	53.713	2,896	191	22	527
Total Score:		2	0	0	2	0	0	0	0
Greater Coral Gables	Option 3a: Consolidated Coral Gables, South Miami, Coconut Grove	16.953	89,601	109,235	41.991	4,648	274	32	779
Total Score:		4.5	0	1	0	0	1	1	1.5
South Dade Transitway	Option 4e: Kendall + Combined Transitway	69.099	299,758	31,431	43.260	4,940	71	64	988
Total Score:		6.5	2	0	0	1		1.5	2
Greater Aventura	Option 5a: Greater Aventura (63rd + North)	5.800	54,796	29,660	47.571	1,506	260	13	300
Total Score:		1	0	0	1	0	0	0	0

TMA RECOMMENDATIONS EVALUATION MATRIX									
Recommended TMA Options			Criteria						
TMA Zone	TMA Option	Sq. Miles	Daytime Population	Workforce Population	Transit Proportional Propensity Index	Transit Volume Index	Transit Volume Index per Sq Mile	Transit Service Index	No. of Businesses
Midtown Miami	Option 6a: Consolidated Wynwood, Midtown, + Design District	1.423	13,279	15,689	48.083	731	513	15	213
Total Score:		3	0	0	1.5	0	1.5	0	0
Sweetwater, Doral + FIU	Option 7: Sweetwater, Doral + FIU	28.007	158,610	134,524	41.933	5,387	192	22	826
Total Score:		5	1	1.5	0	1.5	0	0	1
Greater Hialeah	Option 8: Greater Hialeah	32.714	215,103	90,156	39.648	3,536	108	32	526
Total Score:		2.5	1.5	0	0	0	0	1	0
Miami Innovation District	Option 9: Miami Innovation District TMA	2.045	15,349	6,462	42.007	305	149	11	73
Total Score:		0	0	0	0	0	0	0	0
Waterford District	Option 10: Waterford Business District TMA	4.352	40,457	26,972	39.47	1095	251	10	166
Total Score:		0	0	0	0	0	0	0	0

4.2.1 Tier 1 Recommended TMAs

The Tier 1 Recommended TMAs are prioritized for initial implementation, as they rank highest based on the established evaluation criteria. These zones are considered the most favorable for launching TMA programs due to factors such as high workforce concentration, strong transit demand, robust transit service, and supportive land uses. Because of these strengths, they are expected to face fewer challenges during implementation and are more likely to quickly generate measurable benefits in reducing congestion and improving mobility. Focusing on these Tier 1 areas first allows for a strategic, data-driven rollout of TMAs that maximizes early success and builds momentum for subsequent phases.

The results for the top-ranking TMAs that complete the refinement process for Tier 1 recommendations are highlighted again in **Table 4- 42**, ranked in order of their highest scores.

#1: Option 1b: Consolidated Downtown (DDA Amended) plus Civic Center

Based on the results of the TMA Evaluation Matrix, the top-performing TMA is **Option 1b: Consolidated Downtown (DDA Amended) plus Civic Center**, as it scores highest in 4 out of the 7 evaluation criteria. This zone has the largest workforce concentration among all proposed TMAs, with 190,599 workers. Its diverse and intensive land uses make it an ideal candidate for initial implementation. This TMA has the highest Transit Volume Index, indicating the greatest potential demand for transit based on both workforce size and the likelihood of transit use according to industry types. It also scores highest in Transit Volume Index per Square Mile, meaning that transit demand is not only high but densely concentrated within a compact area.

Lastly, the zone ranks highest in the Transit Service Index, reflecting the strongest and most robust existing transit network in terms of both quantity—such as Metromover, Metrorail, and frequent bus routes—and quality, including service capacity, frequency, and reliability. The high score of 8 demonstrates that this area is well-served by transit and well-positioned to support a TMA by effectively leveraging existing infrastructure. This area is ideally positioned to enhance transit access through the implementation of TMAs, given its concentration of residents, business, healthcare professionals, and students.

2: Option 4e: Kendall plus Combined Transitway

The second top-performing TMA is **Option 4e: Kendall + Combined Transitway,** which scores highest in daytime population. This means the area experiences a large influx of people during the day—such as workers, shoppers, and visitors—indicating significant demand for transit services to support this daily activity. It scores the third highest in Transit Volume Index, meaning the zone has a strong potential demand for transit based on the size of its workforce and the likelihood that workers will use transit, highlighting its importance for transit planning and investment. It scores the second highest in Transit Service Index, indicating the zone is well-served by a variety of transit options with good frequency, capacity, and reliability, making it well-positioned to support effective transit initiatives.

Lastly, it scores second highest in number of jobs, reflecting the zone's large employment base spread across its extensive square mileage. A higher concentration of employment centers creates more opportunities to partner with employers, who can become founding funding partners for the TMA and support alternative commuting options for their workforce.

#3: Option 7: Sweetwater, Doral, plus FIU,

The third highest-ranking TMA is **Option 7: Sweetwater, Doral, plus FIU**, demonstrating strong performance across several key indicators. It ranks third in terms of daytime population, indicating a significant influx of people during working hours as well as students taking classes at FIU, which drives demand for transit services. The zone also holds the second spot for workforce size, reflecting many employees who could benefit from improved transportation options. Its high position in the transit volume index shows considerable potential transit usage, combining workforce density with a strong likelihood of transit adoption. Additionally, ranking third in business count highlights a thriving commercial environment, offering ample opportunities to engage employers as partners in funding and promoting alternative commuting methods. These attributes collectively position this area as a prime candidate for targeted transportation management efforts aimed at reducing congestion and enhancing mobility.

4.2.2 Tier 2 Recommended TMAs

Five (5) of TMAs in **Table 4- 41** remain important for regional transportation management, but their implementation is recommended for a later phase due to lower evaluation scores and greater challenges such as planning, resource allocation, and infrastructure improvements. These potential TMAs are:

- **# 4- Option 3a:** Consolidated Coral Gables, South Miami, and Coconut Grove
- **#5- Option 6a:** Consolidated Wynwood, Midtown, plus Design District
- **#6- Option 8:** Greater Hialeah
- **#7- Option 2a:** Miami Beach
- **# 8- Option 5a:** Greater Aventura (163rd plus north)

Advancing these TMAs requires additional coordination, including stakeholder engagement with employers, transit agencies, and community groups to ensure integrated planning. As outlined in the **Needs Assessment**, ongoing dialogue and collaboration will refine strategies that align with community priorities and regional growth goals.

A phased approach allows lessons learned from Tier 1 implementations to strengthen Tier 2 rollout, ensuring effectiveness and sustainability. Ultimately, this contributes to a countywide strategy for mobility, congestion reduction, and transit expansion in Miami-Dade County.

The Tier 2 TMA rankings, refined through the evaluation matrix, are detailed in **Table 4- 43**.

Table 4- 42: Tier 1 Top Ranking TMA Recommendations

TIER 1 RECOMMENDED TMAS									
TMA Zone	**TMA Option**	**Sq. Miles**	**Daytime Population**	**Workforce Population**	**Transit Proportional Propensity Index**	**Transit Volume Index**	**Transit Volume Index per Sq Mile**	**Transit Service Index**	**No. of Businesses**
Miami City Center	**#1- Option 1b: Consolidated Downtown (DDA Amended) plus Civic Center**	3.325	75,305	190,599	46.541	8,871	2,667	78	714
South Dade Transitway	**# 2- Option 4e: Kendall plus Combined Transitway**	69.099	299,758	31,431	43.260	4,940	71	64	988
Sweetwater, Doral + FIU	**# 3- Option 7: Sweetwater, Doral, plus FIU**	28.007	158,610	134,524	41.933	5,387	192	22	826

Table 4- 43: Tier 2 TMA Recommendations

TIER 2 RECOMMENDED TMAS									
TMA Zone	**TMA Option**	**Sq. Miles**	**Daytime Population**	**Workforce Population**	**Transit Proportional Propensity Index**	**Transit Volume Index**	**Transit Volume Index per Sq Mile**	**Transit Service Index**	**No. of Businesses**
Greater Coral Gables	**# 4- Option 3a: Consolidated Coral Gables, South Miami, and Coconut Grove**	16.953	89,601	109,235	41.991	4,648	274	32	779
Midtown Miami	**#5- Option 6a: Consolidated Wynwood, Midtown, plus Design District**	1.423	13,279	15,689	48.083	731	513	15	213
Greater Hialeah	**#6- Option 8: Greater Hialeah**	32.714	215,103	90,156	39.648	3,536	108	32	526
Miami Beach	**#7- Option 2a: Miami Beach**	15.188	71,796	53,910	53.713	2,896	191	22	527
Greater Aventura	**# 8- Option 5a: Greater Aventura (163rd plus North)**	5.800	54,796	29,660	47.571	1,506	260	13	300

5 Summary, Next Steps, and Conclusion

This document serves as a comprehensive blueprint for the establishment of TMAs within Miami-Dade County. It meticulously outlines the framework necessary for implementing TMAs across various regions, providing a detailed needs assessment that identifies specific areas that would benefit from such initiatives. By proposing geographies and boundaries, the document aims to assist CITT in understanding where TMAs could be established to support the county's mobility goals. The framework includes identifying areas of high need, target populations, and viable transportation options, ensuring that each proposed geography is thoroughly analyzed for its potential to enhance connectivity and improve transit reliability.

This report enriches CITT's task by offering a structured approach to evaluating the feasibility of establishing TMAs. It highlights proposed TMA boundary options based on municipal boundaries, as well as DDA or BID boundaries, industry intensity, and alignment with similar conditions. **The Needs Assessment** looks at target markets for TMAs and conducts a countywide assessment to formalize the proposed boundaries. This in-depth analysis of each proposed boundary for the ten geographies ultimately results in recommendations for the most suitable boundaries, providing CITT with a clear path forward in their evaluation process.

Next steps involve engaging with CITT and stakeholders to gather input on the proposed boundaries and geographies. This collaborative approach ensures that the recommendations are well-informed and reflective of the community's needs. Meetings with CITT and stakeholders will be crucial for refining the proposed boundaries and gaining consensus on the most effective implementation strategies. Additionally, seeking stakeholders who are willing to engage in establishing a TMA will be vital for building support, identifying funding sources, and ensuring the success of the initiative.

The ultimate goal is to enhance connectivity and improve the reliability of transit services funded by the PTP surtax allocated for transportation initiatives. Miami-Dade County can create a more efficient and responsive transportation network that meets the needs of its employers, residents, and visitors by establishing TMAs. This document provides a solid foundation for achieving these goals, offering a clear roadmap for the successful implementation of TMAs and the realization of improved mobility across the county.

APPENDIX A

Matrix of Case Studies from TM#1

Name of TMA	Location	Model	Best Practices
WPBgo (2021 – Current)	West Palm Beach, Florida	501(c)3 non-profit public-private partnership with Board of Directors	Integration with Transit App
Commute Broward (1992 – Current)	Broward County, Florida	501(c)3 non-profit public-private partnership with Board of Directors	Countywide Focus
			Trip Planning Tool
City Go Boise (2018 – Current)	Boise, Idaho	Public-private partnership with the Capital City Development Corporation (CCDC)	Personalized mobility solutions for member businesses
			Stakeholder Engagement
MVgo (1975 – Current)	Mountain View, California	501(c)3 non-profit public-private partnership with Board of Directors	Diversified funding mechanism
			Stakeholder engagement
Palo Alto TMA (2005 – Current)	Palo Alto, California	501(c)3 non-profit public-private partnership with Board of Directors	Equity-focused programs
			Partnerships with carpooling apps
FASTLinkDTLA (2018 – Current)	Los Angeles, California	501(c)3 non-profit public-private partnership with Board of Directors	Data-driven strategies
			Pilot of new programs for real-time feedback
A Better City (1989 – Current)	Boston, Massachusetts	501(c)3 non-profit public-private partnership with Board of Directors	Integration with GoMassCommutes platform
Commute Seattle (2004 – Current)	Seattle, Washington	501(c)3 non-profit public-private partnership with Board of Directors	Free staff consulting to local agencies needing mobility solutions
TMA of Lake Cook (1992 – 2024)	North Cook and Southeast Lake Counties, Illinois	501(c)4 non-profit public-private partnership with Board of Directors	Funding mechanism

Name of TMA	Location	Model	Best Practices
Move PGH (2021 – 2023)	Pittsburgh, Pennsylvania	Pilot Program through the City's Department of Mobility and Infrastructure (DOMI) and the Pittsburgh Mobility Collective (PMC)	MaaS Platform

APPENDIX B

Transportation Management Association in Miami-Dade County

Area: 3.17 square miles
1a. Consolidated Downtown + Civic Center

34.8	77,989	1.9	$111,171
Median Age	Population Total	Average HH Size	Median HH Income

What's Nearby

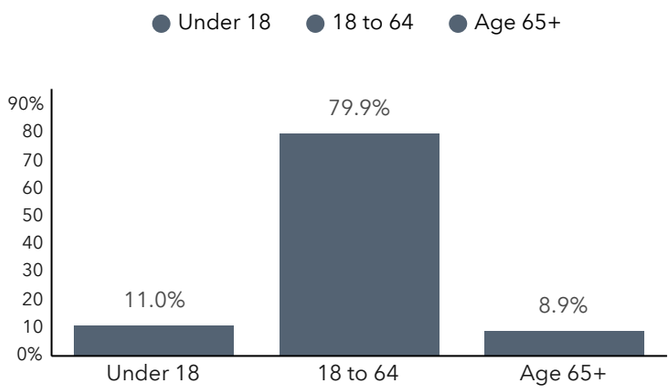
714	114	116	115	88
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

480

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

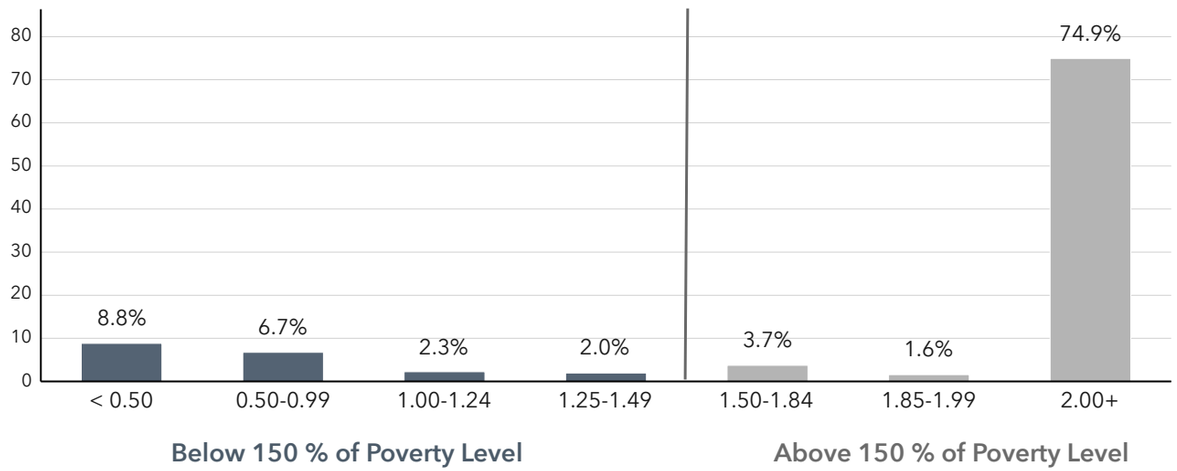
6,946	3,545	28.9%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**18,496**	**32.8%**
Spanish	**29,853**	**53.0%**
Spanish & English Well	25,287	84.7%
Spanish & English Not Well	3,206	10.7%
Spanish & No English	1,361	4.6%
Indo-European	**5,398**	**9.6%**
Indo-European & English Well	5,149	95.4%
Indo-European & English Not Well	245	4.5%
Indo-European & No English	4	0.1%
Asian-Pacific Island	**1,379**	**2.4%**
Asian-Pacific Isl & English Well	1,352	98.0%
Asian-Pacific Isl & English Not Well	27	2.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**1,225**	**2.2%**
Other Language & English Well	1,221	99.7%
Other Language & English Not Well	0	0.0%
Other Language & No English	4	0.3%

Transportation Management Associations in Miami-Dade County

Area: 3.17 square miles
1a. Consolidated Downtown + Civic Center

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (51.89)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	43.49	+14.39
Black Alone	10.11	-3.96
American Indian/Alaska Native Alone	0.21	-0.16
Asian Alone	3.60	+1.88
Pacific Islander Alone	0.02	-0.01
Other Race	9.97	-1.85
Two or More Races	32.60	-10.30
Hispanic Origin (Any Race)	51.89	-17.71

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	1a. Consolidated Downtown + Civic Center	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	8.8%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	6.7%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.3%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.3%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.0%	4.5%	4.1%
Total	**22.1%**	**26.1%**	**24.4%**

Transportation to Work

6.7%
Public Transportation

5.2%
Carpooled

13.4%
Walked to Work

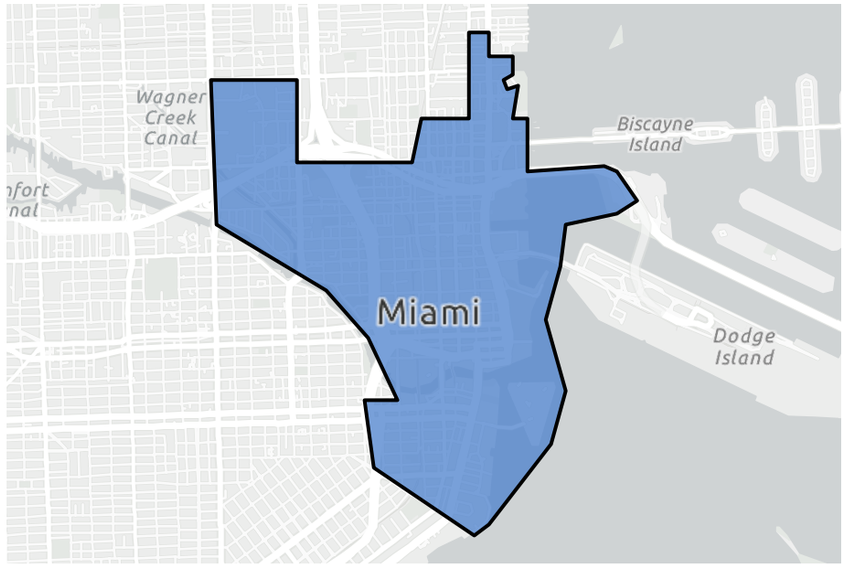
0.3%
Bike to Work

49.0%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

Aea: 3.3 square miles
1b. Consolidated Downtown (West side)+ Civic Center

34.9	83,802	1.8	$107,858
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

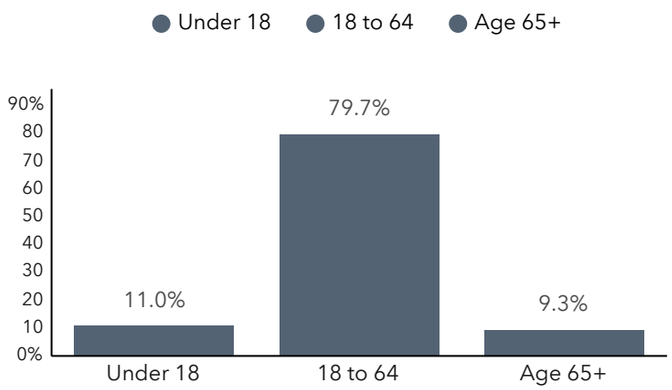
749	121	120	130	90
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

