



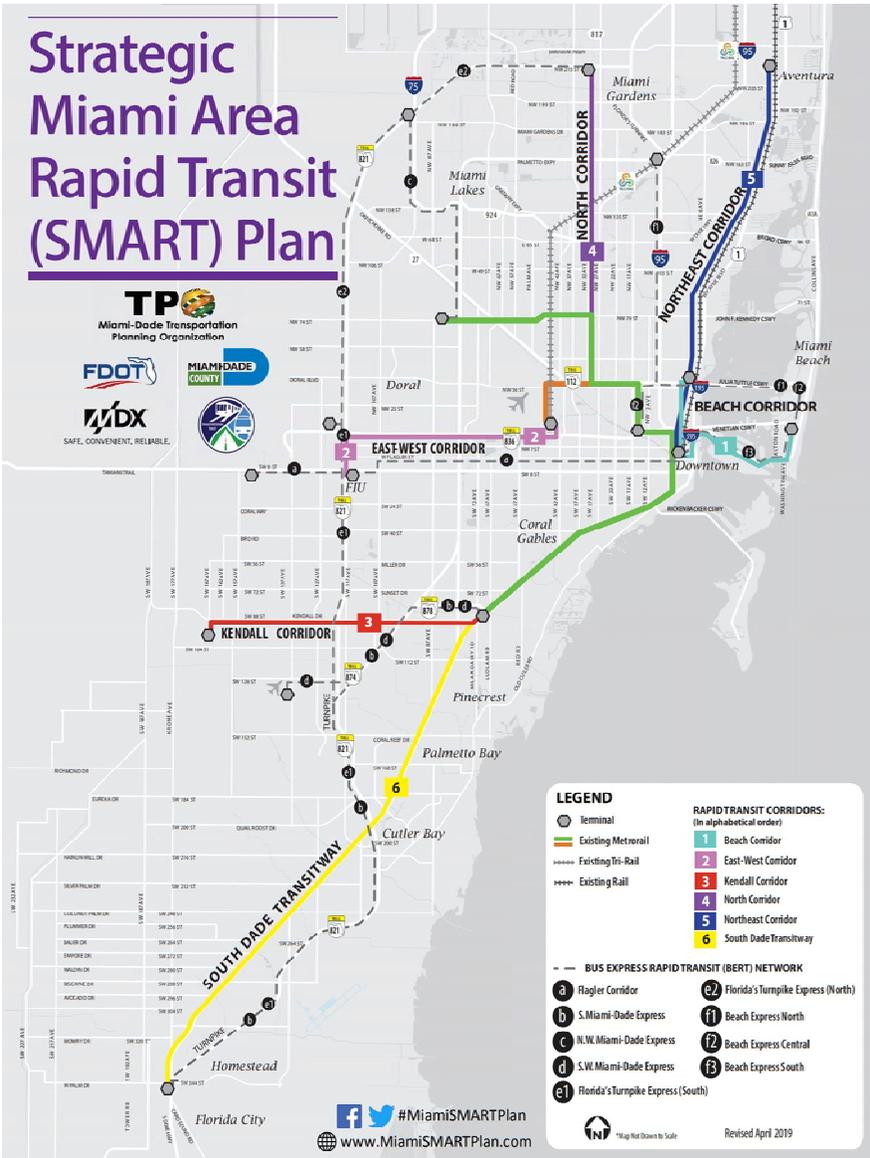
# South Corridor South Dade TransitWay



**BPAC Presentation**  
July 13<sup>th</sup>, 2021

# SMART Plan

## Strategic Miami Area Rapid Transit (SMART) Plan



**LEGEND**

- Terminal
- Existing Metrorail
- Existing Tri-Rail
- Existing Rail

**RAPID TRANSIT CORRIDORS:**  
(In alphabetical order)

- 1 Beach Corridor
- 2 East-West Corridor
- 3 Kendall Corridor
- 4 North Corridor
- 5 Northeast Corridor
- 6 South Dade Transitway

**BUS EXPRESS RAPID TRANSIT (BERT) NETWORK**

- a Flagler Corridor
- b S. Miami-Dade Express
- c N.W. Miami-Dade Express
- d S.W. Miami-Dade Express
- e Florida's Turnpike Express (South)
- e1 Florida's Turnpike Express (North)
- f1 Beach Express North
- f2 Beach Express Central
- f3 Beach Express South