503

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

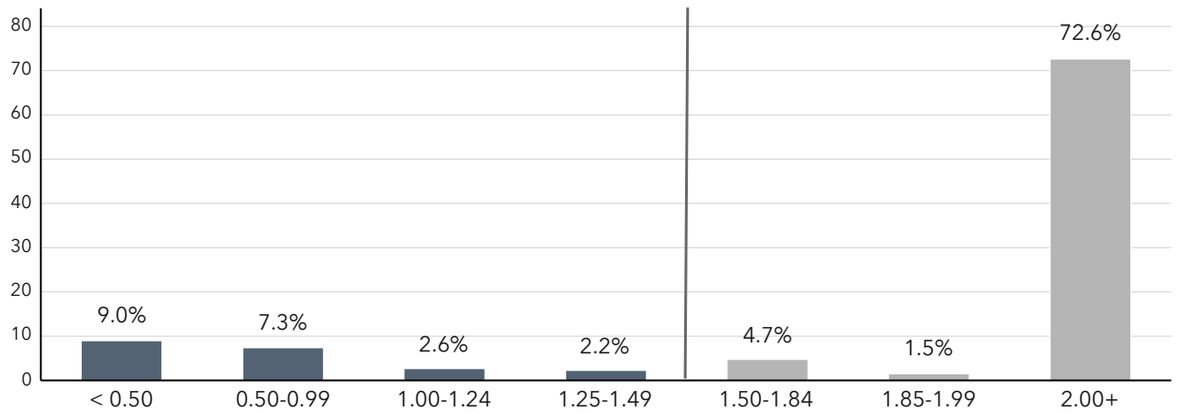
7,766	3,972	29.1%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**20,274**	**32.5%**
Spanish	**33,785**	**54.2%**
Spanish & English Well	27,915	82.6%
Spanish & English Not Well	4,062	12.0%
Spanish & No English	1,809	5.4%
Indo-European	**5,580**	**8.9%**
Indo-European & English Well	5,305	95.1%
Indo-European & English Not Well	271	4.9%
Indo-European & No English	4	0.1%
Asian-Pacific Island	**1,453**	**2.3%**
Asian-Pacific Isl & English Well	1,426	98.1%
Asian-Pacific Isl & English Not Well	27	1.9%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**1,267**	**2.0%**
Other Language & English Well	1,263	99.7%
Other Language & English Not Well	0	0.0%
Other Language & No English	4	0.3%

Transportation Management Associations in Miami-Dade County

Area: 3.3 square miles
1b. Consolidated Downtown (Amended) and Civic Center

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (52.80)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	43.06	+13.96
Black Alone	9.68	-4.39
American Indian/Alaska Native Alone	0.23	-0.14
Asian Alone	3.61	+1.89
Pacific Islander Alone	0.02	-0.01
Other Race	10.20	-1.62
Two or More Races	33.21	-9.69
Hispanic Origin (Any Race)	52.80	-16.80

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables		States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	9.0%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	7.3%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.6%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.6%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.2%	4.5%	4.1%
Total	**23.8%**	**26.1%**	**24.4%**

Transportation to Work

7.2%
Public Transportation

5.4%
Carpooled

13.1%
Walked to Work

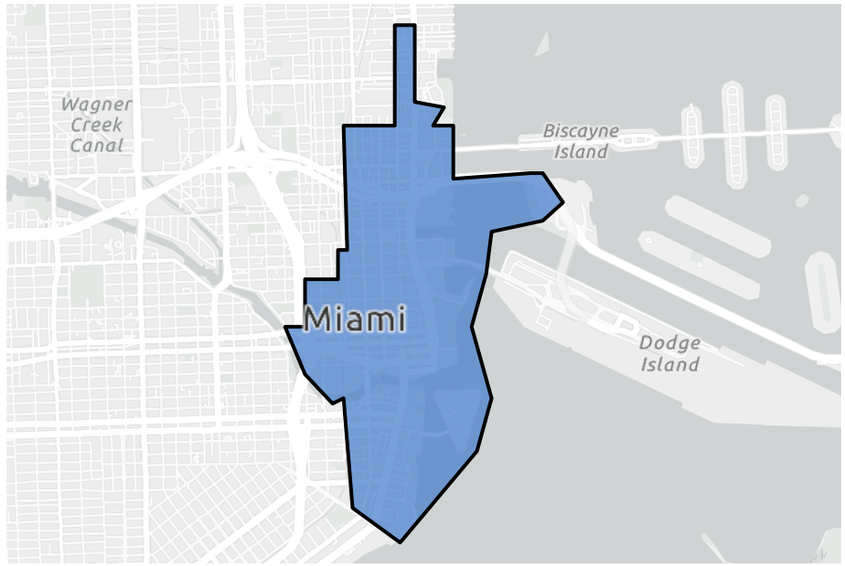
0.3%
Bike to Work

49.3%
Drove Alone to Work

Transportation Management Association in Miami-Dade County

Area: 2.1 square miles
1c. Downtown Miami (DDA)

34.5	65,568	1.8	$121,246
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

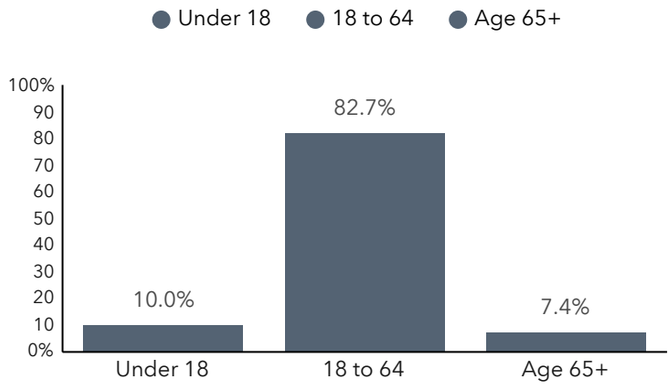
690	106	106	71	80
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

307

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

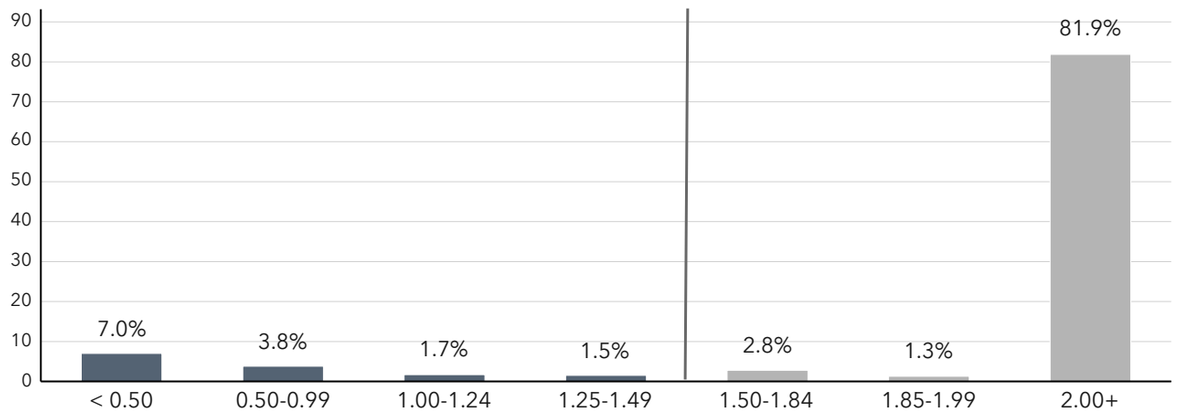
4,814	1,982	25.0%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**14,917**	**32.5%**
Spanish	**23,933**	**52.1%**
Spanish & English Well	21,403	89.4%
Spanish & English Not Well	2,118	8.8%
Spanish & No English	413	1.7%
Indo-European	**4,665**	**10.2%**
Indo-European & English Well	4,458	95.6%
Indo-European & English Not Well	208	4.5%
Indo-European & No English	0	0.0%
Asian-Pacific Island	**1,270**	**2.8%**
Asian-Pacific Isl & English Well	1,243	97.9%
Asian-Pacific Isl & English Not Well	27	2.1%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**1,174**	**2.6%**
Other Language & English Well	1,170	99.7%
Other Language & English Not Well	0	0.0%
Other Language & No English	4	0.3%

Transportation Management Association in Miami-Dade County

Area: 2.1 square miles
1c. Downtown Miami (DDA)

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (50.84)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	47.28	+18.18
Black Alone	6.94	-7.13
American Indian/Alaska Native Alone	0.20	-0.17
Asian Alone	3.80	+2.08
Pacific Islander Alone	0.02	-0.01
Other Race	9.15	-2.67
Two or More Races	32.60	-10.30
Hispanic Origin (Any Race)	50.84	-18.76

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	1c. Downtown Miami (DDA)	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	7.0%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	3.8%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	1.7%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	1.7%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	1.5%	4.5%	4.1%
Total	**15.7%**	**26.1%**	**24.4%**

Transportation to Work

6.1%
Public Transportation

4.9%
Carpooled

14.8%
Walked to Work

0.2%
Bike to Work

47.3%
Drove Alone to Work

Transportation Management Association in Miami-Dade County

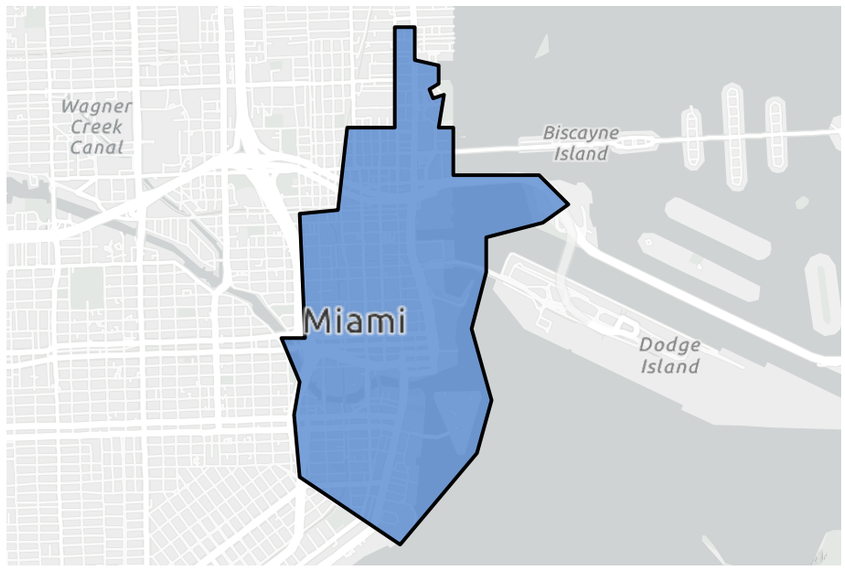
Area: 2.43 square miles
1d. Downtown Miami (DDA Amended)

34.7
Median Age

75,166
Population Total

1.8
Average HH Size

$115,574
Median HH Income



What's Nearby

738
Total Businesses

119
Apartment Buildings

114
Landmarks & Outdoors

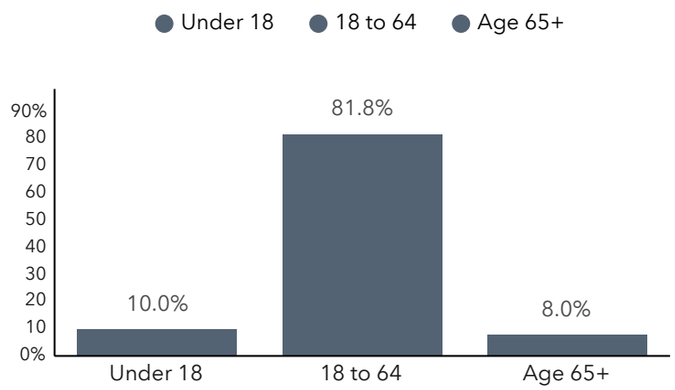
87
Health & Medicine

86
Arts & Entertainment

Transit Stops and Stations

371
Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

5,992
2024 Senior Population

2,613
HHs w/1+ Persons with a Disability

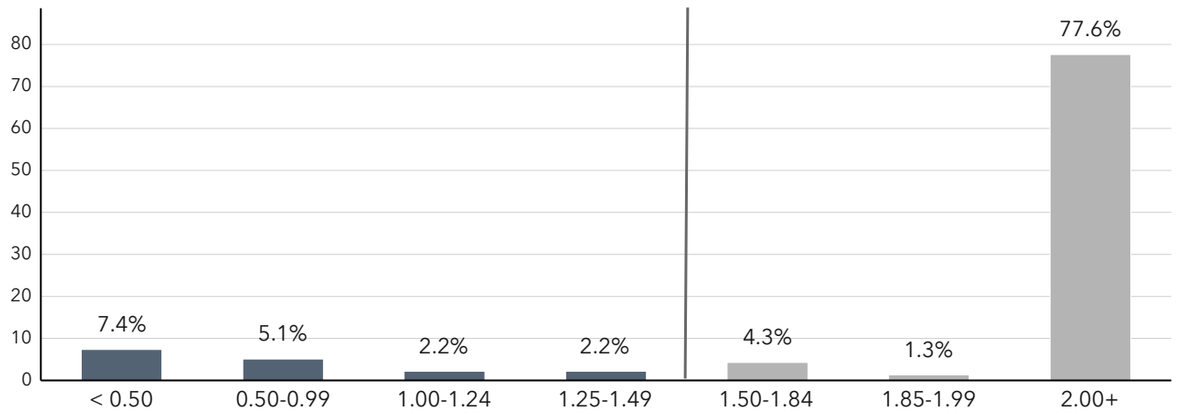
25.5%
Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**17,525**	**32.0%**
Spanish	**29,404**	**53.7%**
Spanish & English Well	25,429	86.5%
Spanish & English Not Well	3,114	10.6%
Spanish & No English	861	2.9%
Indo-European	**5,214**	**9.5%**
Indo-European & English Well	4,970	95.3%
Indo-European & English Not Well	244	4.7%
Indo-European & No English	0	0.0%
Asian-Pacific Island	**1,376**	**2.5%**
Asian-Pacific Isl & English Well	1,349	98.0%
Asian-Pacific Isl & English Not Well	27	2.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**1,250**	**2.3%**
Other Language & English Well	1,246	99.7%
Other Language & English Not Well	0	0.0%
Other Language & No English	4	0.3%

Transportation Management Association in Miami-Dade County

Area: 2.43 square miles
1d. Downtown Miami (DDA Amended)

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (51.99)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	45.80	+16.70
Black Alone	7.28	-6.79
American Indian/Alaska Native Alone	0.22	-0.15
Asian Alone	3.74	+2.02
Pacific Islander Alone	0.02	-0.01
Other Race	9.63	-2.19
Two or More Races	33.31	-9.59
Hispanic Origin (Any Race)	51.99	-17.61

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	(DDA Amended) 1d. Downtown Miami	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	7.4%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	5.1%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.2%	4.5%	4.1%
Total	**19.0%**	**26.1%**	**24.4%**

Transportation to Work

6.7%
Public Transportation

5.1%
Carpooled

13.7%
Walked to Work

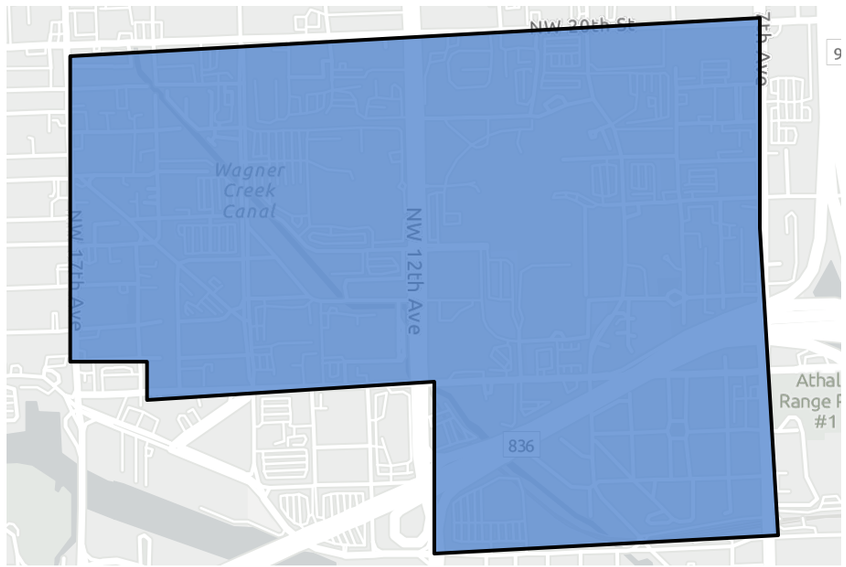
0.2%
Bike to Work

47.8%
Drove Alone to Work

Transportation Management Association in Miami-Dade County

Area: 0.63 square miles
1e. Civic Center TMA (Hospital)

43.7	6,516	2.1	$21,938
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

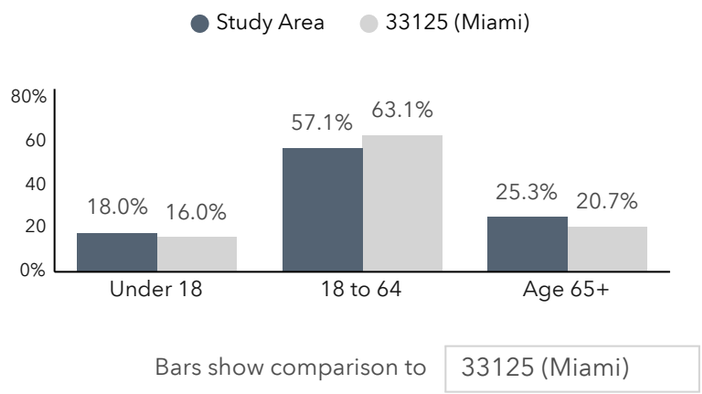
16	4	3	64	0
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

124

Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33125 (Miami)

At Risk Population

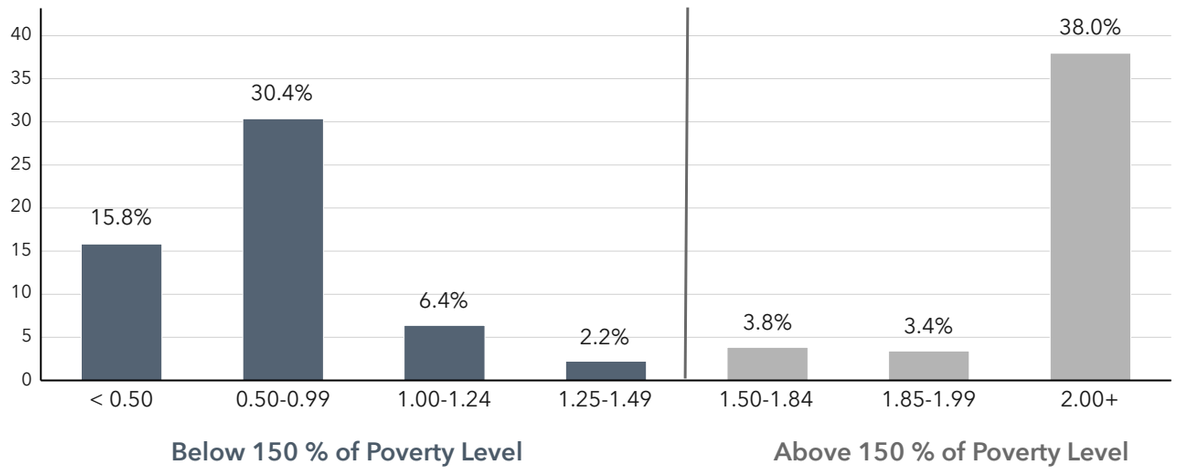
1,648	957	35.1%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**721**	**14.1%**
Spanish	**4,191**	**82.0%**
Spanish & English Well	2,193	52.3%
Spanish & English Not Well	887	21.2%
Spanish & No English	1,111	26.5%
Indo-European	**68**	**1.3%**
Indo-European & English Well	45	66.2%
Indo-European & English Not Well	0	0.0%
Indo-European & No English	23	33.8%
Asian-Pacific Island	**89**	**1.7%**
Asian-Pacific Isl & English Well	68	76.4%
Asian-Pacific Isl & English Not Well	21	23.6%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**40**	**0.8%**
Other Language & English Well	40	100.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Transportation Management Association in Miami-Dade County

Area: 0.63 square miles
1e. Civic Center TMA (Hospital)

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (76.44)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	22.31	-6.79
Black Alone	14.55	+0.48
American Indian/Alaska Native Alone	0.29	-0.08
Asian Alone	2.96	+1.24
Pacific Islander Alone	0.02	-0.01
Other Race	19.67	+7.85
Two or More Races	40.19	-2.71
Hispanic Origin (Any Race)	76.44	+6.84

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	1e. Civic Center TMA (Hospital)	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	15.8%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	30.4%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	6.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	6.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.2%	4.5%	4.1%
Total	**61.2%**	**26.1%**	**24.4%**

Transportation to Work

7.7%
Public Transportation

2.2%
Carpooled

6.6%
Walked to Work

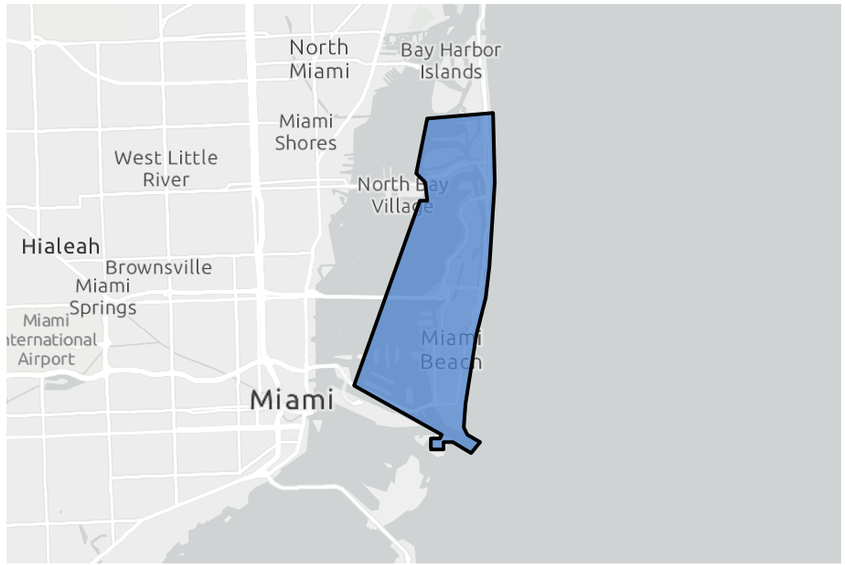
2.3%
Bike to Work

74.3%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

2a. Miami Beach City Limits
Area: 15.187 square miles

44.6	81,289	1.9	$78,334
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

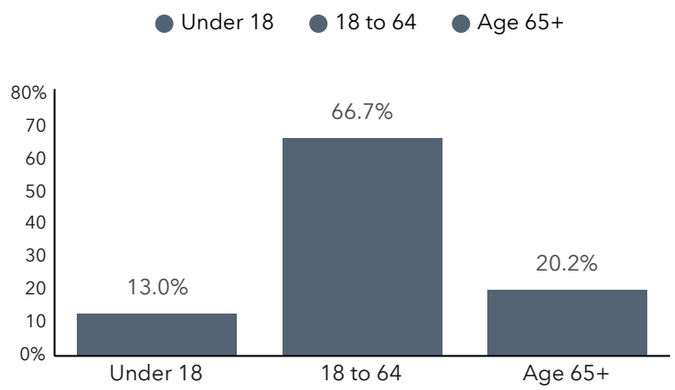
527	132	233	216	106
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

393

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

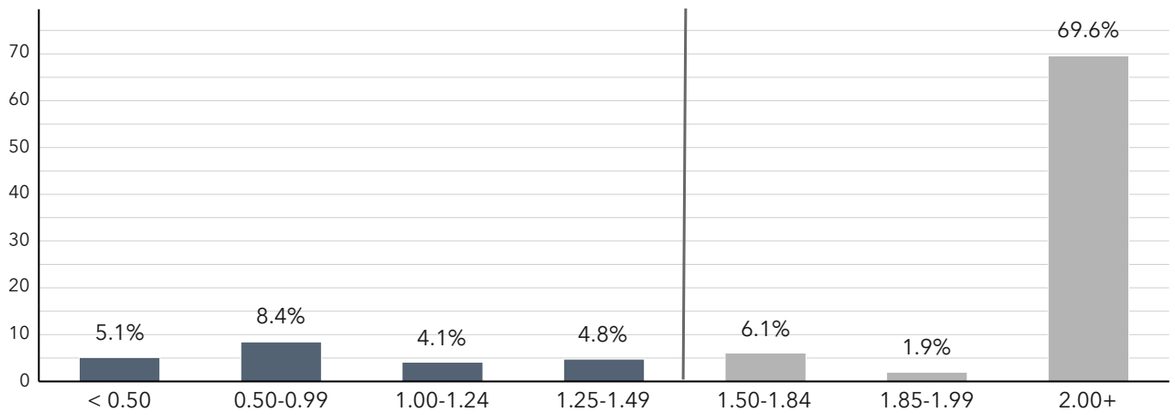
16,435	6,284	43.2%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**24,427**	**31.0%**
Spanish	**43,845**	**55.6%**
Spanish & English Well	32,326	73.7%
Spanish & English Not Well	7,574	17.3%
Spanish & No English	3,945	9.0%
Indo-European	**8,307**	**10.5%**
Indo-European & English Well	7,881	94.9%
Indo-European & English Not Well	375	4.5%
Indo-European & No English	51	0.6%
Asian-Pacific Island	**1,154**	**1.5%**
Asian-Pacific Isl & English Well	1,023	88.6%
Asian-Pacific Isl & English Not Well	88	7.6%
Asian-Pacific Isl & No English	43	3.7%
Other Language	**1,106**	**1.4%**
Other Language & English Well	1,072	96.9%
Other Language & English Not Well	18	1.6%
Other Language & No English	16	1.4%

Transportation Management Associations in Miami-Dade County

2a. Miami Beach City Limits
Area: 15.187 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (51.65)
The smallest group: Pacific Islander Alone (0.04)

Indicator ▲	Value	Diff
White Alone	50.39	+21.29
Black Alone	2.81	-11.26
American Indian/Alaska Native Alone	0.40	+0.03
Asian Alone	2.13	+0.41
Pacific Islander Alone	0.04	+0.01
Other Race	10.54	-1.28
Two or More Races	33.69	-9.21
Hispanic Origin (Any Race)	51.65	-17.95

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	2a. Miami Beach City Limits	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.1%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	8.4%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	4.8%	4.5%	4.1%
Total	**26.5%**	**26.1%**	**24.4%**

Transportation to Work

6.4%
Public Transportation

5.8%
Carpooled

8.0%
Walked to Work

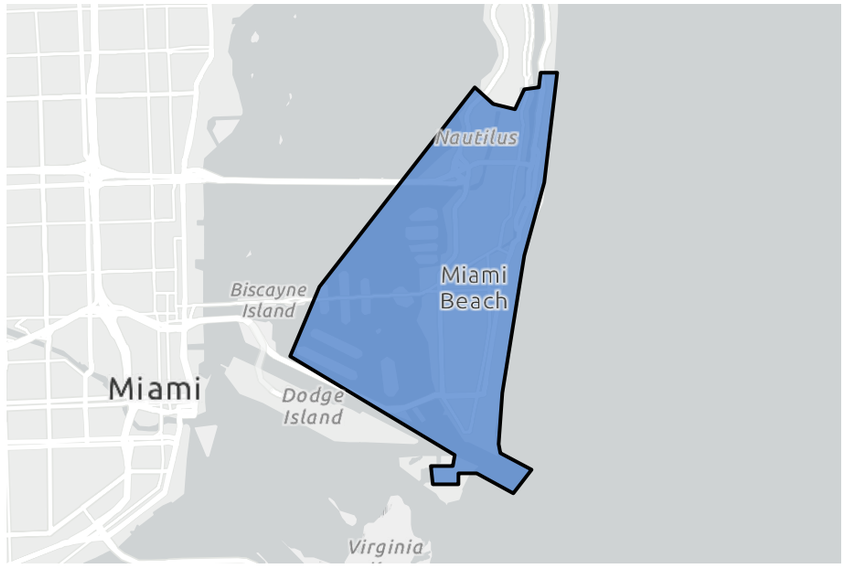
6.0%
Bike to Work

49.4%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

Area: 7.9 square miles
2b. Southern Miami Beach (Only)

43.9	47,314	1.8	$81,672
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

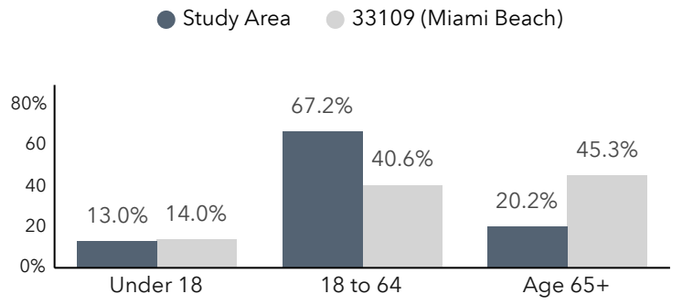
436	97	172	199	99
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

289

Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33109 (Miami Beach)

At Risk Population

9,542	3,758	51.0%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**16,581**	**37.2%**
Spanish	**21,289**	**47.8%**
Spanish & English Well	15,025	70.6%
Spanish & English Not Well	3,992	18.8%
Spanish & No English	2,272	10.7%
Indo-European	**5,213**	**11.7%**
Indo-European & English Well	5,003	96.0%
Indo-European & English Not Well	191	3.7%
Indo-European & No English	19	0.4%
Asian-Pacific Island	**642**	**1.4%**
Asian-Pacific Isl & English Well	542	84.4%
Asian-Pacific Isl & English Not Well	79	12.3%
Asian-Pacific Isl & No English	21	3.3%
Other Language	**833**	**1.9%**
Other Language & English Well	815	97.8%
Other Language & English Not Well	18	2.2%
Other Language & No English	0	0.0%

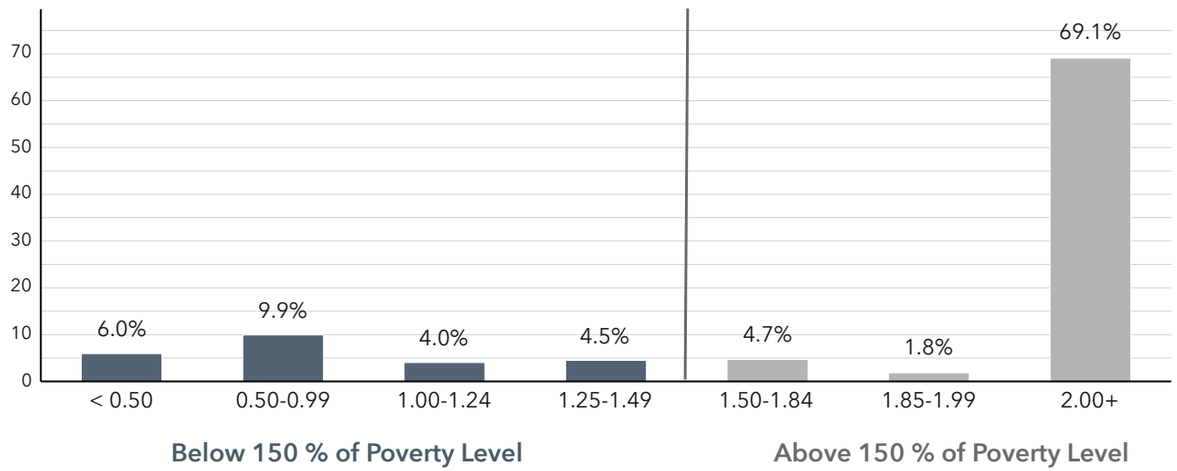
Source: This infographic contains data provided by Esri (2024), ACS (2018-2022). Points of interest are sourced from Foursquare. License information about this content is available in the **data documentation**. *
Indicates the number of locations has reached the maximum.

Transportation Management Associations in Miami-Dade County

Area: 7.9 square miles

2b. Southern Miami Beach (Only)

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: White Alone (55.85)

The smallest group: Pacific Islander Alone (0.04)

Indicator ▲	Value	Diff
White Alone	55.85	+26.75
Black Alone	2.61	-11.46
American Indian/Alaska Native Alone	0.40	+0.03
Asian Alone	2.38	+0.66
Pacific Islander Alone	0.04	+0.01
Other Race	9.79	-2.03
Two or More Races	28.92	-13.98
Hispanic Origin (Any Race)	43.64	-25.96

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	2b Southern Miami Beach Only	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	6.0%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	9.9%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	4.5%	4.5%	4.1%
Total	**28.4%**	**26.1%**	**24.4%**

Transportation to Work

4.2% Public Transportation

3.9% Carpooled

12.1% Walked to Work

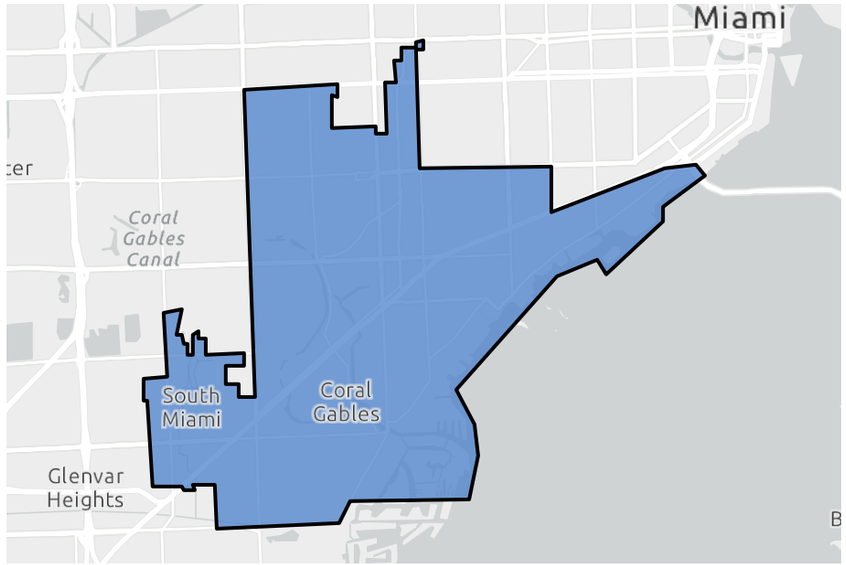
9.6% Bike to Work

45.3% Drove Alone to Work

Transportation Management Associations in Miami-Dade County

3a. Consolidated Coral Gables, South Miami & Coconut Grove
Area: 16.95 square miles

41.3	104,667	2.3	$113,800
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

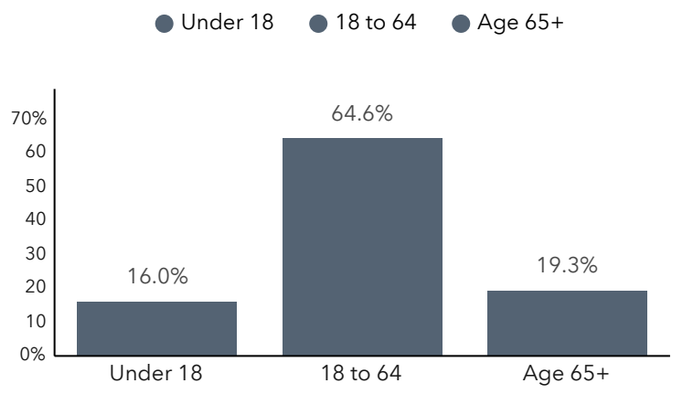
779	60	142	559	63
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

692

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

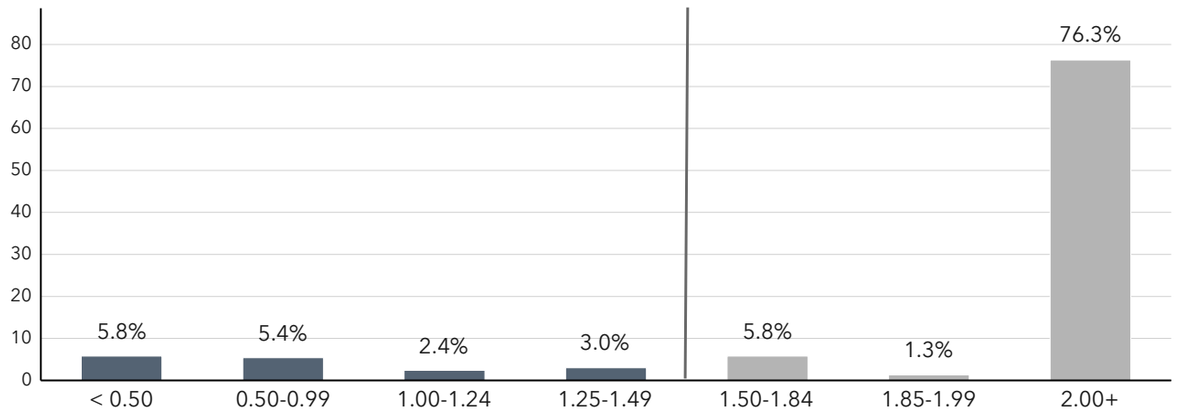
20,170	6,268	17.0%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**33,340**	**35.7%**
Spanish	**51,438**	**55.0%**
Spanish & English Well	43,741	85.0%
Spanish & English Not Well	5,418	10.5%
Spanish & No English	2,279	4.4%
Indo-European	**6,660**	**7.1%**
Indo-European & English Well	6,106	91.7%
Indo-European & English Not Well	463	7.0%
Indo-European & No English	91	1.4%
Asian-Pacific Island	**1,527**	**1.6%**
Asian-Pacific Isl & English Well	1,366	89.5%
Asian-Pacific Isl & English Not Well	130	8.5%
Asian-Pacific Isl & No English	31	2.0%
Other Language	**474**	**0.5%**
Other Language & English Well	416	87.8%
Other Language & English Not Well	38	8.0%
Other Language & No English	20	4.2%

Transportation Management Associations in Miami-Dade County

3a. Consolidated Coral Gables, South Miami & Coconut Grove
Area: 16.95 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (59.11)
The smallest group: Pacific Islander Alone (0.06)

Indicator ▲	Value	Diff
White Alone	42.11	+13.01
Black Alone	6.15	-7.92
American Indian/Alaska Native Alone	0.24	-0.13
Asian Alone	2.61	+0.89
Pacific Islander Alone	0.06	+0.03
Other Race	8.62	-3.20
Two or More Races	40.21	-2.69
Hispanic Origin (Any Race)	59.11	-10.49

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	Coral Gables, South Miami & Coconut Grove	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.8%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	5.4%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	3.0%	4.5%	4.1%
Total	**19.0%**	**26.1%**	**24.4%**