Revised April 2019



# Basic Facts

## Length of Corridor

20 miles of exclusive transit right-of-way, parallel to US-1

## Limits

SW 344th Street Park and Ride/Bus Terminal to Dadeland South Metrorail Station

Approximately 46 intersections

## Municipalities

Village of Pinecrest

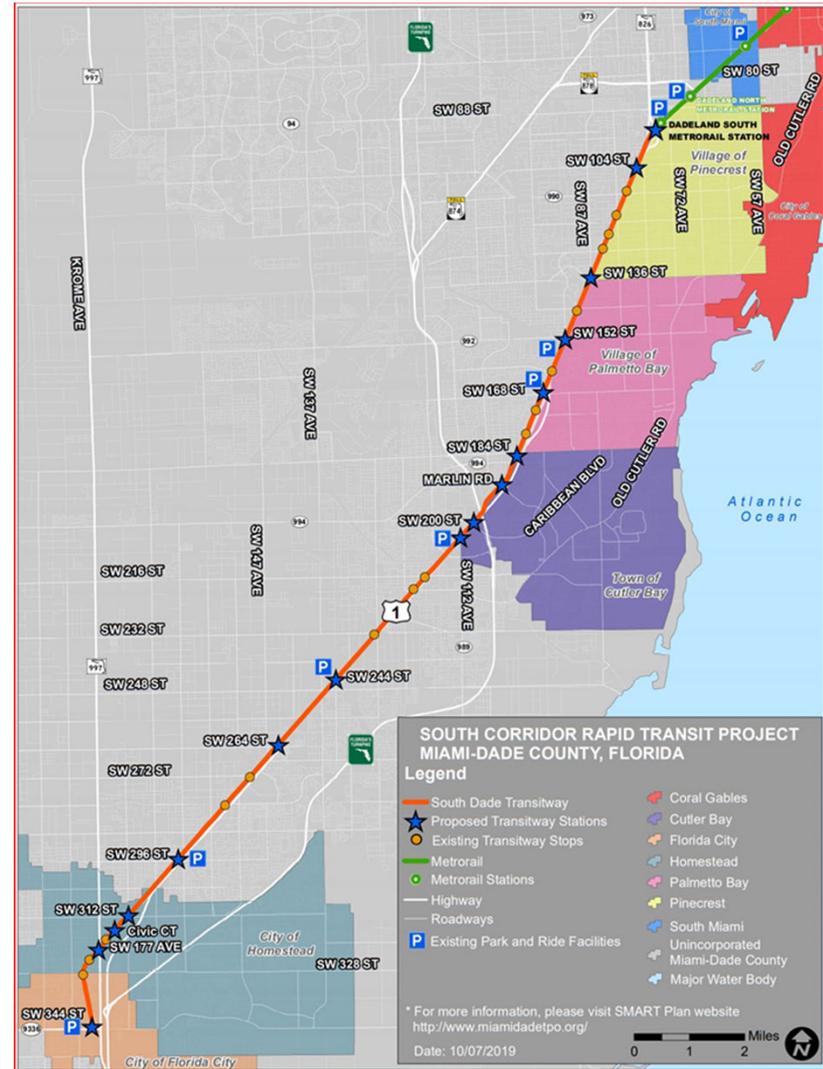
Village of Palmetto Bay

Town of Cutler Bay

City of Homestead

City of Florida City

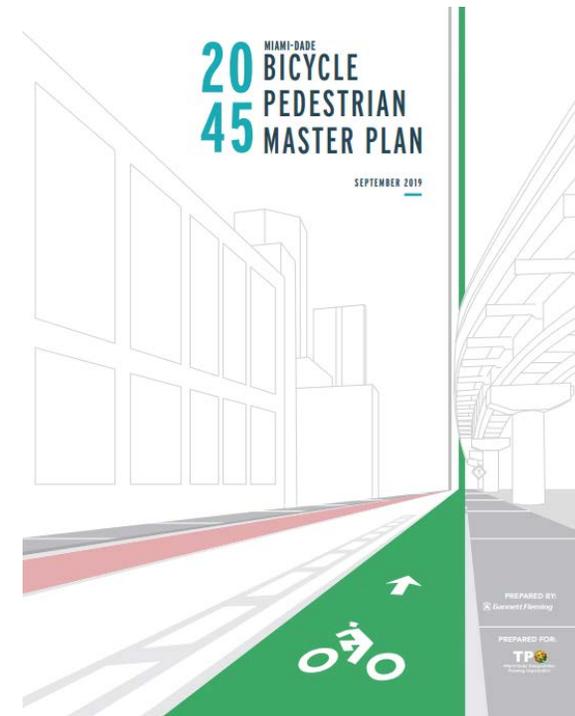
# South Dade TransitWay



Corridor Data

# South Dade TransitWay

- GOAL 1  
Maximize Mobility Choices Systemwide
- GOAL 2  
Increase the Safety of the Transportation System for All Users
- GOAL 3  
Increase the Security of the Transportation System for All Users
- GOAL 4  
Support Economic Vitality
- GOAL 5  
Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation
- GOAL 6  
Enhance the Integration & Connectivity of the System, Across & Between Modes for the benefit of People**
- GOAL 7  
Optimize Sound Investment Strategies for System Improvement and Management/Operations
- GOAL 8  
Improve and Preserve the Existing Transportation System



The Miami-Dade 2045 Bicycle and Pedestrian Master Plan assesses opportunities amongst the SMART Plan transit hubs and stations to expand the reach of bicycle and pedestrian trip distances to the entire county, with the help of transit connections. This Bicycle and Pedestrian Plan's primary focus is on the daily commuter trip and aims to incentivize projects that safely connect the largest number of people, that need it the most, to the most places, on a daily basis. This plan also looks at other pedestrian and bicycle trip destinations such as educational facilities, major medical centers, high employment areas, and outdoor recreational locations. Realizing these opportunities will help manage the ever-present issue of traffic any metropolitan area deals with and further encourages healthy and sustainable communities within the County. This plan serves as the non-motorized element of the 2045 Long Range Transportation Plan (LRTP).

## Miami-Dade County 2045 Bicycle and Pedestrian Master Plan

# South Dade TransitWay

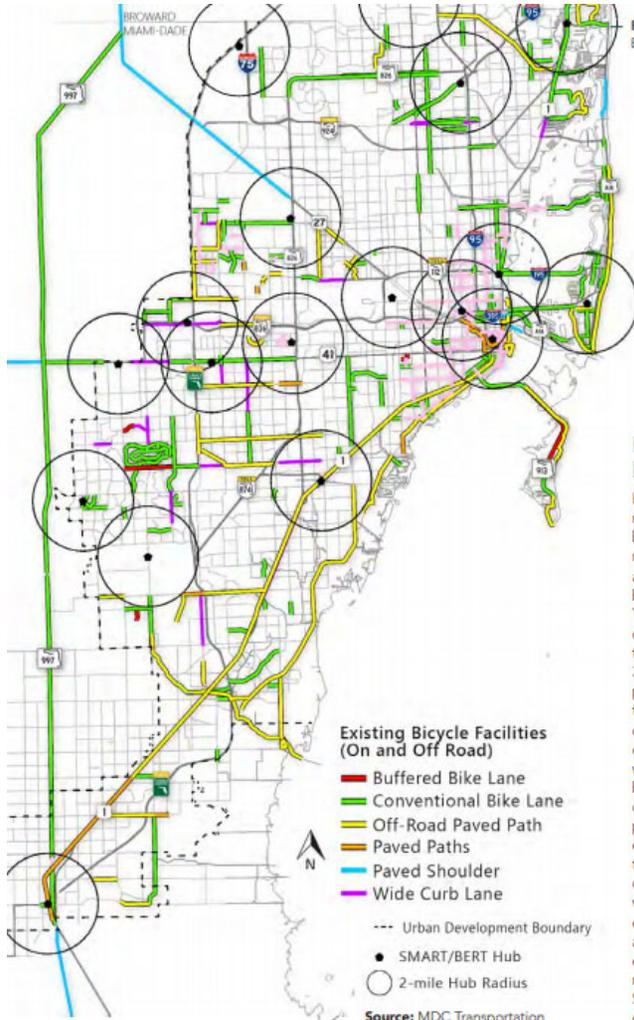


FIGURE 24 EXISTING BICYCLE FACILITIES MAP

## EXISTING BICYCLE NETWORK

Figure 24 displays the existing bicycle network within Miami-Dade County. To better understand the existing non-motorized network, documentation of additional characteristics beyond the basic type of facility was undertaken. The existing bicycle network consists of 197.5 miles of on-road bike lanes. Of these bike lanes, 97% are unprotected, 3% are buffered, and 0.005% are protected/separated. 48.7 miles of these bike lanes travel adjacent to on-street parking, while 65% of this on-street parking has sub-optimal widths, increasing the chance of being “doored.” Of the 135.9 miles of paved paths (trails and shared use paths), 73% of these paths’ widths are equal to or greater than the minimum ten (10) feet. Many of these paths contain short segments where the width becomes very constrained. Two examples of these points of constraint are bridge-crossings and vegetation encroachment. As can be seen, many of the proposed and existing SMART Plan terminals are missing direct non-motorized connections.