Transportation to Work

4.0%
Public Transportation

5.4%
Carpooled

5.1%
Walked to Work

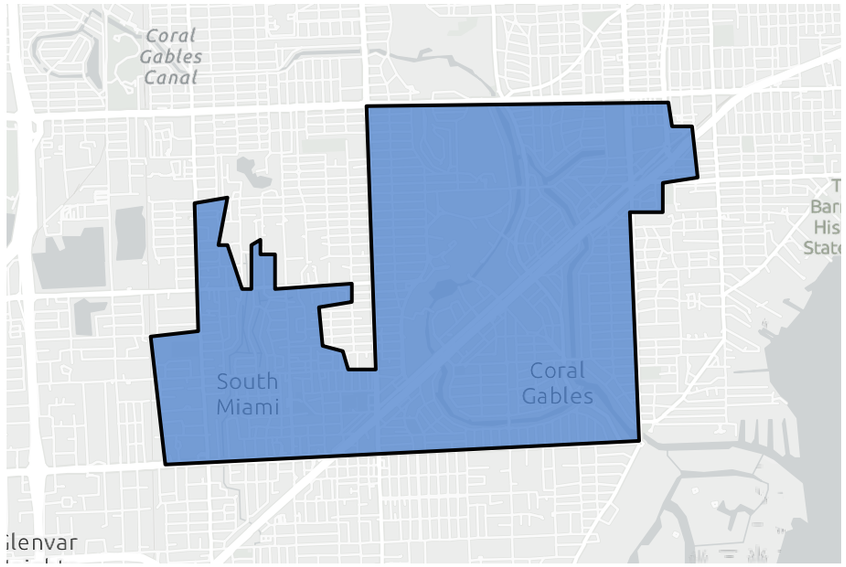
1.0%
Bike to Work

62.6%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

3b. Consolidated Coral Gables, UM, South Miami, US1
Area: 4.45 square miles

30.6	24,687	2.5	$125,100
Median Age	Population Total	Average HH Size	Median HH Income



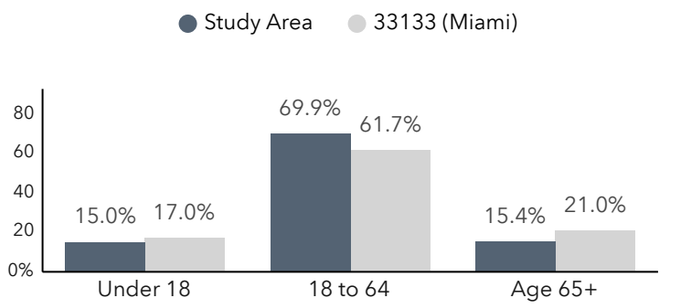
What's Nearby

136	13	21	185	21
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

168
Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33133 (Miami)

At Risk Population

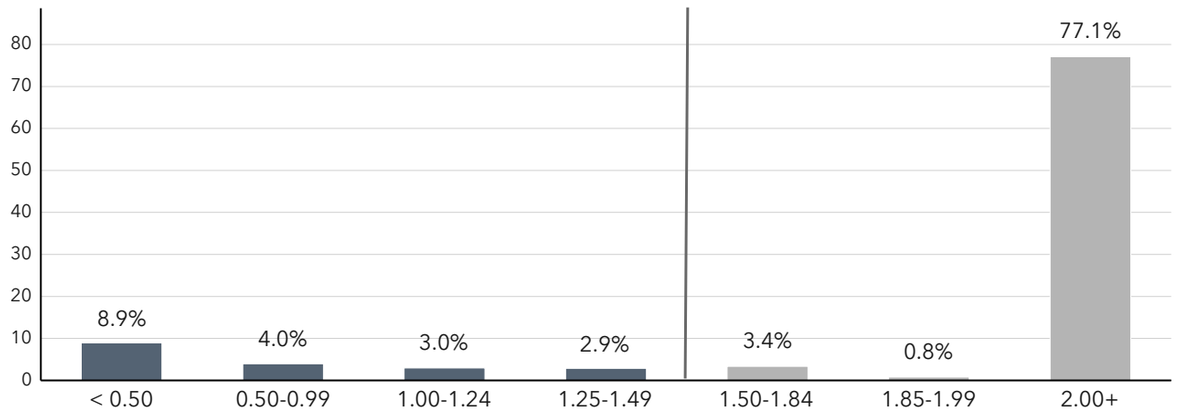
3,812	1,194	29.0%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**11,672**	**51.8%**
Spanish	**8,547**	**38.0%**
Spanish & English Well	7,706	90.2%
Spanish & English Not Well	656	7.7%
Spanish & No English	187	2.2%
Indo-European	**1,326**	**5.9%**
Indo-European & English Well	1,244	93.8%
Indo-European & English Not Well	0	0.0%
Indo-European & No English	82	6.2%
Asian-Pacific Island	**834**	**3.7%**
Asian-Pacific Isl & English Well	683	81.9%
Asian-Pacific Isl & English Not Well	120	14.4%
Asian-Pacific Isl & No English	31	3.7%
Other Language	**135**	**0.6%**
Other Language & English Well	115	85.2%
Other Language & English Not Well	0	0.0%
Other Language & No English	20	14.8%

Transportation Management Associations in Miami-Dade County

3b. Consolidated Coral Gables, UM, South Miami, US1
Area: 4.45 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (49.82)
The smallest group: Pacific Islander Alone (0.17)

Indicator ▲	Value	Diff
White Alone	37.91	+8.81
Black Alone	13.96	-0.11
American Indian/Alaska Native Alone	0.30	-0.07
Asian Alone	4.01	+2.29
Pacific Islander Alone	0.17	+0.14
Other Race	10.86	-0.96
Two or More Races	32.79	-10.11
Hispanic Origin (Any Race)	49.82	-19.78

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	3b. Consolidated Coral Gables, UM, South Miami, US1	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	8.9%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	4.0%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	3.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	3.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.9%	4.5%	4.1%
Total	**21.7%**	**26.1%**	**24.4%**

Transportation to Work

3.6%
Public Transportation

5.1%
Carpooled

8.9%
Walked to Work

1.8%
Bike to Work

57.7%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

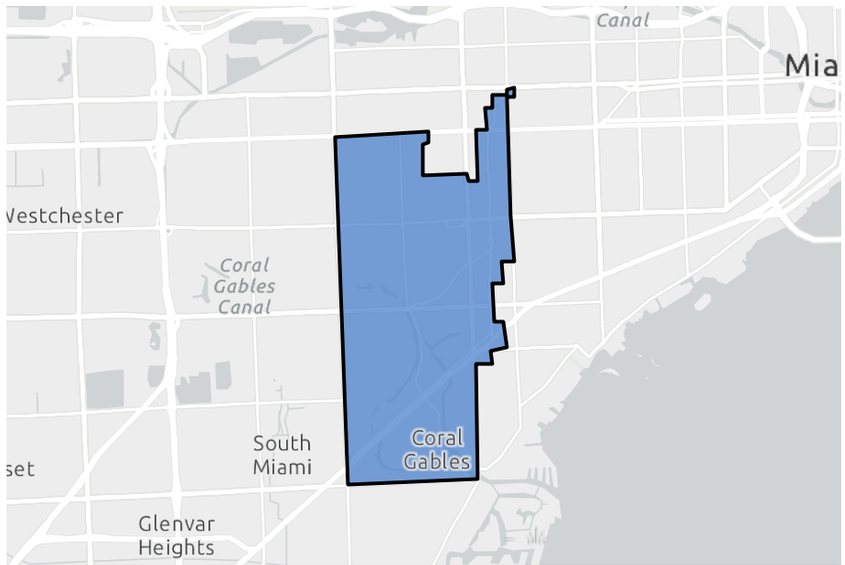
3c. Downtown Coral Gables
Area: 7.15 square miles

40.2
Median Age

42,999
Population Total

2.3
Average HH Size

$128,176
Median HH Income



Transit Stops and Stations

366
Including Platforms, Entrances, and Exits

At Risk Population

8,367
2024 Senior Population

2,586
HHs w/1+ Persons with a Disability

17.8%
Percent HHs No Vehicle

What's Nearby

481
Total Businesses

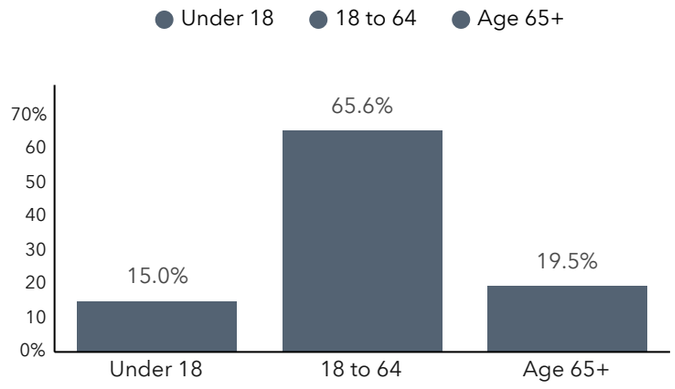
24
Apartment Buildings

65
Landmarks & Outdoors

248
Health & Medicine

37
Arts & Entertainment

Age Groups

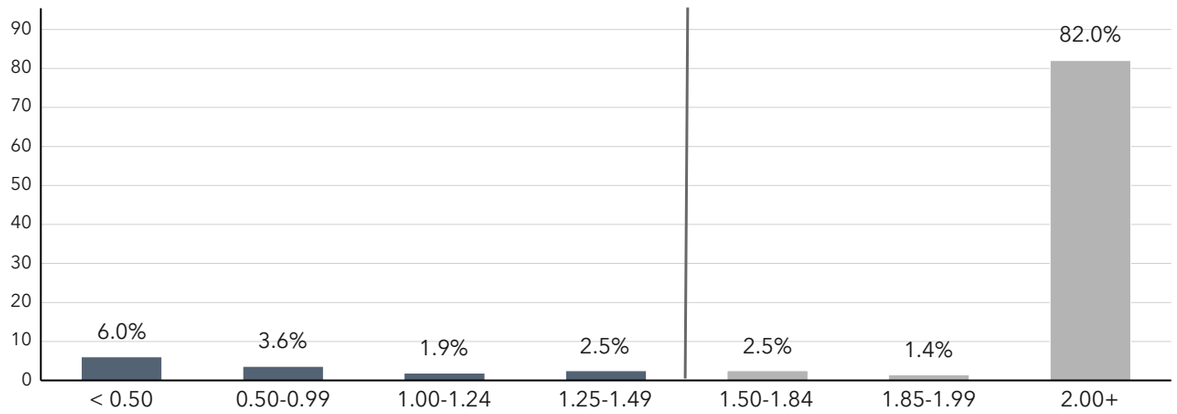


Language Spoken in Area	Total	Percent
English Only	**14,848**	**38.1%**
Spanish	**20,900**	**53.6%**
Spanish & English Well	18,308	87.6%
Spanish & English Not Well	2,019	9.7%
Spanish & No English	572	2.7%
Indo-European	**2,274**	**5.8%**
Indo-European & English Well	2,110	92.8%
Indo-European & English Not Well	97	4.3%
Indo-European & No English	67	2.9%
Asian-Pacific Island	**803**	**2.1%**
Asian-Pacific Isl & English Well	642	80.0%
Asian-Pacific Isl & English Not Well	130	16.2%
Asian-Pacific Isl & No English	31	3.9%
Other Language	**179**	**0.5%**
Other Language & English Well	159	88.8%
Other Language & English Not Well	0	0.0%
Other Language & No English	20	11.2%

Transportation Management Associations in Miami-Dade County

3c. Downtown Coral Gables
Area: 7.15 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.45)
The smallest group: Pacific Islander Alone (0.11)

Indicator ▲	Value	Diff
White Alone	39.85	+10.75
Black Alone	5.74	-8.33
American Indian/Alaska Native Alone	0.18	-0.19
Asian Alone	2.90	+1.18
Pacific Islander Alone	0.11	+0.08
Other Race	9.50	-2.32
Two or More Races	41.73	-1.17
Hispanic Origin (Any Race)	60.45	-9.15

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	3c. Downtown Coral Gables	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	6.0%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	3.6%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	1.9%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	1.9%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.5%	4.5%	4.1%
Total	**15.9%**	**26.1%**	**24.4%**

Transportation to Work

1.8%
Public Transportation

6.0%
Carpooled

7.1%
Walked to Work

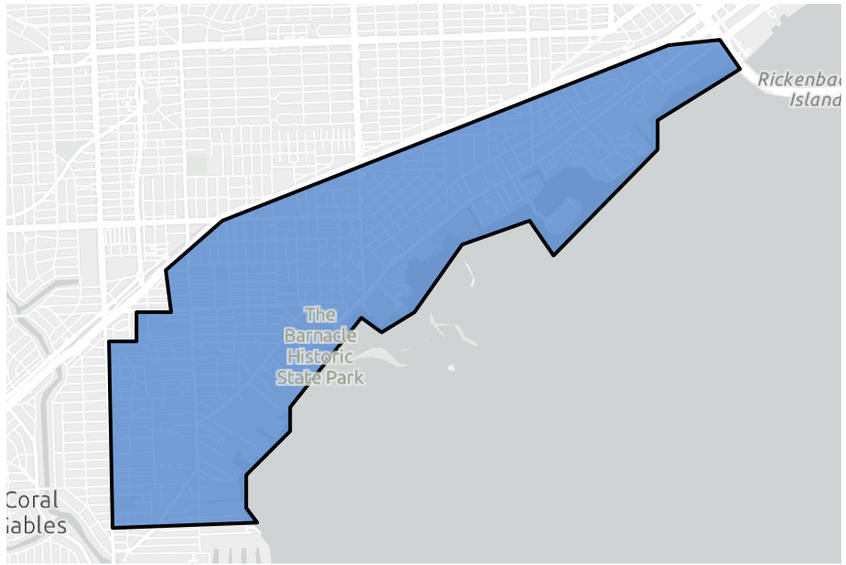
1.3%
Bike to Work

61.7%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

3d. Coconut Grove
Area: 3.59 square miles

43.6	21,411	2.2	$153,656
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

112

Including Platforms, Entrances, and Exits

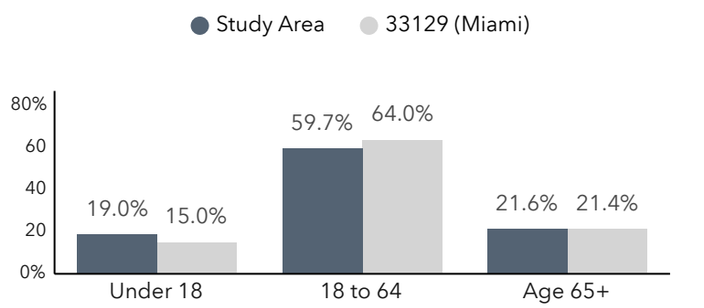
At Risk Population

4,629	1,244	18.3%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

What's Nearby

111	13	49	59	9
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Age Groups



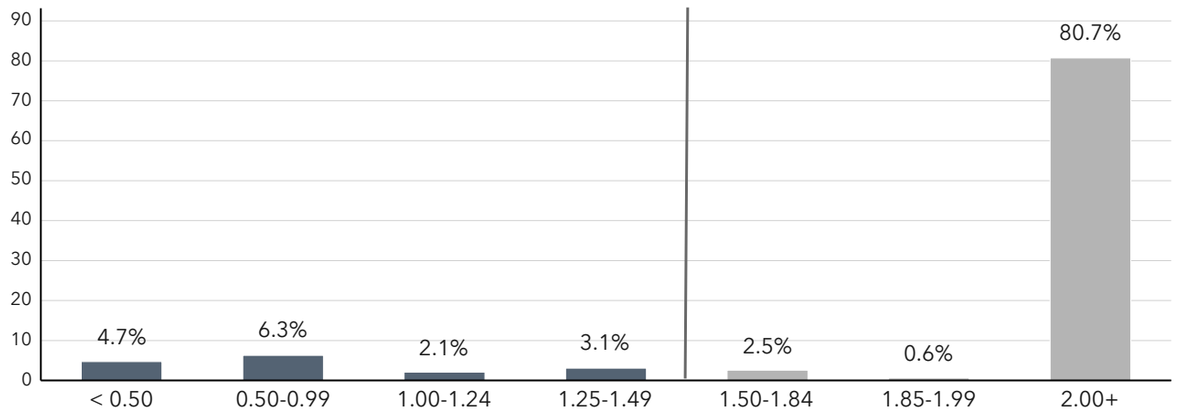
Bars show comparison to 33129 (Miami)

Language Spoken in Area	Total	Percent
English Only	**9,138**	**47.9%**
Spanish	**7,486**	**39.2%**
Spanish & English Well	6,812	91.0%
Spanish & English Not Well	549	7.3%
Spanish & No English	125	1.7%
Indo-European	**2,128**	**11.1%**
Indo-European & English Well	2,116	99.4%
Indo-European & English Not Well	11	0.5%
Indo-European & No English	0	0.0%
Asian-Pacific Island	**88**	**0.5%**
Asian-Pacific Isl & English Well	88	100.0%
Asian-Pacific Isl & English Not Well	0	0.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**257**	**1.3%**
Other Language & English Well	219	85.2%
Other Language & English Not Well	38	14.8%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

3d. Coconut Grove
Area: 3.59 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: White Alone (52.78)
The smallest group: Pacific Islander Alone (0.03)

Indicator ▲	Value	Diff
White Alone	52.78	+23.68
Black Alone	10.10	-3.97
American Indian/Alaska Native Alone	0.19	-0.18
Asian Alone	1.74	+0.02
Pacific Islander Alone	0.03	0
Other Race	5.02	-6.80
Two or More Races	30.14	-12.76
Hispanic Origin (Any Race)	41.19	-28.41

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	3d. Coconut Grove	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	4.7%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	6.3%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	3.1%	4.5%	4.1%
Total	**18.2%**	**26.1%**	**24.4%**

Transportation to Work

4.0%
Public Transportation

2.9%
Carpooled

4.0%
Walked to Work

0.7%
Bike to Work

62.5%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

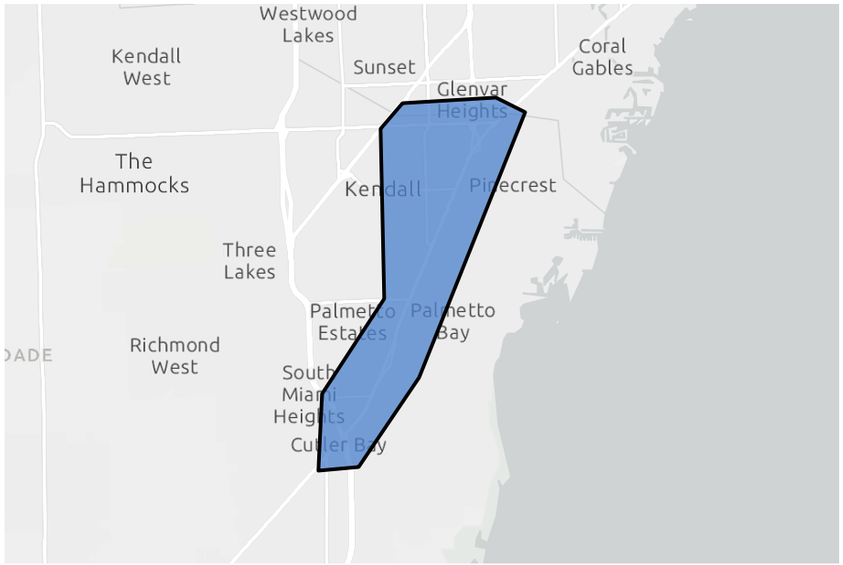
4a. Transitway TMA: North
Area: 18.03 square miles