FIGURE 26 BLACK CREEK TRAIL SHARED USE PATH



FIGURE 27 SOUTH TRANSITWAY - SIDEPATH

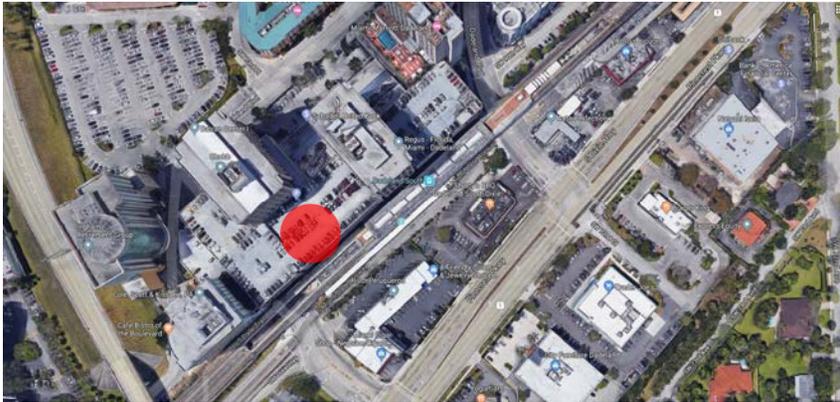
## SHARED USE PATHS AND SIDEPATHS

Shared use paths are paved off-road dedicated facilities, either within public right-of-way or independent right-of-way. The term “off-road” within the context of this report refers to any non-motorized facility that is physically separated from operating traffic by an open space or physical barrier. Sidepaths differ from shared use paths by lack of any significant separation between the path and the adjacent roadway. Shared use paths and sidepaths within this report always refer to paved facilities. Grass and Gravel trails, as well as multiuse trails (i.e. equestrian) will always be specifically referred to as such.

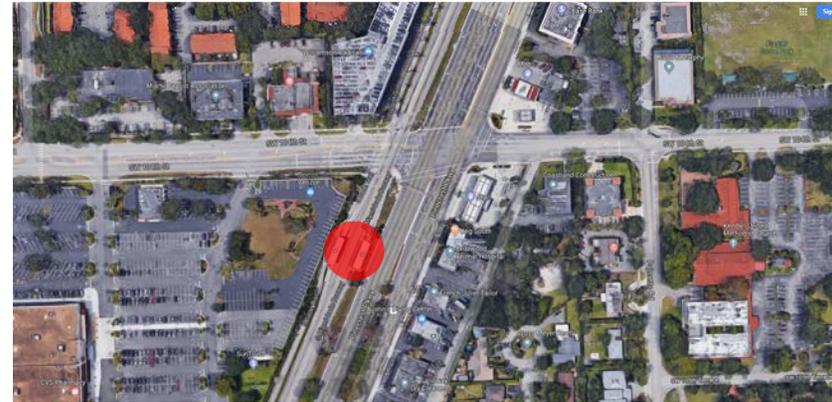
Shared use paths and sidepaths are used by bicyclists, pedestrians, skaters, runners, and others. The FDOT Design Manual indicates these two paths must comply with the Americans with Disabilities Act (ADA) standards because they serve as pedestrian facilities. In addition to required accessible pedestrian facility characteristics, the bicycle’s operating standards also govern the design of these paths.<sup>6</sup> According to FHWA’s Separating Bicyclist from Traffic, “The guidance from NACTO, CROW, TAC, New Zealand, and AASHTO recommend pedestrian volume be incorporated into bikeway selection decisions when deciding between a sidepath or a bike lane.”<sup>7</sup> If a bicycle and pedestrian improvement project is proposed within urbanized environments where pedestrian activity is high, a bike lane becomes more ideal to separate the two forms of non-motorized travel and allow for bicyclists to operate at preferred speeds. Along with operational benefits, it helps mitigate safety between pedestrians and bicyclists that would otherwise have to share the same facility.

## Miami-Dade County 2045 Bicycle and Pedestrian Master Plan

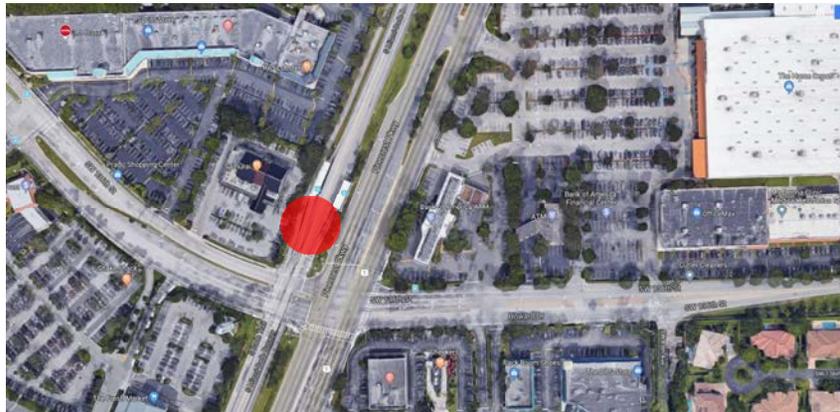
# South Dade TransitWay



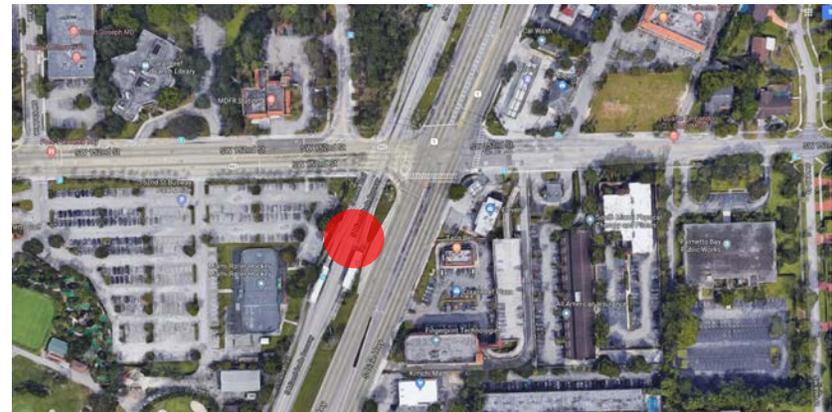
**Dadeland South  
Pinecrest, FL**



**SW 104<sup>th</sup> Street  
Pinecrest, FL**



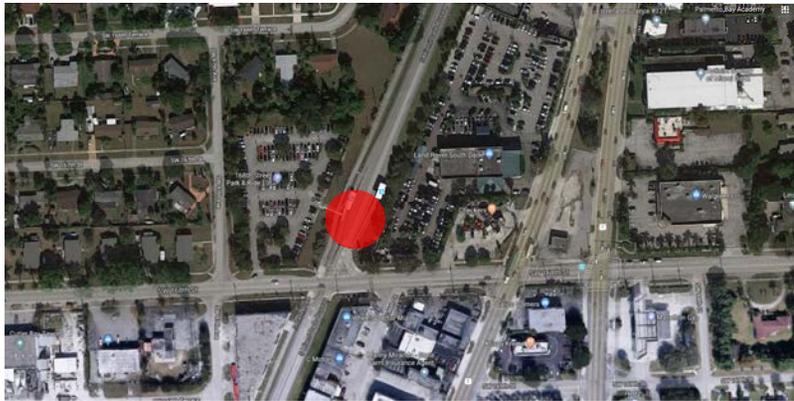
**SW 136<sup>th</sup> Street (Howard Dr./Falls)  
Pinecrest, FL**