41.9
Median Age

82,248
Population Total

2.5
Average HH Size

$84,523
Median HH Income



What's Nearby

506
Total Businesses

26
Apartment Buildings

48
Landmarks & Outdoors

472
Health & Medicine

16
Arts & Entertainment

Transit Stops and Stations

463
Including Platforms, Entrances, and Exits

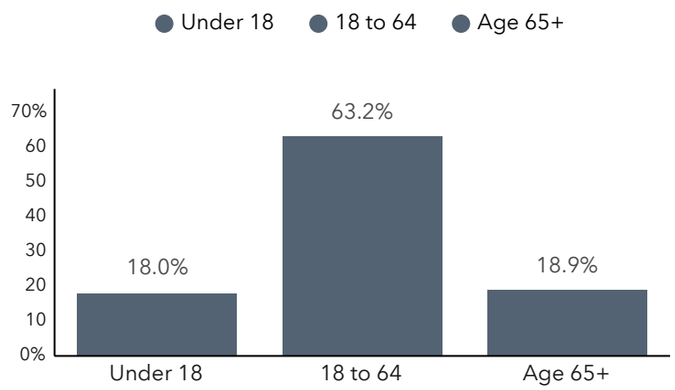
At Risk Population

15,503
2024 Senior Population

5,885
HHs w/1+ Persons with a Disability

14.8%
Percent HHs No Vehicle

Age Groups

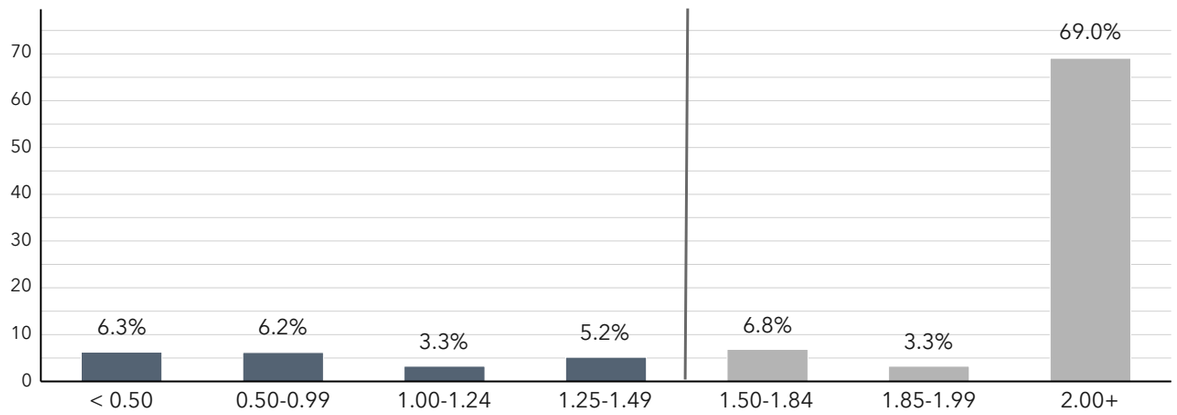


Language Spoken in Area	Total	Percent
English Only	**27,794**	**37.1%**
Spanish	**42,125**	**56.2%**
Spanish & English Well	32,994	78.3%
Spanish & English Not Well	6,102	14.5%
Spanish & No English	3,029	7.2%
Indo-European	**3,207**	**4.3%**
Indo-European & English Well	3,057	95.3%
Indo-European & English Not Well	135	4.2%
Indo-European & No English	15	0.5%
Asian-Pacific Island	**1,586**	**2.1%**
Asian-Pacific Isl & English Well	1,402	88.4%
Asian-Pacific Isl & English Not Well	174	11.0%
Asian-Pacific Isl & No English	10	0.6%
Other Language	**278**	**0.4%**
Other Language & English Well	262	94.2%
Other Language & English Not Well	9	3.2%
Other Language & No English	7	2.5%

Transportation Management Associations in Miami-Dade County

4a. Transitway TMA: North
Area: 18.03 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (61.94)
The smallest group: Pacific Islander Alone (0.01)

Indicator ▲	Value	Diff
White Alone	35.26	+6.16
Black Alone	10.05	-4.02
American Indian/Alaska Native Alone	0.28	-0.09
Asian Alone	4.47	+2.75
Pacific Islander Alone	0.01	-0.02
Other Race	8.17	-3.65
Two or More Races	41.76	-1.14
Hispanic Origin (Any Race)	61.94	-7.66

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	4a. Transitway TMA: North	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	6.3%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	6.2%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	3.3%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	3.3%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.2%	4.5%	4.1%
Total	**24.1%**	**26.1%**	**24.4%**

Transportation to Work

4.2%
Public Transportation

9.7%
Carpooled

1.1%
Walked to Work

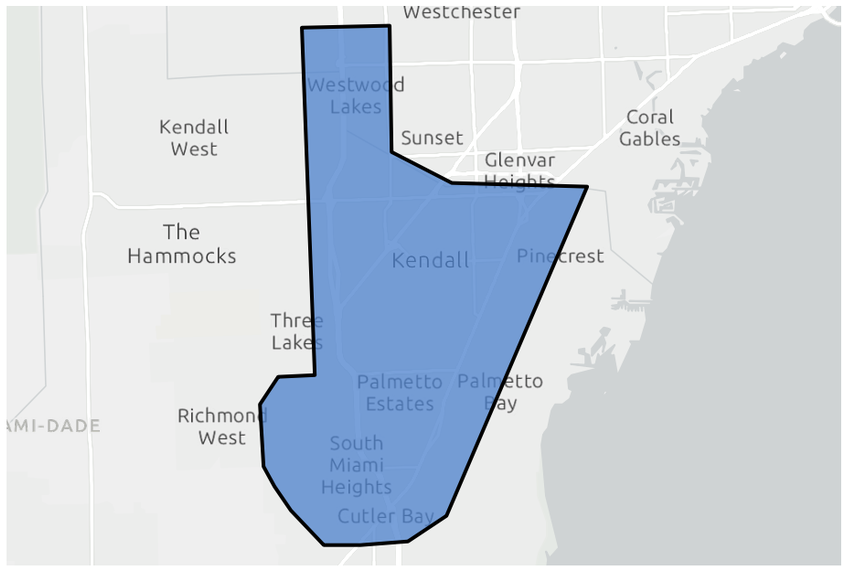
0.3%
Bike to Work

69.3%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

4b. Transitway + Kendall
Area: 50.22 square miles

44.0	230,691	2.8	$87,507
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

1,000*

Including Platforms, Entrances, and Exits

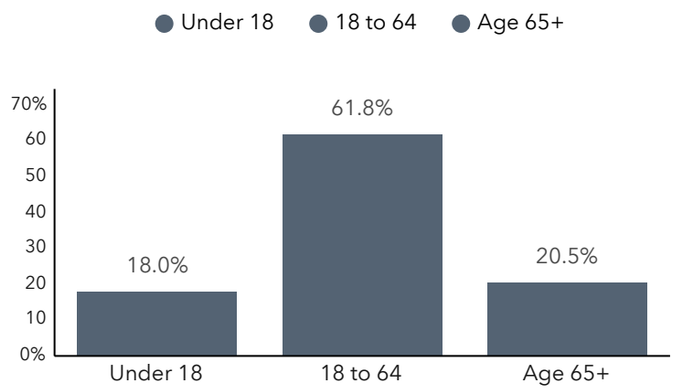
At Risk Population

47,269	17,042	14.3%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

What's Nearby

809	29	100	656	69
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Age Groups

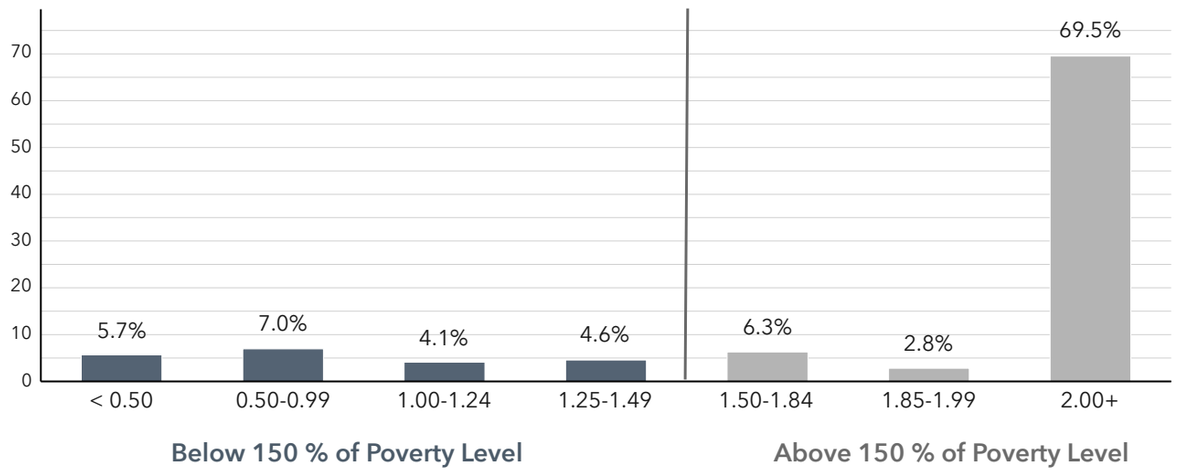


Language Spoken in Area	Total	Percent
English Only	**70,890**	**32.2%**
Spanish	**139,004**	**63.1%**
Spanish & English Well	105,415	75.8%
Spanish & English Not Well	21,602	15.5%
Spanish & No English	11,986	8.6%
Indo-European	**6,957**	**3.2%**
Indo-European & English Well	6,386	91.8%
Indo-European & English Not Well	529	7.6%
Indo-European & No English	43	0.6%
Asian-Pacific Island	**2,840**	**1.3%**
Asian-Pacific Isl & English Well	2,573	90.6%
Asian-Pacific Isl & English Not Well	247	8.7%
Asian-Pacific Isl & No English	21	0.7%
Other Language	**644**	**0.3%**
Other Language & English Well	621	96.4%
Other Language & English Not Well	16	2.5%
Other Language & No English	7	1.1%

Transportation Management Associations in Miami-Dade County

4b. Transitway + Kendall
Area: 50.22 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (69.67)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	32.07	+2.97
Black Alone	10.32	-3.75
American Indian/Alaska Native Alone	0.26	-0.11
Asian Alone	2.63	+0.91
Pacific Islander Alone	0.02	-0.01
Other Race	9.24	-2.58
Two or More Races	45.46	+2.56
Hispanic Origin (Any Race)	69.67	+0.07

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	4b. Transitway + Kendall	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.7%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	7.0%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	4.6%	4.5%	4.1%
Total	**25.5%**	**26.1%**	**24.4%**

Transportation to Work

2.2%
Public Transportation

8.9%
Carpooled

0.8%
Walked to Work

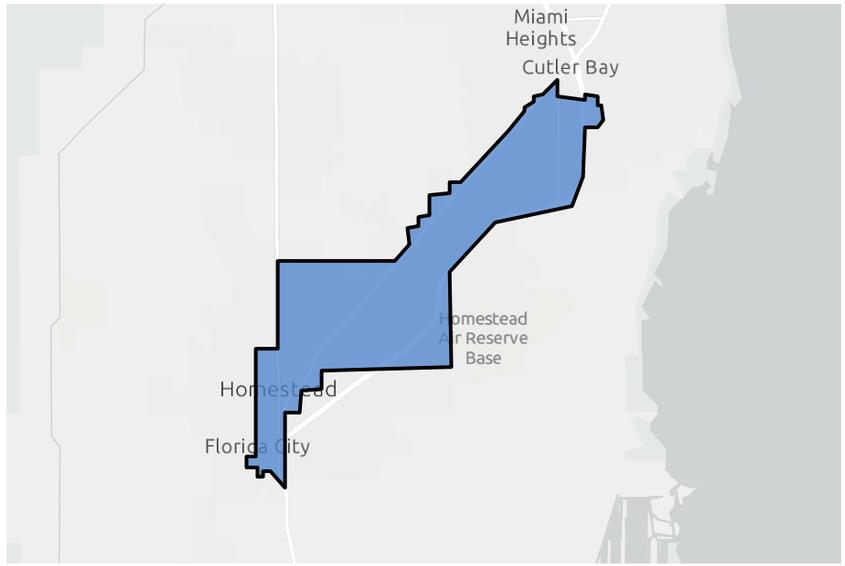
0.1%
Bike to Work

76.2%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

4c. Transitway South TMA
Area: 21.41

35.3	134,317	3.2	$60,729
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

595

Including Platforms, Entrances, and Exits

At Risk Population

15,242
2024 Senior Population

9,655
HHs w/1+ Persons with a Disability

16.3%
Percent HHs No Vehicle

What's Nearby

178 Total Businesses

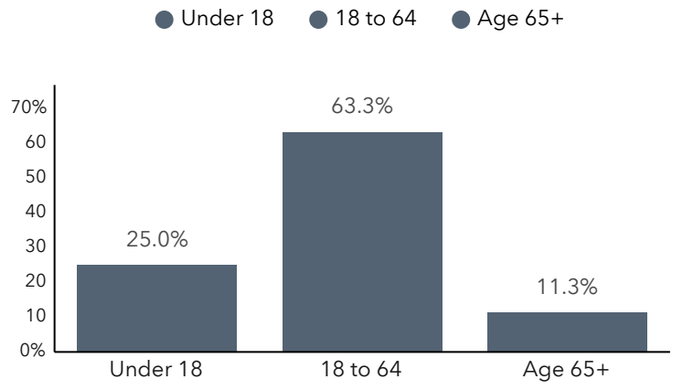
11 Apartment Buildings

24 Landmarks & Outdoors

101 Health & Medicine

9 Arts & Entertainment

Age Groups

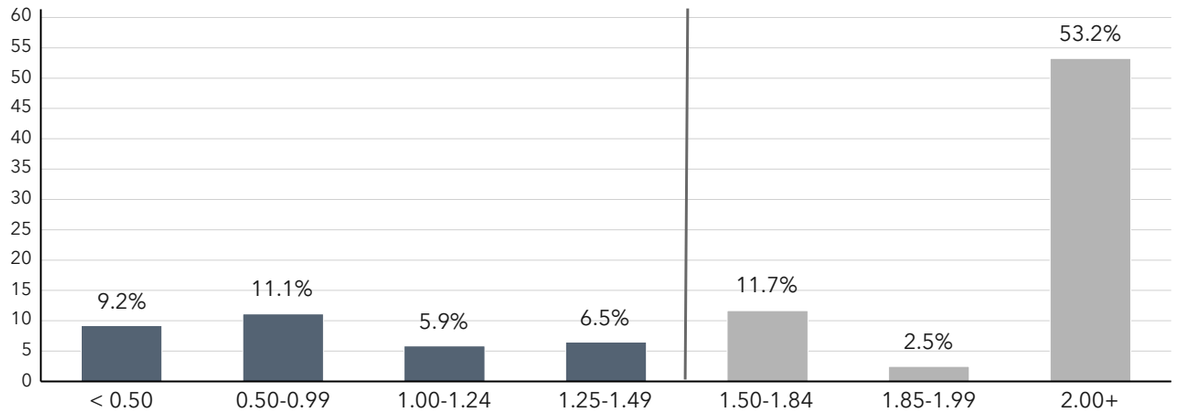


Language Spoken in Area	Total	Percent
English Only	**33,741**	**28.9%**
Spanish	**76,076**	**65.1%**
Spanish & English Well	52,641	69.2%
Spanish & English Not Well	13,576	17.8%
Spanish & No English	9,857	13.0%
Indo-European	**4,480**	**3.8%**
Indo-European & English Well	4,021	89.8%
Indo-European & English Not Well	367	8.2%
Indo-European & No English	92	2.1%
Asian-Pacific Island	**612**	**0.5%**
Asian-Pacific Isl & English Well	499	81.5%
Asian-Pacific Isl & English Not Well	57	9.3%
Asian-Pacific Isl & No English	56	9.2%
Other Language	**1,864**	**1.6%**
Other Language & English Well	895	48.0%
Other Language & English Not Well	251	13.5%
Other Language & No English	718	38.5%

Transportation Management Associations in Miami-Dade County

4c. Transitway South TMA
Area: 21.41

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (71.75)
The smallest group: Pacific Islander Alone (0.03)

Indicator ▲	Value	Diff
White Alone	25.38	-3.72
Black Alone	18.61	+4.54
American Indian/Alaska Native Alone	0.96	+0.59
Asian Alone	1.35	-0.37
Pacific Islander Alone	0.03	0
Other Race	15.44	+3.62
Two or More Races	38.23	-4.67
Hispanic Origin (Any Race)	71.75	+2.15

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	4c. Transitway South TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	9.2%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	11.1%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.9%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.9%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	6.5%	4.5%	4.1%
Total	**38.5%**	**26.1%**	**24.4%**

Transportation to Work

2.3%
Public Transportation

17.1%
Carpooled

0.5%
Walked to Work

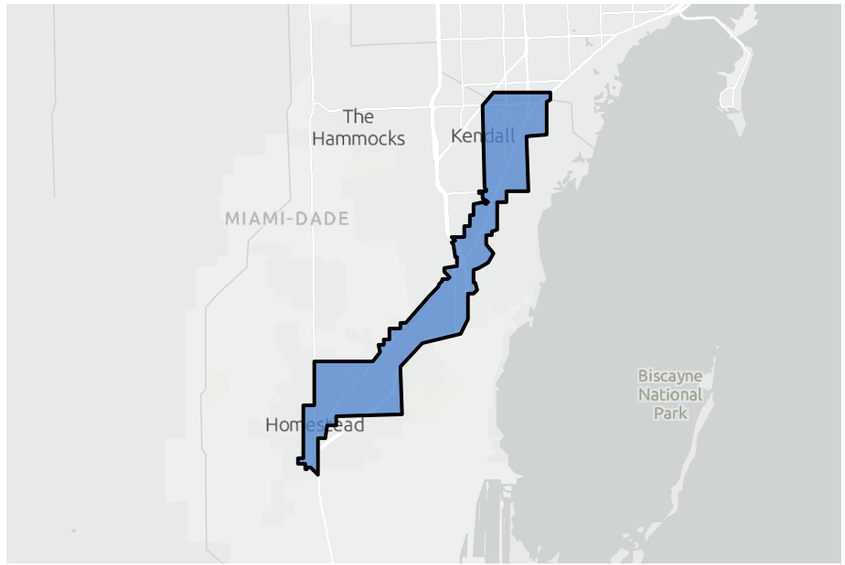
0.3%
Bike to Work

71.6%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

4d. Transitway Combined TMA
Area: 38.06 square miles

37.5	208,489	2.9	$71,259
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

1,000*

Including Platforms, Entrances, and Exits

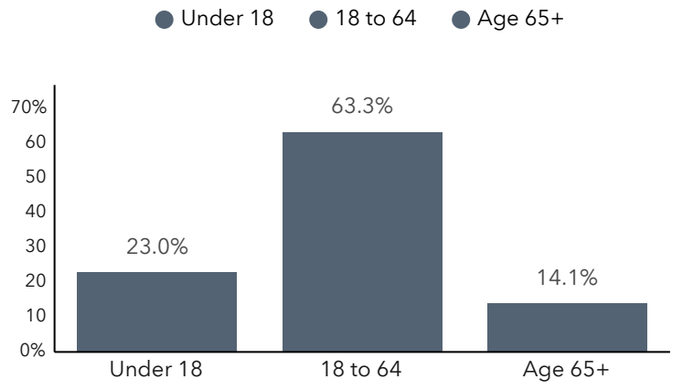
At Risk Population

29,434	14,795	15.7%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

What's Nearby

682	35	71	574	26
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Age Groups

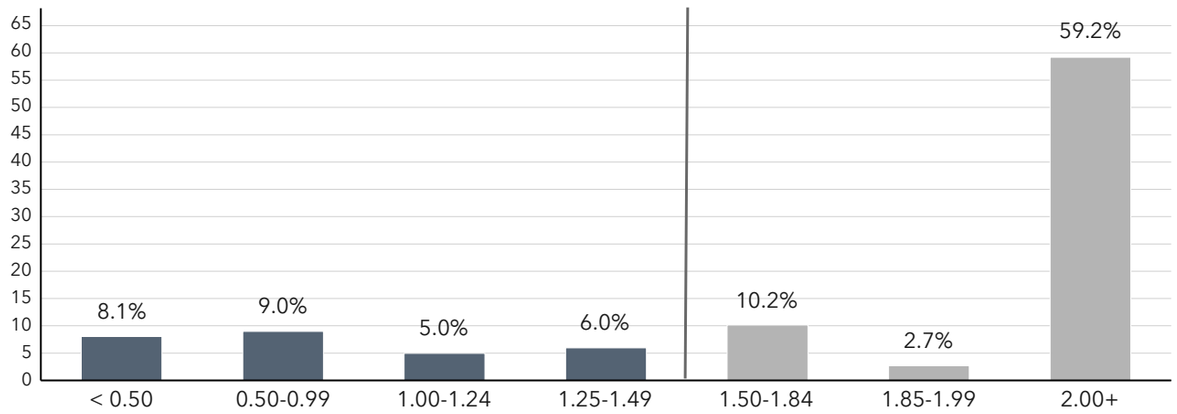


Language Spoken in Area	Total	Percent
English Only	**58,414**	**31.8%**
Spanish	**113,397**	**61.8%**
Spanish & English Well	82,146	72.4%
Spanish & English Not Well	18,968	16.7%
Spanish & No English	12,283	10.8%
Indo-European	**7,467**	**4.1%**
Indo-European & English Well	6,858	91.8%
Indo-European & English Not Well	499	6.7%
Indo-European & No English	110	1.5%
Asian-Pacific Island	**2,173**	**1.2%**
Asian-Pacific Isl & English Well	1,863	85.7%
Asian-Pacific Isl & English Not Well	242	11.1%
Asian-Pacific Isl & No English	68	3.1%
Other Language	**2,154**	**1.2%**
Other Language & English Well	1,169	54.3%
Other Language & English Not Well	260	12.1%
Other Language & No English	725	33.7%

Transportation Management Associations in Miami-Dade County

4d. Transitway Combined TMA
Area: 38.06 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (68.57)
The smallest group: Pacific Islander Alone (0.03)

Indicator ▲	Value	Diff
White Alone	29.06	-0.04
Black Alone	15.14	+1.07
American Indian/Alaska Native Alone	0.71	+0.34
Asian Alone	2.50	+0.78
Pacific Islander Alone	0.03	0
Other Race	12.82	+1.00
Two or More Races	39.74	-3.16
Hispanic Origin (Any Race)	68.57	-1.03

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	4d. Transitway Combined TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	8.1%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	9.0%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	6.0%	4.5%	4.1%
Total	**32.9%**	**26.1%**	**24.4%**

Transportation to Work

3.1%
Public Transportation

14.3%
Carpooled

0.8%
Walked to Work

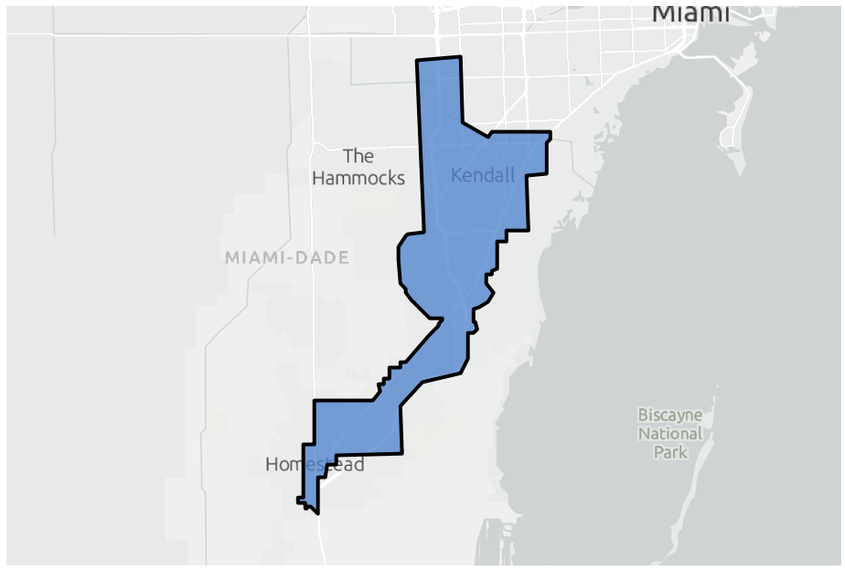
0.3%
Bike to Work

70.5%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

4e. Kendall + Combined Transitway TMA
Area: 69.09 square miles

40.4	364,449	2.9	$77,068
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

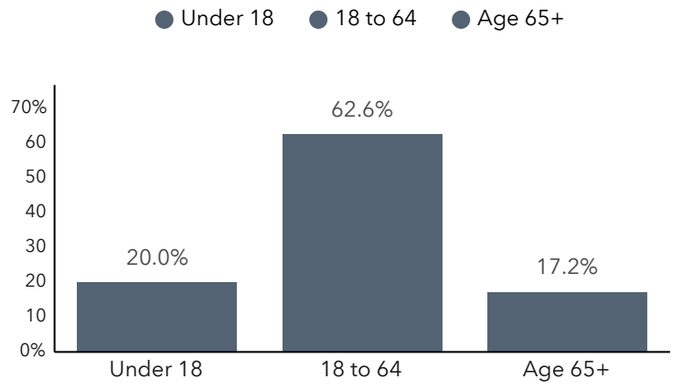
988	49	129	754	79
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

1,000*

Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

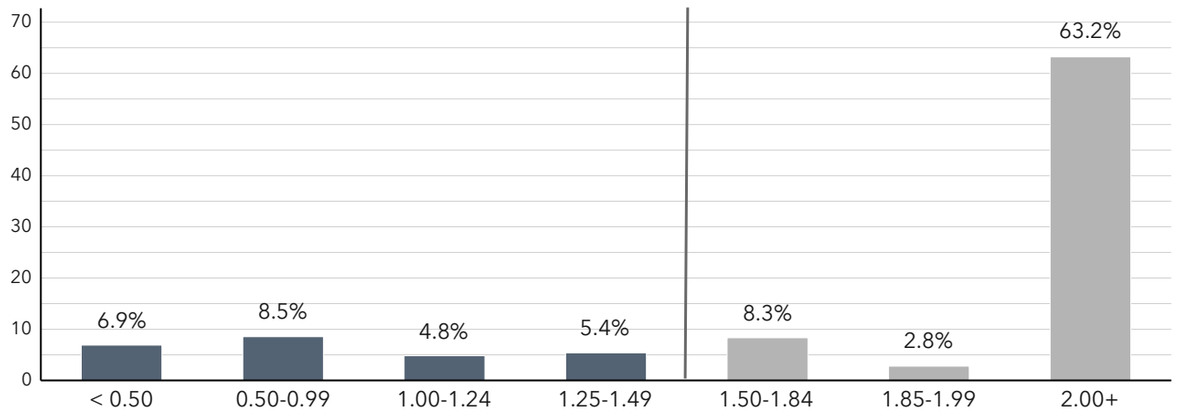
62,581	26,572	14.9%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**101,796**	**30.3%**
Spanish	**216,543**	**64.5%**
Spanish & English Well	158,386	73.1%
Spanish & English Not Well	36,309	16.8%
Spanish & No English	21,849	10.1%
Indo-European	**11,187**	**3.3%**
Indo-European & English Well	10,154	90.8%
Indo-European & English Not Well	893	8.0%
Indo-European & No English	140	1.3%
Asian-Pacific Island	**3,517**	**1.0%**
Asian-Pacific Isl & English Well	3,120	88.7%
Asian-Pacific Isl & English Not Well	320	9.1%
Asian-Pacific Isl & No English	77	2.2%
Other Language	**2,508**	**0.7%**
Other Language & English Well	1,517	60.5%
Other Language & English Not Well	267	10.6%
Other Language & No English	725	28.9%

Transportation Management Associations in Miami-Dade County

4e. Kendall + Combined Transitway TMA
Area: 69.09 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (71.07)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	29.10	0
Black Alone	13.36	-0.71
American Indian/Alaska Native Alone	0.52	+0.15
Asian Alone	2.21	+0.49
Pacific Islander Alone	0.02	-0.01
Other Race	11.65	-0.17
Two or More Races	43.14	+0.24
Hispanic Origin (Any Race)	71.07	+1.47

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	4e. Kendall + Combined Transitway TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	6.9%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	8.5%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.8%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.8%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.4%	4.5%	4.1%
Total	**30.5%**	**26.1%**	**24.4%**

Transportation to Work

2.4%
Public Transportation

11.6%
Carpooled

0.7%
Walked to Work

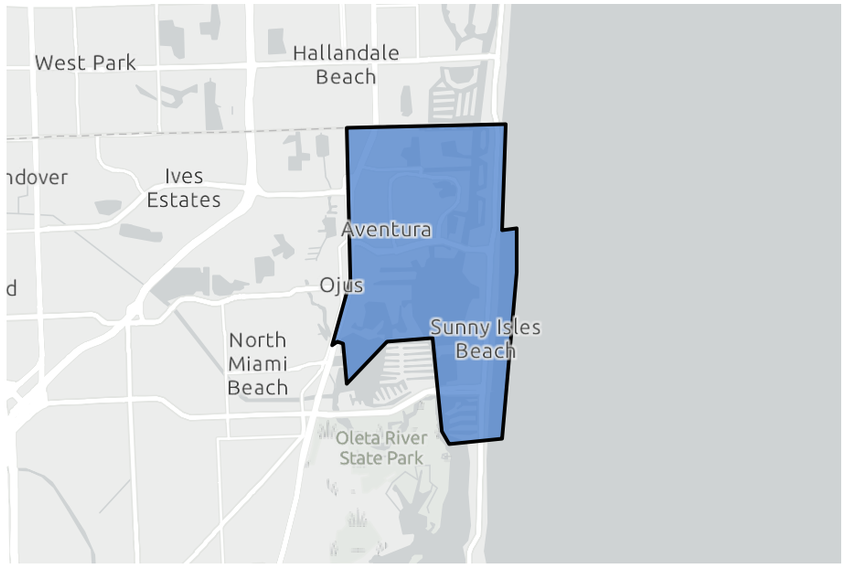
0.2%
Bike to Work

74.6%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

5a. Greater Aventura
Area: 5.80 square miles

49.0	64,107	2.1	$81,535
Median Age	Population Total	Average HH Size	Median HH Income



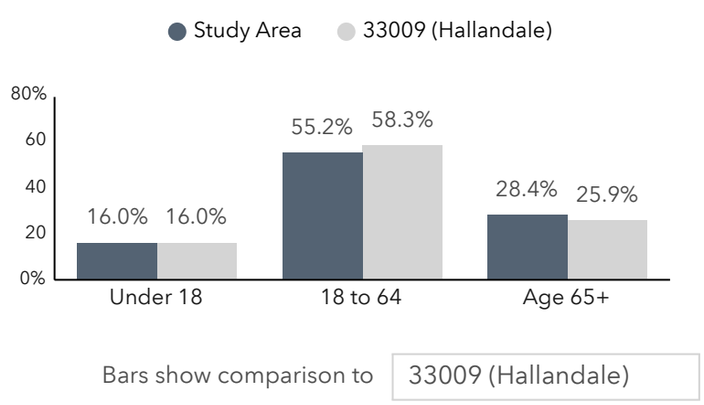
What's Nearby

300	81	86	178	18
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

389
Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33009 (Hallandale)

At Risk Population

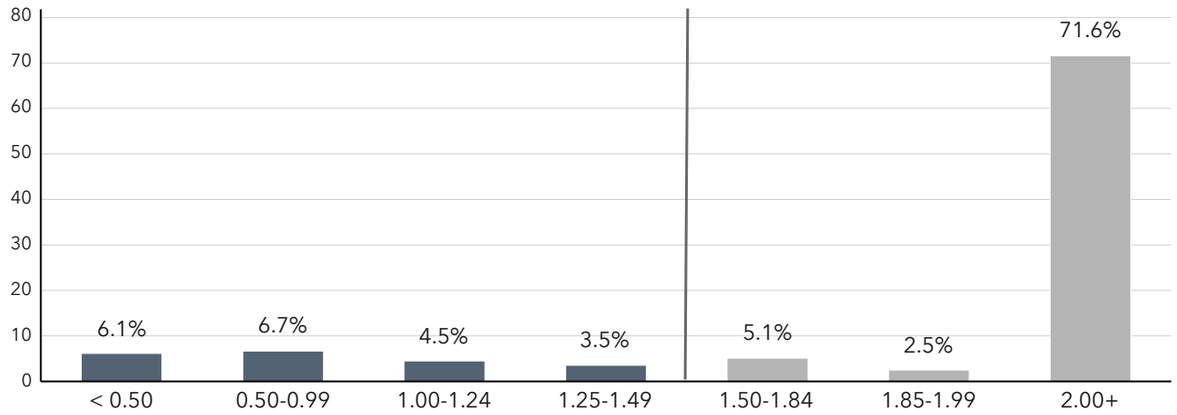
18,237	5,338	19.6%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**17,355**	**29.1%**
Spanish	**28,591**	**47.9%**
Spanish & English Well	24,913	87.1%
Spanish & English Not Well	2,745	9.6%
Spanish & No English	933	3.3%
Indo-European	**10,135**	**17.0%**
Indo-European & English Well	8,885	87.7%
Indo-European & English Not Well	1,107	10.9%
Indo-European & No English	143	1.4%
Asian-Pacific Island	**775**	**1.3%**
Asian-Pacific Isl & English Well	603	77.8%
Asian-Pacific Isl & English Not Well	85	11.0%
Asian-Pacific Isl & No English	87	11.2%
Other Language	**2,776**	**4.7%**
Other Language & English Well	2,707	97.5%
Other Language & English Not Well	69	2.5%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

5a. Greater Aventura
Area: 5.80 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: White Alone (60.07)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	60.07	+21.88
Black Alone	2.25	-25.09
American Indian/Alaska Native Alone	0.20	-0.20
Asian Alone	1.99	-2.11
Pacific Islander Alone	0.02	-0.03
Other Race	6.84	-2.09
Two or More Races	28.63	+7.64
Hispanic Origin (Any Race)	40.55	+7.48

Bars show deviation from Broward County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	5a. Greater Aventura	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	6.1%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	6.7%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.5%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	4.5%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	3.5%	4.5%	4.1%
Total	**25.4%**	**26.1%**	**24.4%**

Transportation to Work

1.7%
Public Transportation

6.0%
Carpooled

2.0%
Walked to Work

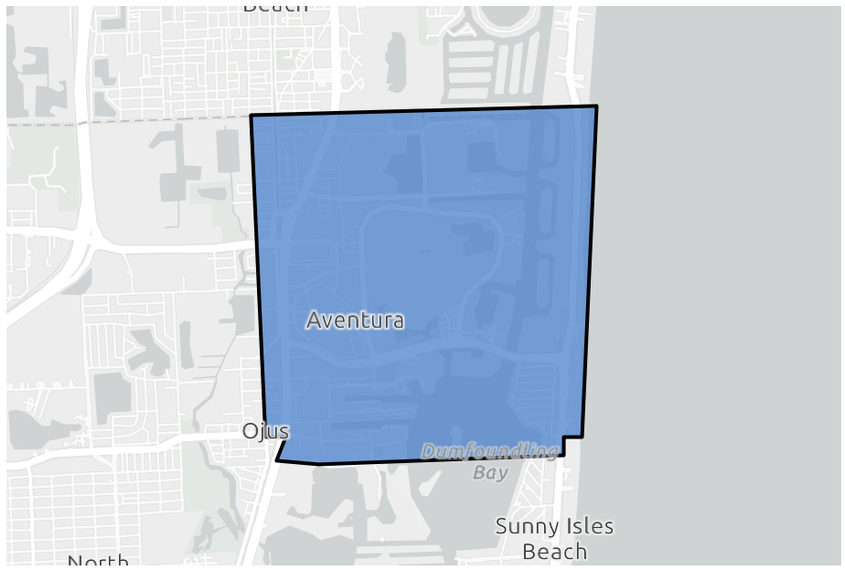
0.4%
Bike to Work

68.3%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

5b. Aventura TMA
Area: 3.90 square miles

47.2	39,210	2.2	$96,143
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

226	37	43	177	14
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

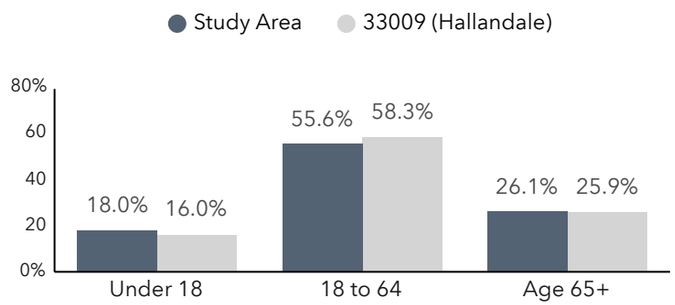
221

Including Platforms, Entrances, and Exits

At Risk Population

10,256	2,977	17.1%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Age Groups



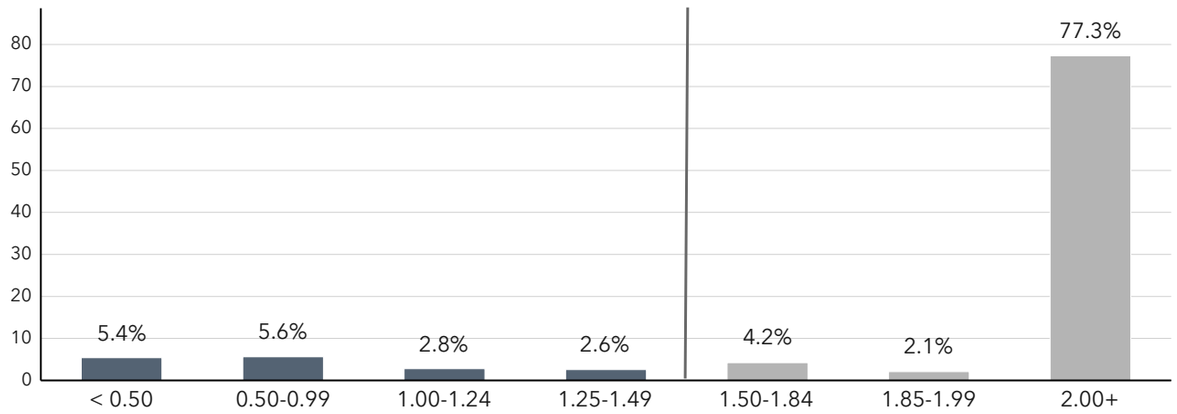
Bars show comparison to 33009 (Hallandale)