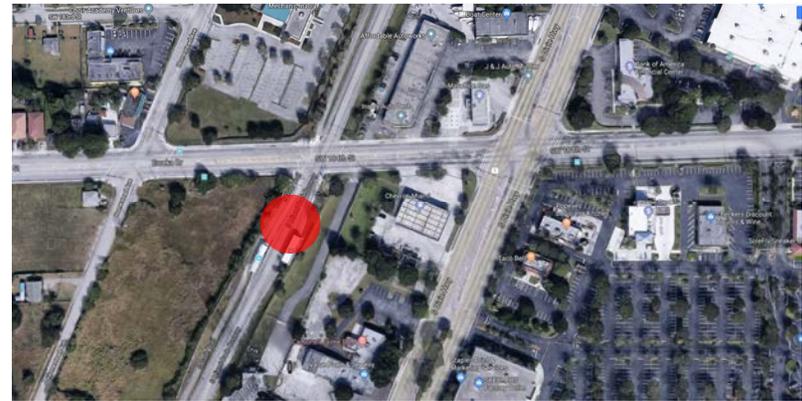
**SW 152<sup>nd</sup> Street  
Palmetto Bay, FL**

**Station Locations**

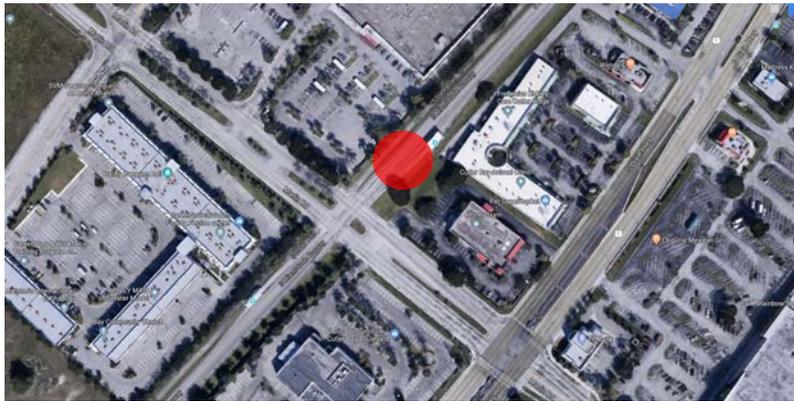
# South Dade TransitWay



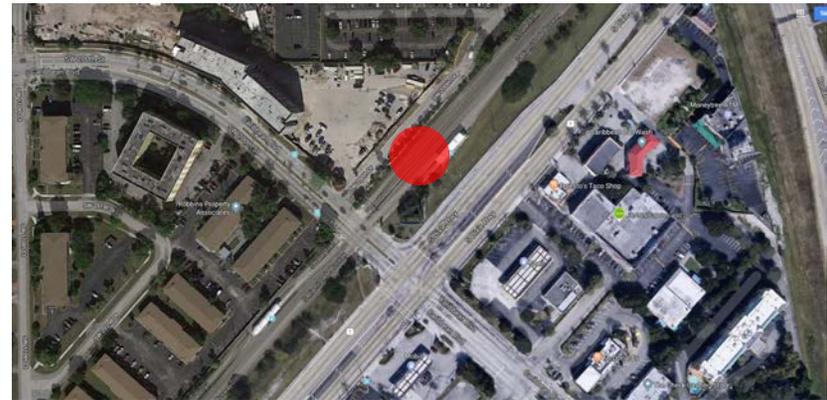
**SW 168<sup>th</sup> Street (Richmond Dr.)  
Palmetto Bay, FL**



**SW 184<sup>th</sup> Street (Eureka Dr.)  
Cutler Bay, FL**



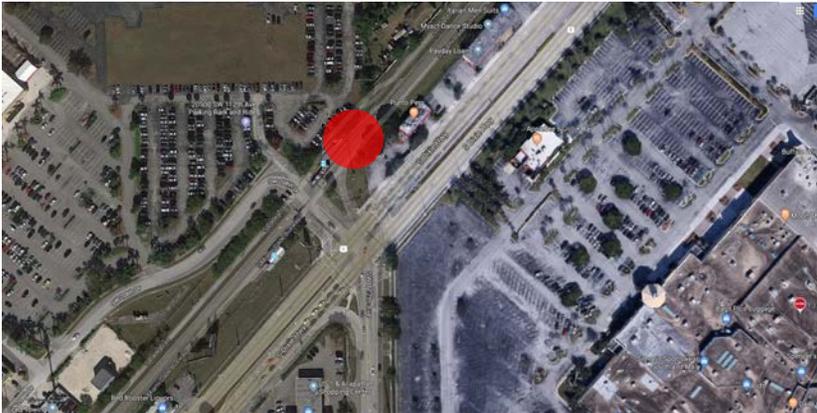
**Marlin Road  
Cutler Bay, FL**



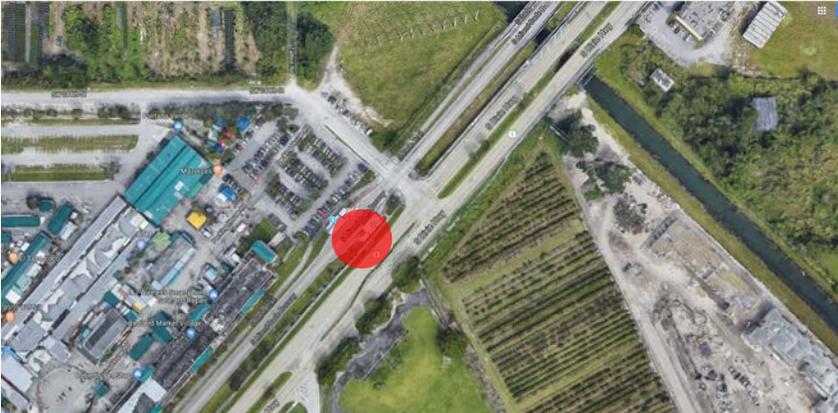
**SW 200<sup>th</sup> Street (Caribbean Blvd.)  
Cutler Bay, FL**