Language Spoken in Area	Total	Percent
English Only	**10,620**	**30.3%**
Spanish	**16,833**	**48.1%**
Spanish & English Well	15,227	90.5%
Spanish & English Not Well	1,191	7.1%
Spanish & No English	415	2.5%
Indo-European	**4,770**	**13.6%**
Indo-European & English Well	4,269	89.5%
Indo-European & English Not Well	401	8.4%
Indo-European & No English	100	2.1%
Asian-Pacific Island	**623**	**1.8%**
Asian-Pacific Isl & English Well	482	77.4%
Asian-Pacific Isl & English Not Well	73	11.7%
Asian-Pacific Isl & No English	68	10.9%
Other Language	**2,167**	**6.2%**
Other Language & English Well	2,100	96.9%
Other Language & English Not Well	67	3.1%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

5b. Aventura TMA
Area: 3.90 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: White Alone (61.43)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	61.43	+23.24
Black Alone	2.42	-24.92
American Indian/Alaska Native Alone	0.15	-0.25
Asian Alone	2.17	-1.93
Pacific Islander Alone	0.02	-0.03
Other Race	6.15	-2.78
Two or More Races	27.66	+6.67
Hispanic Origin (Any Race)	40.37	+7.30

Bars show deviation from Broward County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	5b. Aventura TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.4%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	5.6%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.8%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.8%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	2.6%	4.5%	4.1%
Total	**19.2%**	**26.1%**	**24.4%**

Transportation to Work

1.4%
Public Transportation

7.2%
Carpooled

1.5%
Walked to Work

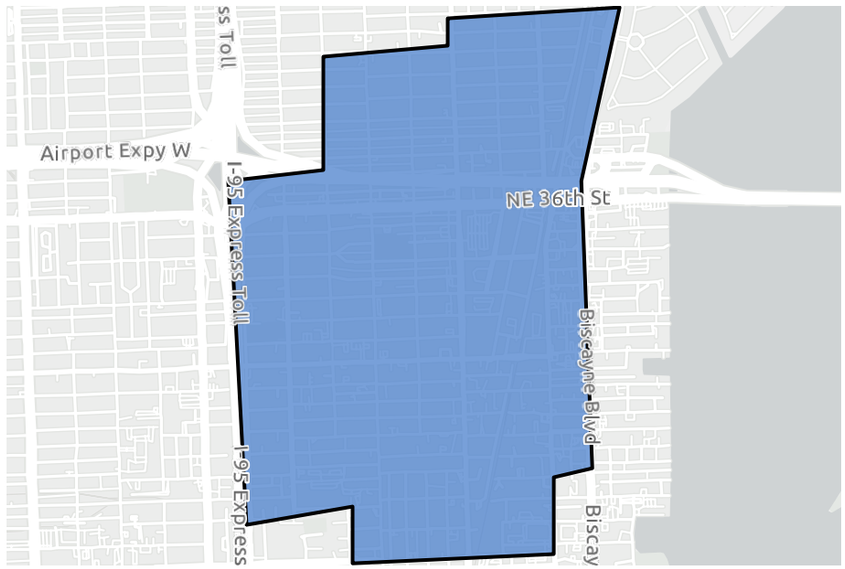
0.7%
Bike to Work

65.7%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

6a. Consolidated Wynwood/Midtown/Design District TMA
Area: 1.42 square miles

34.9	15,062	1.9	$71,055
Median Age	Population Total	Average HH Size	Median HH Income



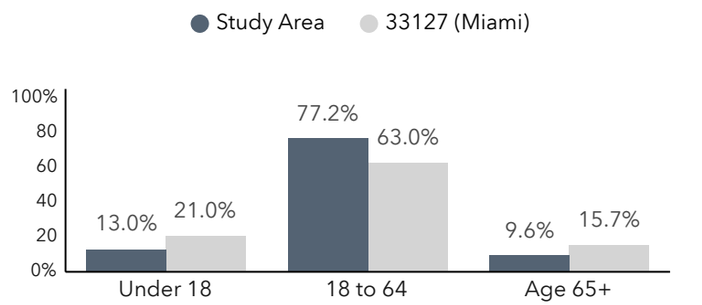
What's Nearby

213	24	26	46	134
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

154
Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33127 (Miami)

At Risk Population

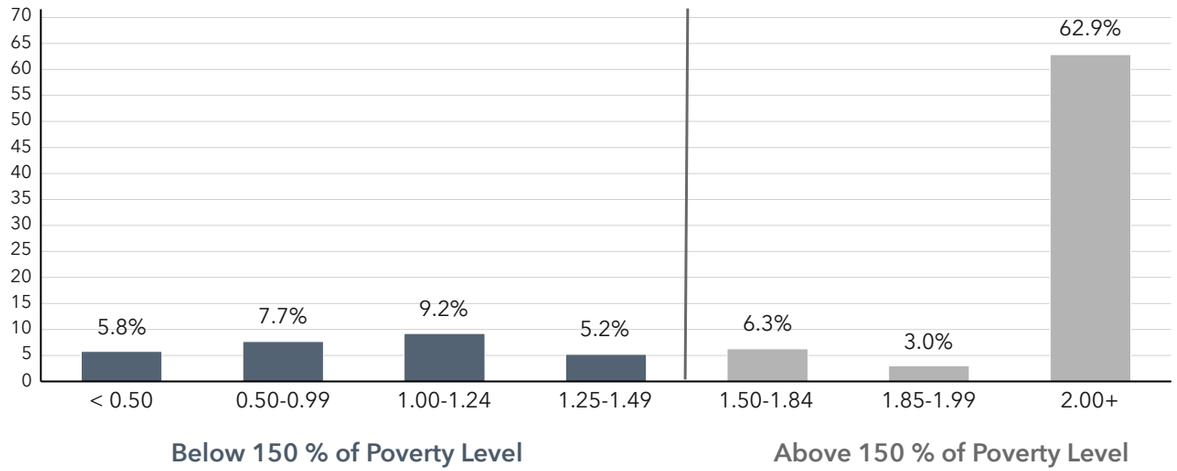
1,449	782	29.8%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**3,973**	**29.5%**
Spanish	**8,016**	**59.4%**
Spanish & English Well	6,176	77.0%
Spanish & English Not Well	884	11.0%
Spanish & No English	956	11.9%
Indo-European	**1,295**	**9.6%**
Indo-European & English Well	1,214	93.7%
Indo-European & English Not Well	40	3.1%
Indo-European & No English	41	3.2%
Asian-Pacific Island	**88**	**0.7%**
Asian-Pacific Isl & English Well	88	100.0%
Asian-Pacific Isl & English Not Well	0	0.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**118**	**0.9%**
Other Language & English Well	118	100.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

6a. Consolidated Wynwood/Midtown/Design District TMA
Area: 1.42 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.54)
The smallest group: Pacific Islander Alone (0.08)

Indicator ▲	Value	Diff
White Alone	34.08	+4.98
Black Alone	13.69	-0.38
American Indian/Alaska Native Alone	0.42	+0.05
Asian Alone	1.83	+0.11
Pacific Islander Alone	0.08	+0.05
Other Race	15.55	+3.73
Two or More Races	34.35	-8.55
Hispanic Origin (Any Race)	60.54	-9.06

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	6a. Consolidated Wynwood/ Midtown/Design District TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.8%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	7.7%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	9.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	9.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.2%	4.5%	4.1%
Total	**37.1%**	**26.1%**	**24.4%**

Transportation to Work

6.7%
Public Transportation

6.8%
Carpooled

3.3%
Walked to Work

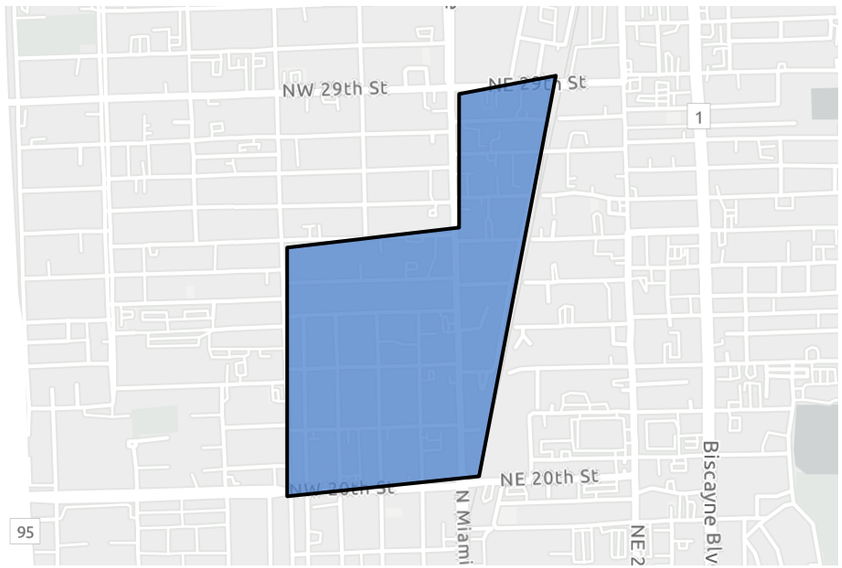
0.9%
Bike to Work

56.0%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

6b. Wynwood TMA
Area: 0.14 square miles

34.1	444	2.3	$42,935
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

4

Including Platforms, Entrances, and Exits

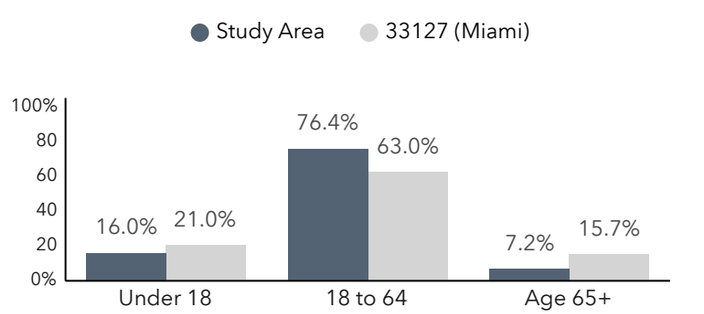
At Risk Population

30	0	15.5%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

What's Nearby

26	1	3	5	37
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Age Groups



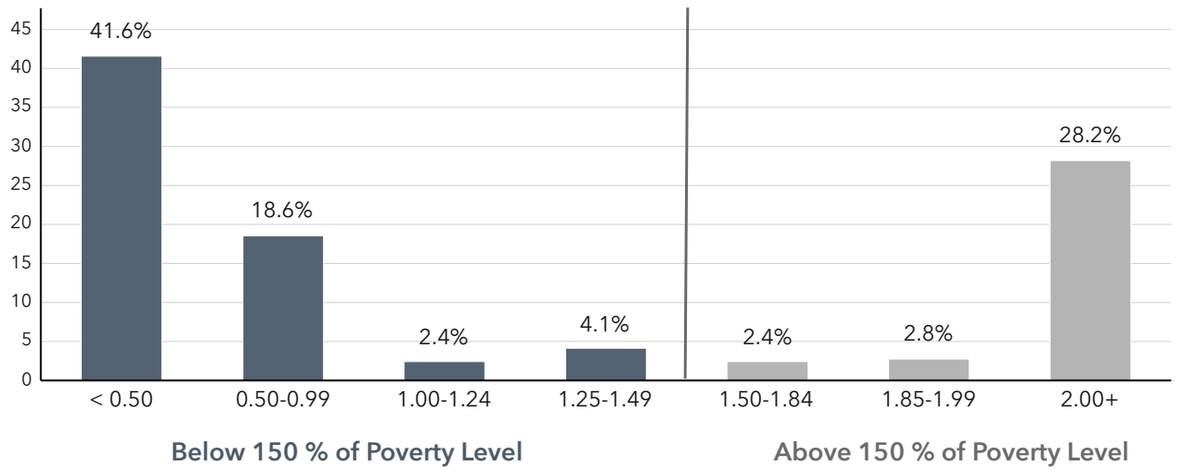
Bars show comparison to 33127 (Miami)

Language Spoken in Area	Total	Percent
English Only	**148**	**51.0%**
Spanish	**126**	**43.4%**
Spanish & English Well	113	89.7%
Spanish & English Not Well	4	3.2%
Spanish & No English	9	7.1%
Indo-European	**16**	**5.5%**
Indo-European & English Well	16	100.0%
Indo-European & English Not Well	0	0.0%
Indo-European & No English	0	0.0%
Asian-Pacific Island	**0**	**0.0%**
Asian-Pacific Isl & English Well	0	0.0%
Asian-Pacific Isl & English Not Well	0	0.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**0**	**0.0%**
Other Language & English Well	0	0.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

6b. Wynwood TMA
Area: 0.14 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (46.17)
The smallest group: Pacific Islander Alone (0.00)

Indicator ▲	Value	Diff
White Alone	33.33	+4.23
Black Alone	30.41	+16.34
American Indian/Alaska Native Alone	0.23	-0.14
Asian Alone	1.13	-0.59
Pacific Islander Alone	0.00	-0.03
Other Race	8.56	-3.26
Two or More Races	26.35	-16.55
Hispanic Origin (Any Race)	46.17	-23.43

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	6b. Wynwood TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	41.6%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	18.6%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	2.4%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	4.1%	4.5%	4.1%
Total	**69.1%**	**26.1%**	**24.4%**

Transportation to Work

16.4%
Public Transportation

0.7%
Carpooled

8.6%
Walked to Work

3.6%
Bike to Work

44.3%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

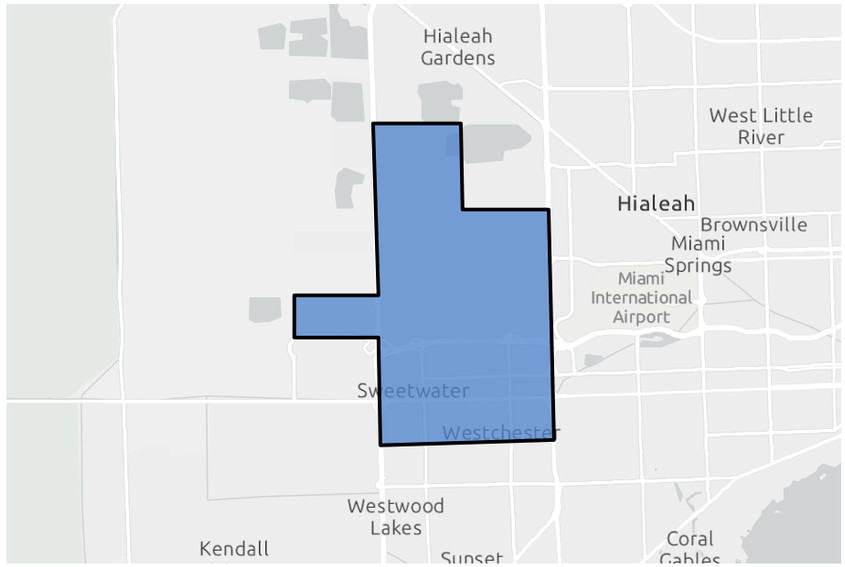
7. Sweeetwater- Doral- FIU
Area: 28 square miles

40.4
Median Age

188,600
Population Total

2.8
Average HH Size

$78,649
Median HH Income



What's Nearby

826
Total Businesses

60
Apartment Buildings

91
Landmarks & Outdoors

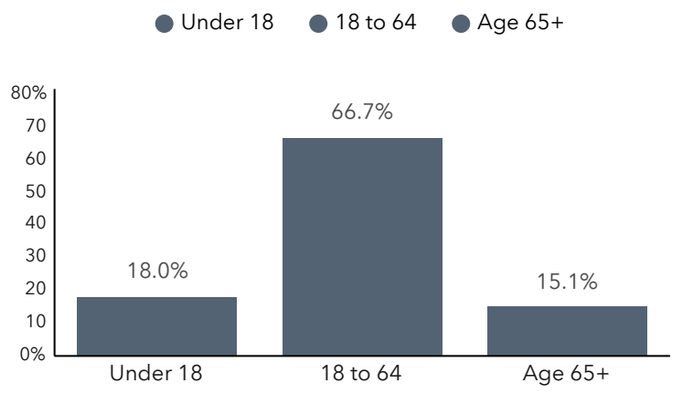
220
Health & Medicine

42
Arts & Entertainment

Transit Stops and Stations

865
Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

28,442
2024 Senior Population

9,687
HHs w/1+ Persons with a Disability

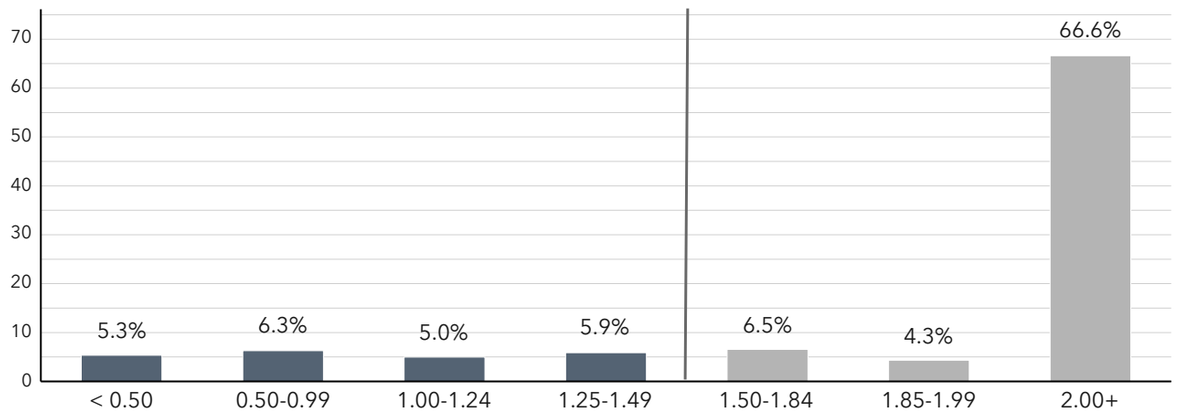
11.8%
Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**18,361**	**10.9%**
Spanish	**142,616**	**84.6%**
Spanish & English Well	99,243	69.6%
Spanish & English Not Well	25,909	18.2%
Spanish & No English	17,465	12.2%
Indo-European	**4,540**	**2.7%**
Indo-European & English Well	4,155	91.5%
Indo-European & English Not Well	172	3.8%
Indo-European & No English	213	4.7%
Asian-Pacific Island	**2,275**	**1.4%**
Asian-Pacific Isl & English Well	2,025	89.0%
Asian-Pacific Isl & English Not Well	217	9.5%
Asian-Pacific Isl & No English	33	1.5%
Other Language	**701**	**0.4%**
Other Language & English Well	682	97.3%
Other Language & English Not Well	19	2.7%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

7. Sweeetwater- Doral- FIU
Area: 28 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (86.97)
The smallest group: Pacific Islander Alone (0.02)

Indicator ▲	Value	Diff
White Alone	25.15	-3.95
Black Alone	1.66	-12.41
American Indian/Alaska Native Alone	0.27	-0.10
Asian Alone	2.53	+0.81
Pacific Islander Alone	0.02	-0.01
Other Race	15.22	+3.40
Two or More Races	55.14	+12.24
Hispanic Origin (Any Race)	86.97	+17.37

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	7. Sweeetwater- Doral- FIU	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.3%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	6.3%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	5.0%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.9%	4.5%	4.1%
Total	**27.4%**	**26.1%**	**24.4%**