**Station Locations**

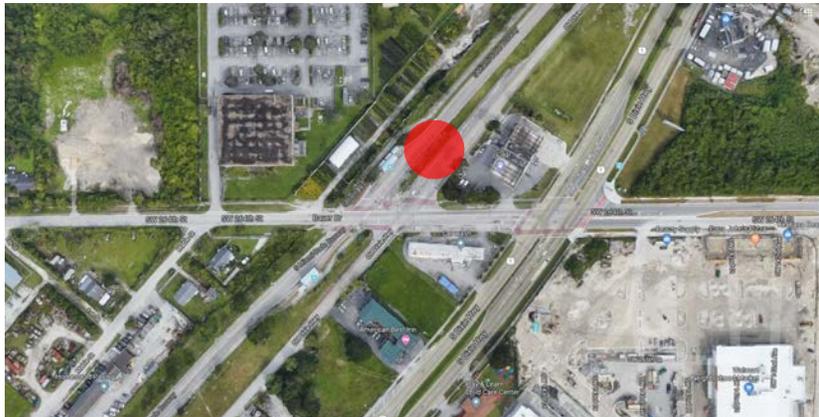
# South Dade TransitWay



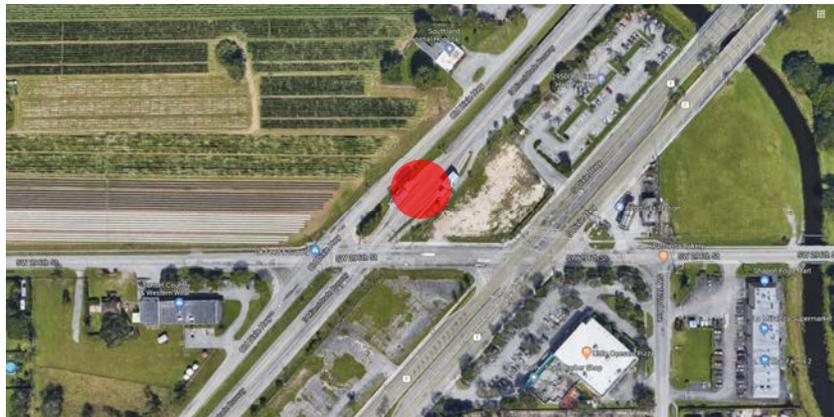
SW 112<sup>th</sup> Avenue (Allapattah Rd.)  
Cutler Bay, FL



SW 244<sup>th</sup> Street / SW 248<sup>th</sup> Coconut Palm Drive  
Unincorporated Miami-Dade County, FL



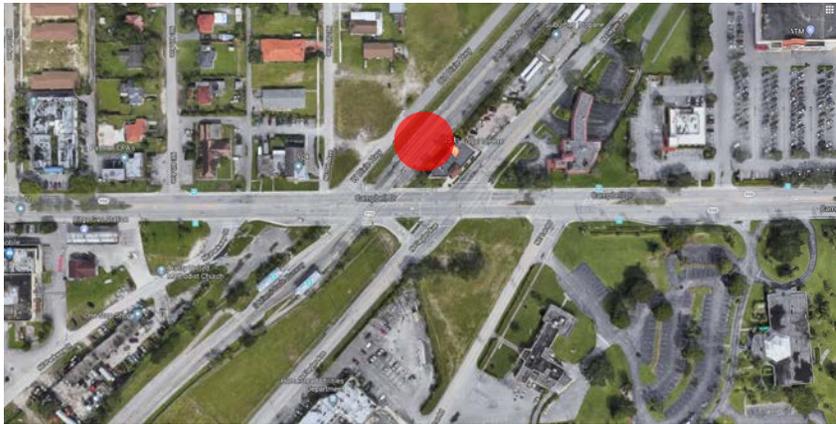
SW 264<sup>th</sup> Street (Bauer Dr.)  
Unincorporated Miami-Dade County, FL



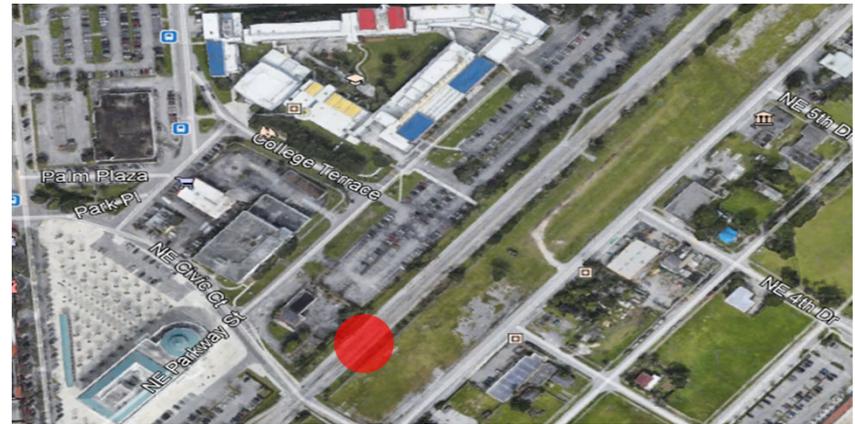
SW 296<sup>th</sup> Street  
Unincorporated Miami-Dade County, FL

Station Locations

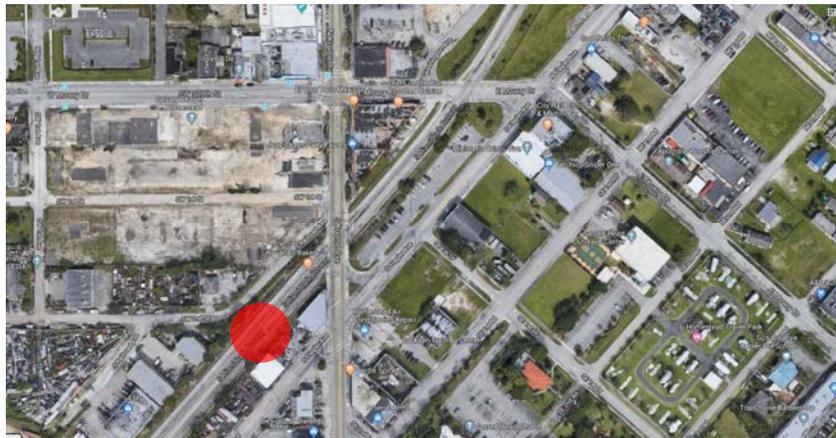
# South Dade TransitWay



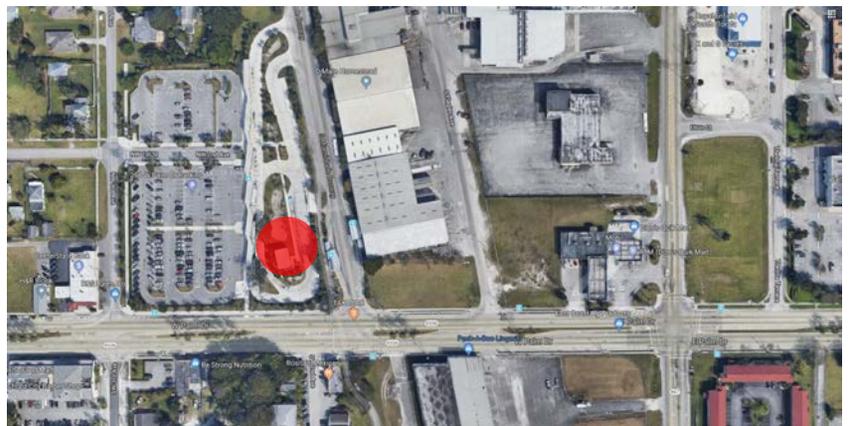
**SW 312<sup>th</sup> Street (Campbell Dr.)  
Homestead, FL**



**NE 2nd Drive (CIVIC)  
Homestead, FL**



**SW 177<sup>th</sup> Avenue (Krome Ave.)  
Homestead, FL**



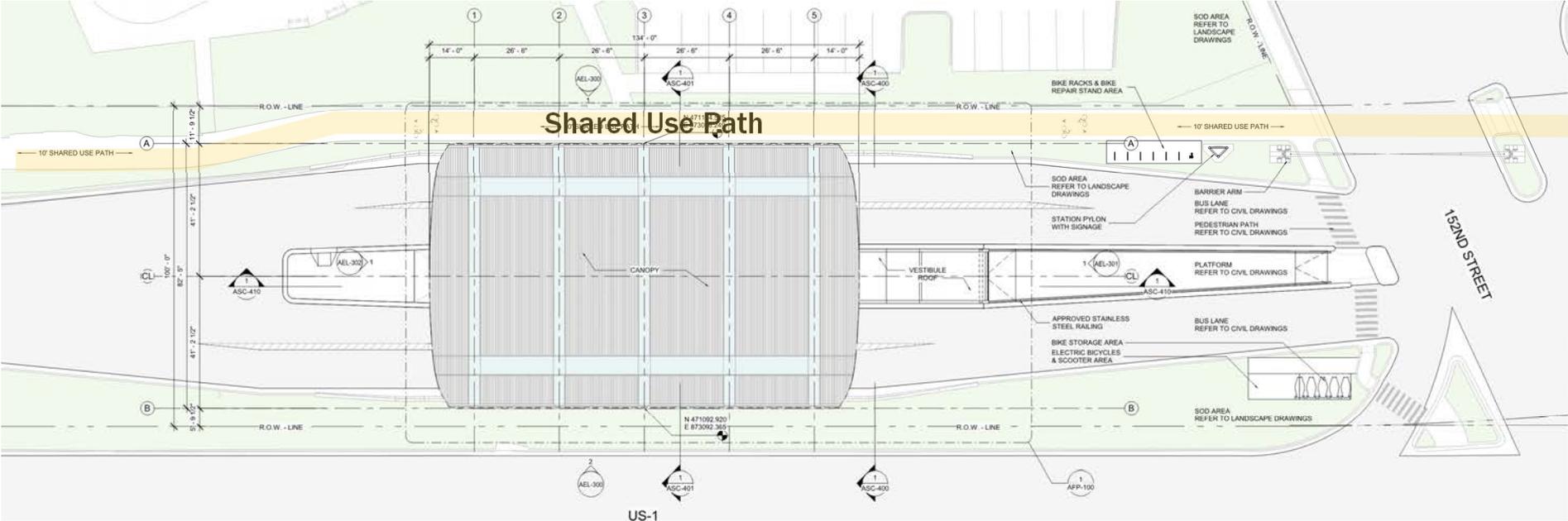
**SW 344<sup>th</sup> Street (Palm Drive)  
Florida City, FL**

**Station Locations**

# BRT Stations

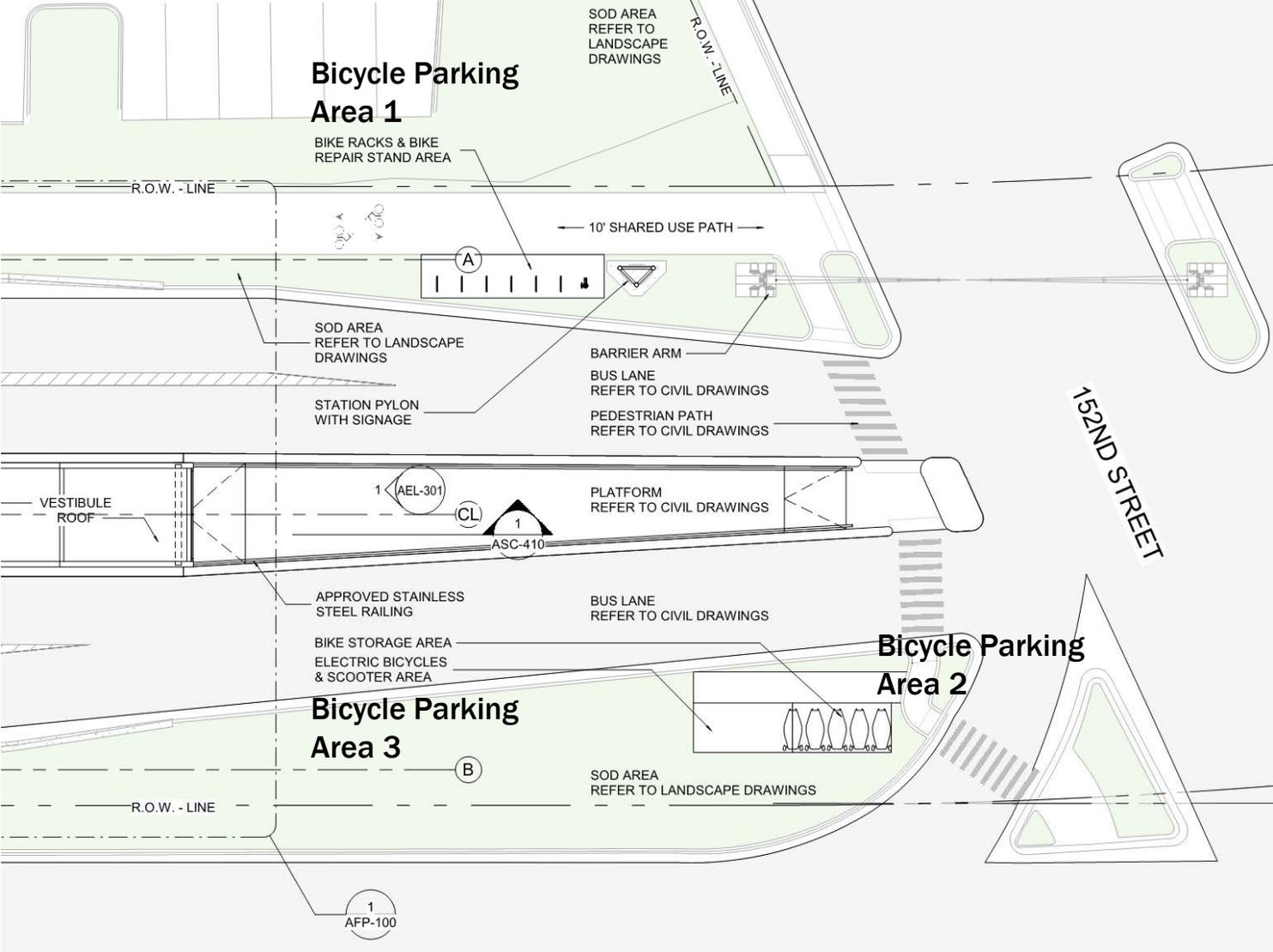


# BRT Station



Typical Site Plan

# BRT Station



Location of Bicycle Parking Areas may vary according to site due to specific location constraints.