Transportation to Work

1.3%
Public Transportation

10.1%
Carpooled

1.4%
Walked to Work

0.2%
Bike to Work

74.6%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

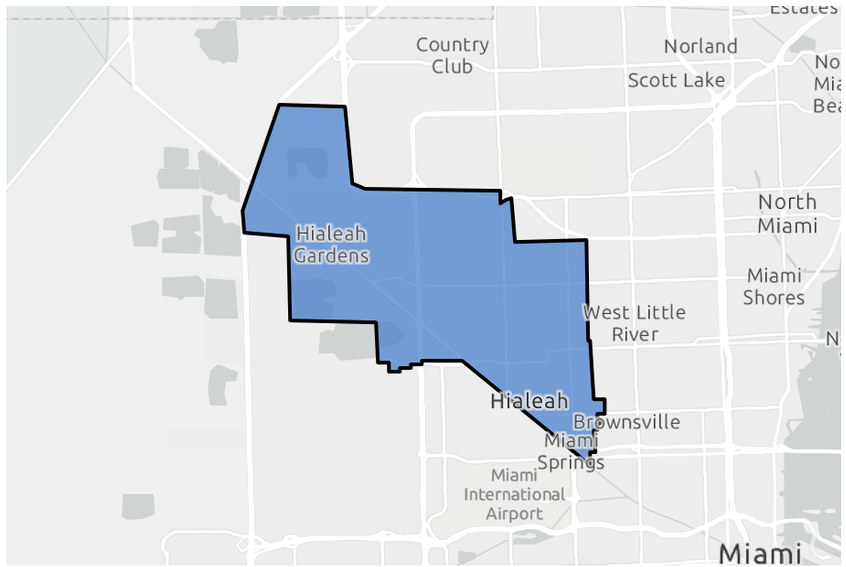
8. Greater Hialeah TMA
Area: 32.7 square miles

46.7
Median Age

249,906
Population Total

2.9
Average HH Size

$49,816
Median HH Income



What's Nearby

526
Total Businesses

12
Apartment Buildings

55
Landmarks & Outdoors

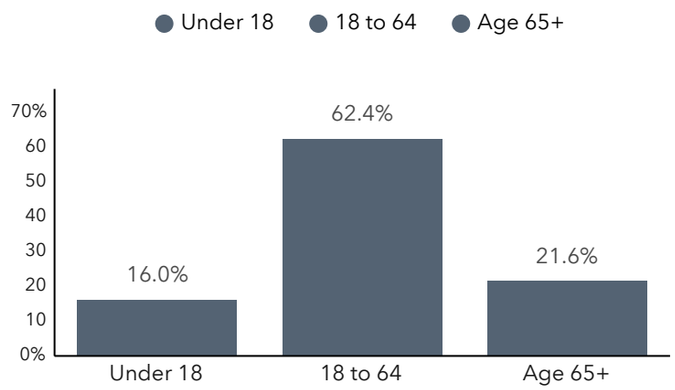
227
Health & Medicine

27
Arts & Entertainment

Transit Stops and Stations

908
Including Platforms, Entrances, and Exits

Age Groups



At Risk Population

54,078
2024 Senior Population

24,397
HHs w/1+ Persons with a Disability

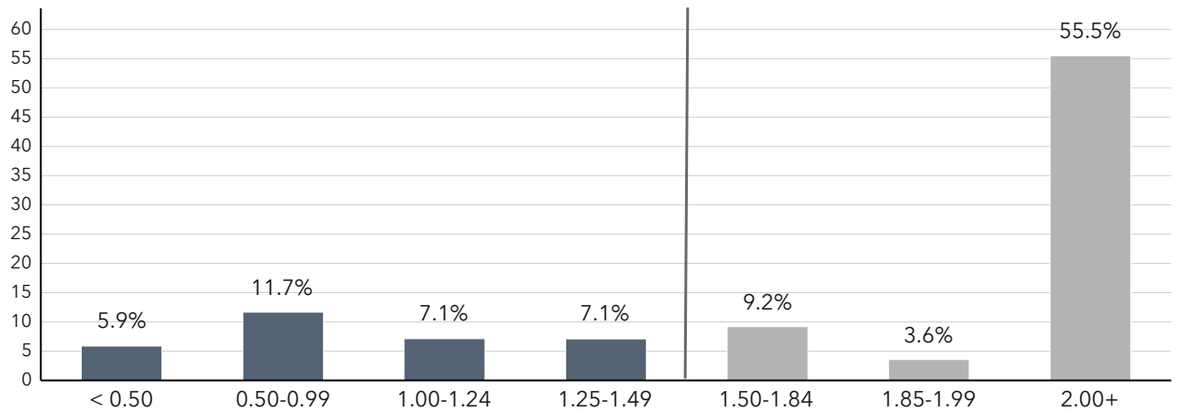
19.8%
Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**17,656**	**7.4%**
Spanish	**217,734**	**91.7%**
Spanish & English Well	119,294	54.8%
Spanish & English Not Well	50,320	23.1%
Spanish & No English	48,120	22.1%
Indo-European	**1,312**	**0.6%**
Indo-European & English Well	1,090	83.1%
Indo-European & English Not Well	214	16.3%
Indo-European & No English	8	0.6%
Asian-Pacific Island	**567**	**0.2%**
Asian-Pacific Isl & English Well	373	65.8%
Asian-Pacific Isl & English Not Well	169	29.8%
Asian-Pacific Isl & No English	25	4.4%
Other Language	**99**	**0.0%**
Other Language & English Well	99	100.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

8. Greater Hialeah TMA
Area: 32.7 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (94.00)
The smallest group: Pacific Islander Alone (0.01)

Indicator ▲	Value	Diff
White Alone	26.43	-2.67
Black Alone	1.21	-12.86
American Indian/Alaska Native Alone	0.17	-0.20
Asian Alone	0.52	-1.20
Pacific Islander Alone	0.01	-0.02
Other Race	12.38	+0.56
Two or More Races	59.29	+16.39
Hispanic Origin (Any Race)	94.00	+24.40

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	8. Greater Hialeah TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	5.9%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	11.7%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	7.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	7.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	7.1%	4.5%	4.1%
Total	**38.9%**	**26.1%**	**24.4%**

Transportation to Work

1.1%
Public Transportation

10.0%
Carpooled

1.3%
Walked to Work

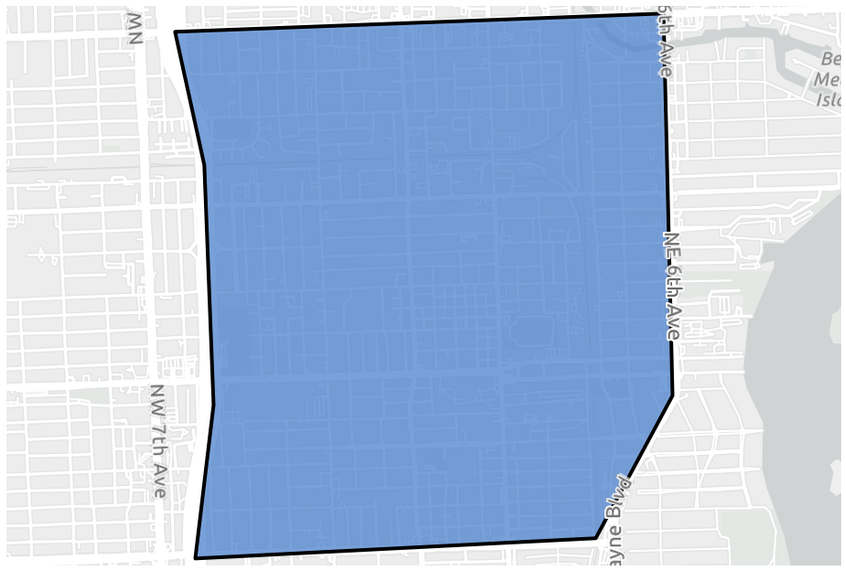
0.1%
Bike to Work

75.0%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

9. Miami Innovation District TMA
Area: 1.42 square miles

39.6	18,742	2.4	$28,088
Median Age	Population Total	Average HH Size	Median HH Income



What's Nearby

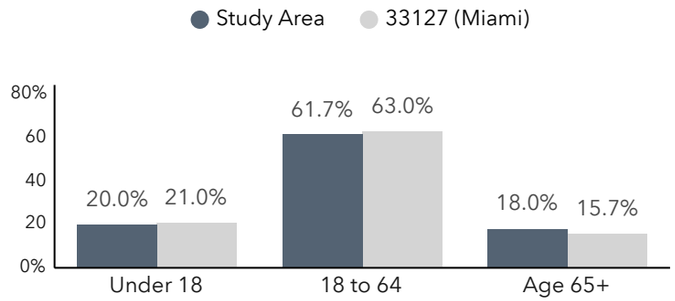
73	4	16	7	32
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Transit Stops and Stations

174

Including Platforms, Entrances, and Exits

Age Groups



Bars show comparison to 33127 (Miami)

At Risk Population

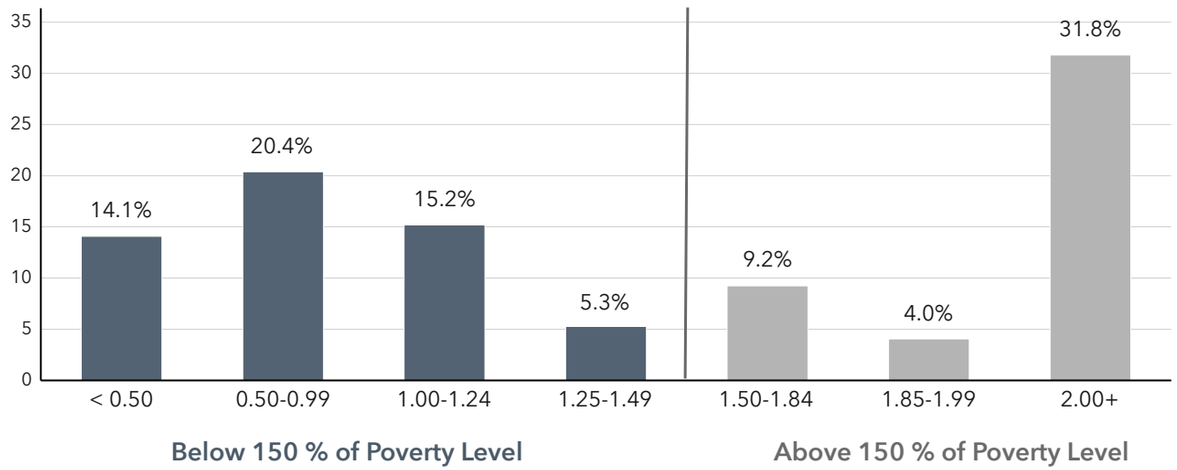
3,386	1,688	38.7%
2024 Senior Population	HHs w/1+ Persons with a Disability	Percent HHs No Vehicle

Language Spoken in Area	Total	Percent
English Only	**6,160**	**30.7%**
Spanish	**6,338**	**31.6%**
Spanish & English Well	3,664	57.8%
Spanish & English Not Well	1,797	28.4%
Spanish & No English	877	13.8%
Indo-European	**7,460**	**37.2%**
Indo-European & English Well	5,854	78.5%
Indo-European & English Not Well	1,255	16.8%
Indo-European & No English	351	4.7%
Asian-Pacific Island	**93**	**0.5%**
Asian-Pacific Isl & English Well	71	76.3%
Asian-Pacific Isl & English Not Well	22	23.7%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**0**	**0.0%**
Other Language & English Well	0	0.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Transportation Management Associations in Miami-Dade County

9. Miami Innovation District TMA
Area: 1.42 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Black Alone (59.17)
The smallest group: Pacific Islander Alone (0.03)

Indicator ▲	Value	Diff
White Alone	12.14	-16.96
Black Alone	59.17	+45.10
American Indian/Alaska Native Alone	0.26	-0.11
Asian Alone	0.67	-1.05
Pacific Islander Alone	0.03	0
Other Race	10.03	-1.79
Two or More Races	17.69	-25.21
Hispanic Origin (Any Race)	34.15	-35.45

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	9. Miami Innovation District TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	14.1%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	20.4%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	15.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	15.2%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.3%	4.5%	4.1%
Total	**70.1%**	**26.1%**	**24.4%**

Transportation to Work

13.8%
Public Transportation

4.5%
Carpooled

3.3%
Walked to Work

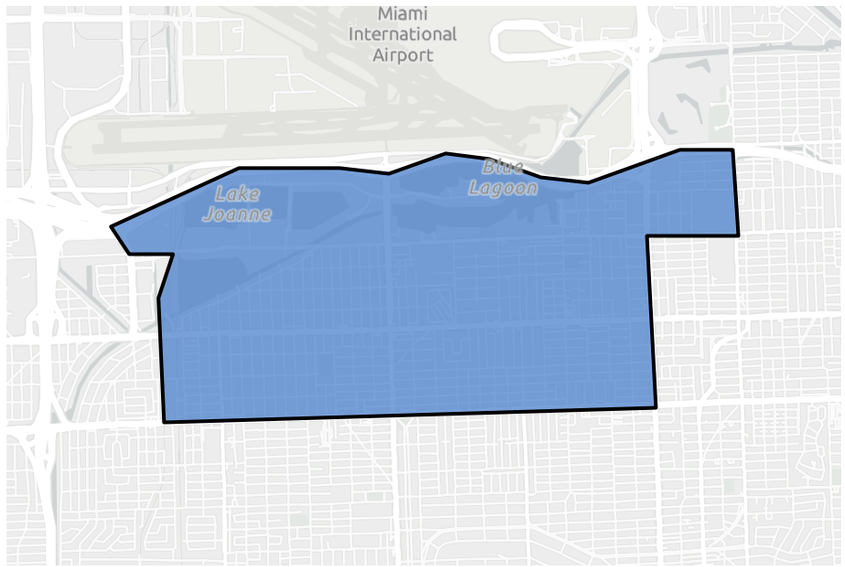
1.4%
Bike to Work

67.5%
Drove Alone to Work

Transportation Management Associations in Miami-Dade County

10. Waterford TMA
Area: 4.35 square miles

47.7	46,195	2.6	$47,970
Median Age	Population Total	Average HH Size	Median HH Income



Transit Stops and Stations

284
Including Platforms, Entrances, and Exits

At Risk Population

10,771
2024 Senior Population

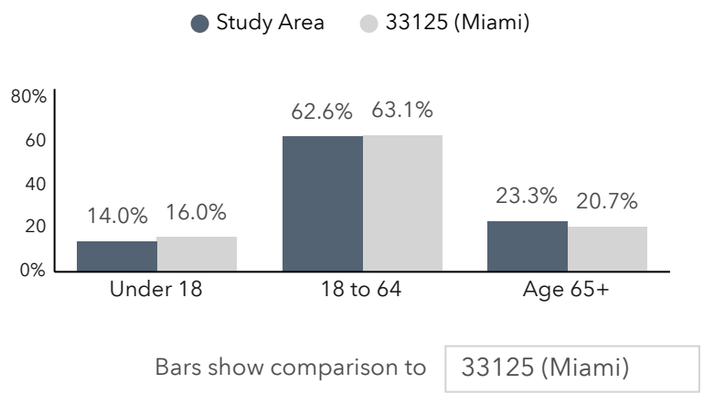
4,775
HHs w/1+ Persons with a Disability

25.6%
Percent HHs No Vehicle

What's Nearby

166	5	18	35	10
Total Businesses	Apartment Buildings	Landmarks & Outdoors	Health & Medicine	Arts & Entertainment

Age Groups



Bars show comparison to 33125 (Miami)

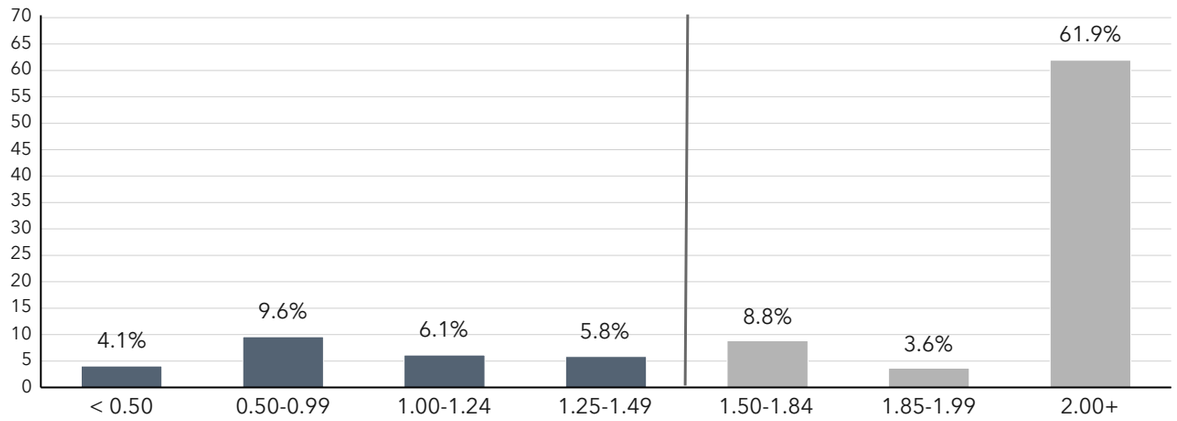
Language Spoken in Area	Total	Percent
English Only	**3,183**	**7.2%**
Spanish	**41,006**	**92.6%**
Spanish & English Well	24,216	59.1%
Spanish & English Not Well	10,510	25.6%
Spanish & No English	6,280	15.3%
Indo-European	**73**	**0.2%**
Indo-European & English Well	73	100.0%
Indo-European & English Not Well	0	0.0%
Indo-European & No English	0	0.0%
Asian-Pacific Island	**0**	**0.0%**
Asian-Pacific Isl & English Well	0	0.0%
Asian-Pacific Isl & English Not Well	0	0.0%
Asian-Pacific Isl & No English	0	0.0%
Other Language	**0**	**0.0%**
Other Language & English Well	0	0.0%
Other Language & English Not Well	0	0.0%
Other Language & No English	0	0.0%

Source: This infographic contains data provided by Esri (2024), ACS (2018-2022). Points of interest are sourced from Foursquare. License information about this content is available in the **data documentation**. *
Indicates the number of locations has reached the maximum.

Transportation Management Associations in Miami-Dade County

10. Waterford TMA
Area: 4.35 square miles

Population Above/Below 150% Poverty Threshold



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (94.43)
The smallest group: Pacific Islander Alone (0.01)

Indicator ▲	Value	Diff
White Alone	25.72	-3.38
Black Alone	1.04	-13.03
American Indian/Alaska Native Alone	0.14	-0.23
Asian Alone	0.61	-1.11
Pacific Islander Alone	0.01	-0.02
Other Race	13.06	+1.24
Two or More Races	59.42	+16.52
Hispanic Origin (Any Race)	94.43	+24.83

Bars show deviation from Miami-Dade County

Below 150% Poverty Threshold: Compared to Other Geographies

Variables	10. Waterford TMA	States Florida	United States of America United States
Pop by Ratio of Income to Poverty: <0.50	4.1%	5.9%	5.8%
Pop by Ratio of Income to Poverty: 0.50-0.99	9.6%	7.0%	6.7%
Pop by Ratio of Income to Poverty: 1.00-1.24	6.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.00-1.24	6.1%	4.3%	3.9%
Pop by Ratio of Income to Poverty: 1.25-1.49	5.8%	4.5%	4.1%
Total	**31.7%**	**26.1%**	**24.4%**

Transportation to Work

2.7%
Public Transportation

8.9%
Carpooled

2.0%
Walked to Work

0.2%
Bike to Work

76.7%
Drove Alone to Work