Bicycle Amenities at Typical BRT Station

# BRT Station



**Invert U Bicycle Rack**



**Bicycle Parking Area 2**

**BikeLid Secure Parking Units**



**Bicycle Repair Stand**

**Bicycle Parking Area 1**

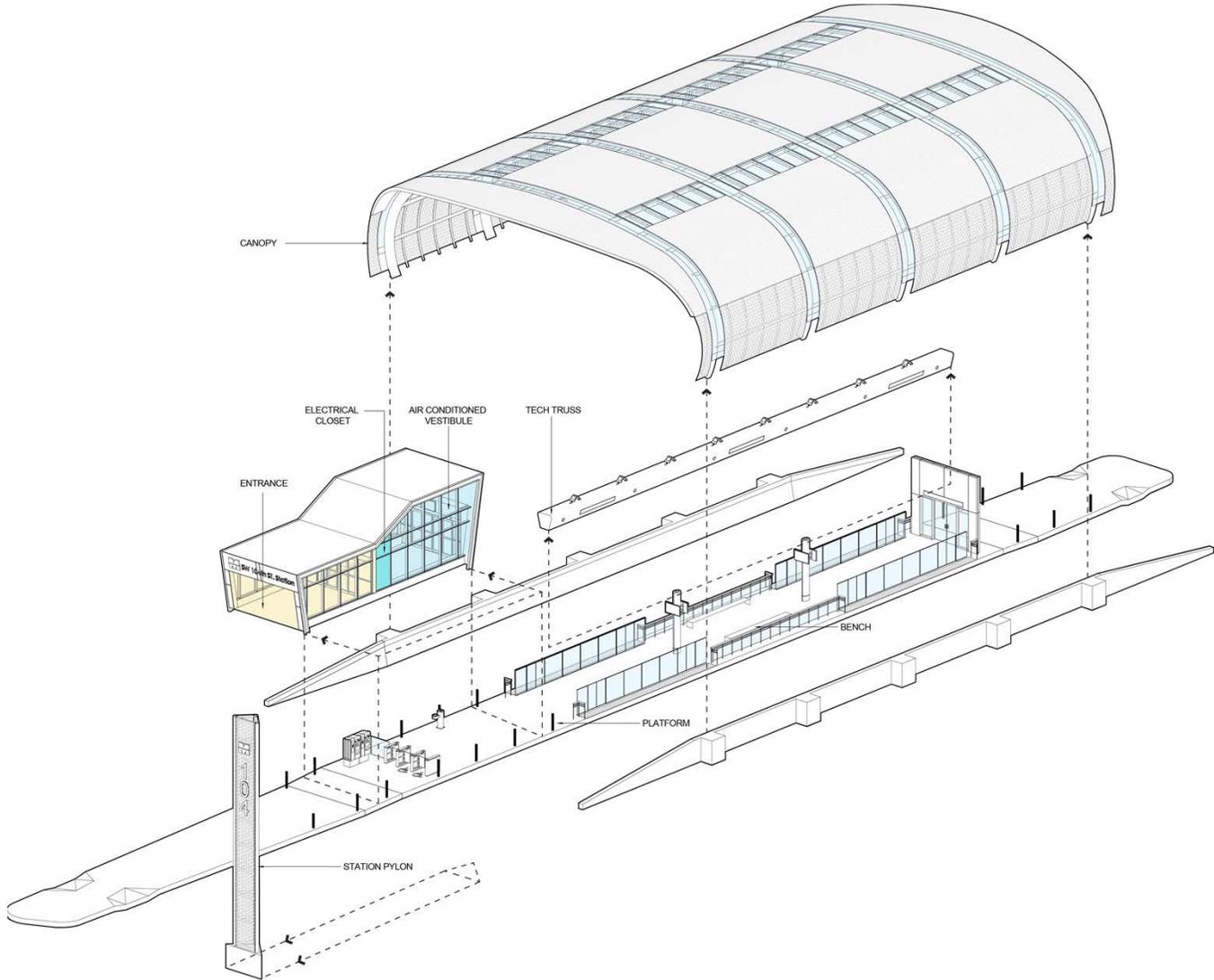
**Station Bicycle Amenities**





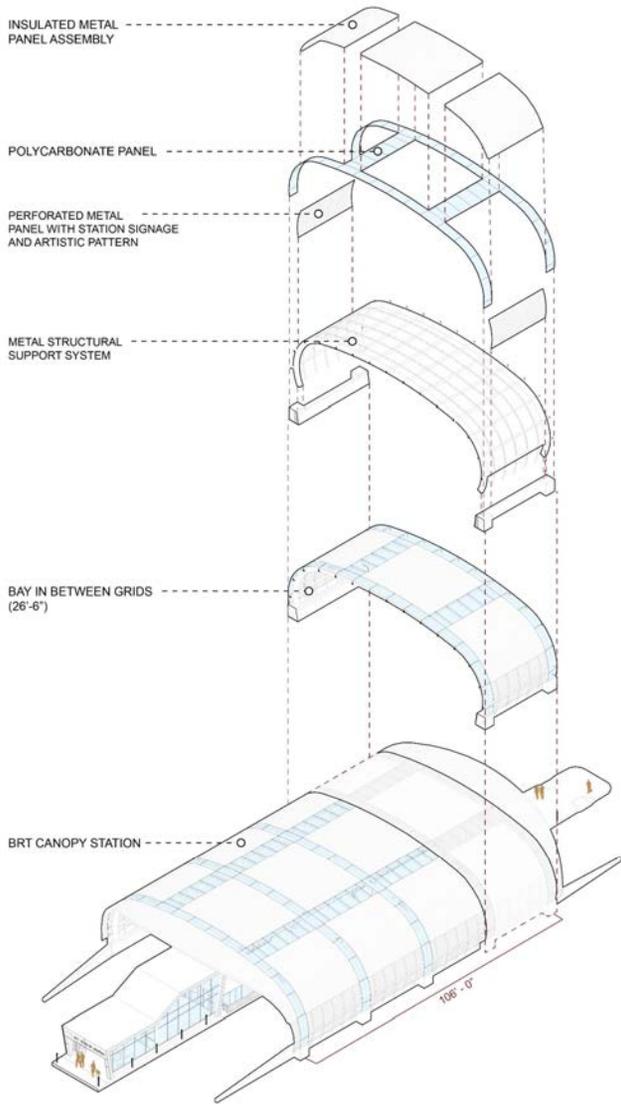


# BRT Station



Station Components

# BRT Station



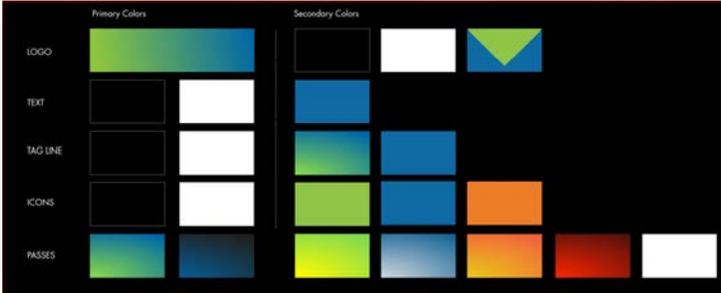
## Material Palette



# BRT Station



Color Palette

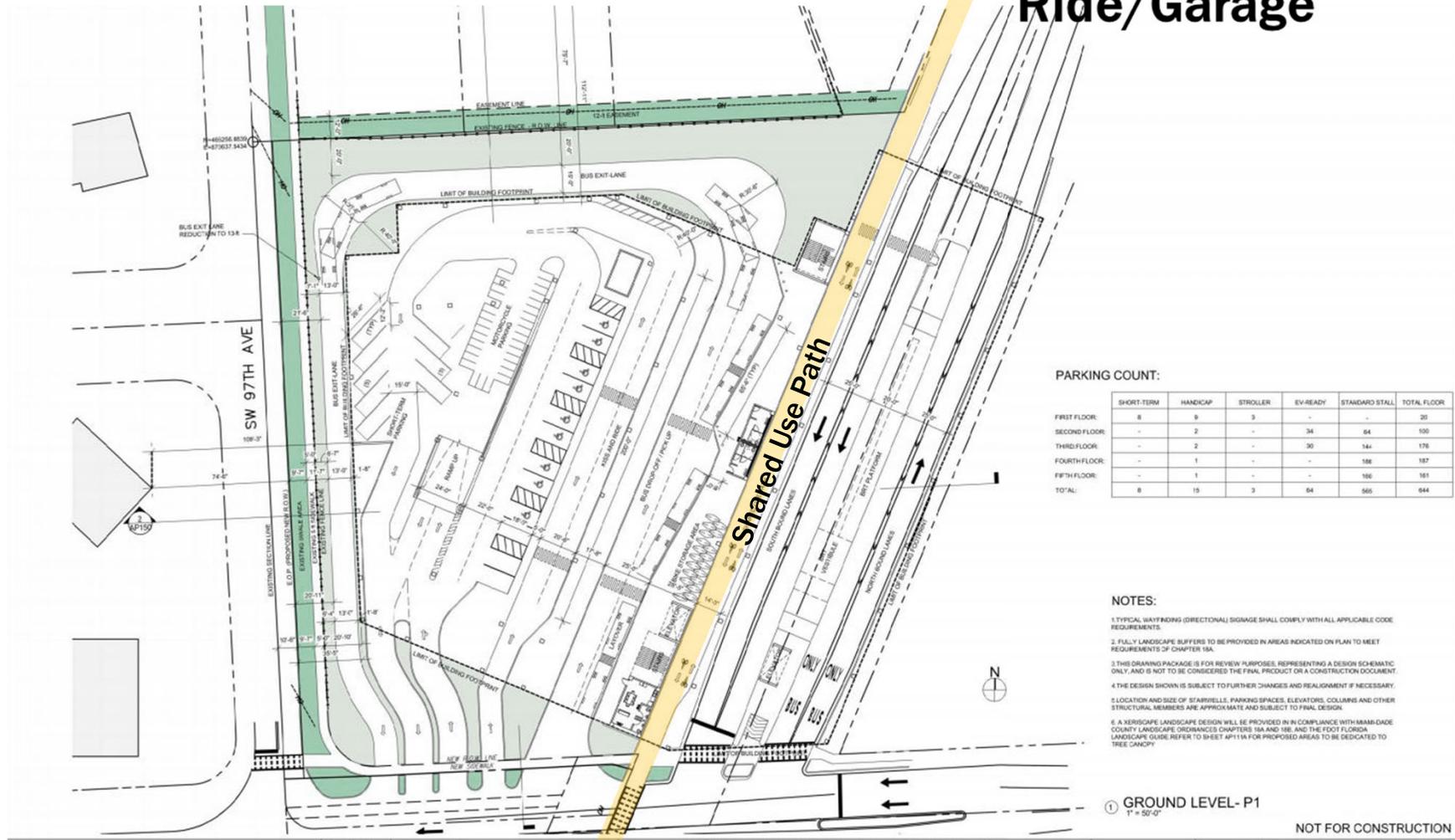




# 168<sup>th</sup> Street Park & Ride/Garage



# 168<sup>th</sup> Street Park & Ride/Garage



### PARKING COUNT:

	SHORT-TERM	HANDICAP	STROLLER	EV-READY	STANDARD STALL	TOTAL FLOOR
FIRST FLOOR:	8	9	3	-	-	20
SECOND FLOOR:	-	2	-	34	64	100
THIRD FLOOR:	-	2	-	30	144	176
FOURTH FLOOR:	-	1	-	-	186	187
FIFTH FLOOR:	-	1	-	-	166	167
TOTAL:	8	15	3	64	360	644

### NOTES:

1. TYPICAL WAYFINDING (DIRECTIONAL) SIGNAGE SHALL COMPLY WITH ALL APPLICABLE CODE REQUIREMENTS.
2. FULLY LANDSCAPE BUFFERS TO BE PROVIDED IN AREAS INDICATED ON PLAN TO MEET REQUIREMENTS OF CHAPTER 93A.
3. THIS DRAWING PACKAGE IS FOR REVIEW PURPOSES, REPRESENTING A DESIGN SCHEMATIC ONLY, AND IS NOT TO BE CONSIDERED THE FINAL PRODUCT OR A CONSTRUCTION DOCUMENT.
4. THE DESIGN SHOWN IS SUBJECT TO FURTHER CHANGES AND REALIGNMENT IF NECESSARY.
5. LOCATION AND SIZE OF STAIRWELLS, PARKING SPACES, ELEVATORS, COLUMNS AND OTHER STRUCTURAL MEMBERS ARE APPROXIMATE AND SUBJECT TO FINAL DESIGN.
6. A KERSHOPPE LANDSCAPE DESIGN WILL BE PROVIDED IN COMPLIANCE WITH MIAMI-DADE COUNTY LANDSCAPE ORDINANCES CHAPTERS 93A AND 186, AND THE FOOT FLORIDA LANDSCAPE GUIDE REFER TO SHEET AP111A FOR PROPOSED AREAS TO BE DEDICATED TO TREE CANOPY.

① GROUND LEVEL - P1  
1" = 30'-0"

NOT FOR CONSTRUCTION

## Shared Use Path Through Garage/Station







# Station Landscape

## South Corridor: BRT Station | Context Analysis Station 12 \_SW 152nd Street

### Land Use

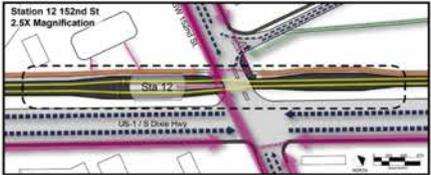
Station 12 is a hub located between outdoor recreation, medical facilities, civic institutions, retail, work, and residential areas.



- parks, preserves, conservation areas
- institutional
- office
- low-density multi-family
- single-family residential
- commercial

### Circulation

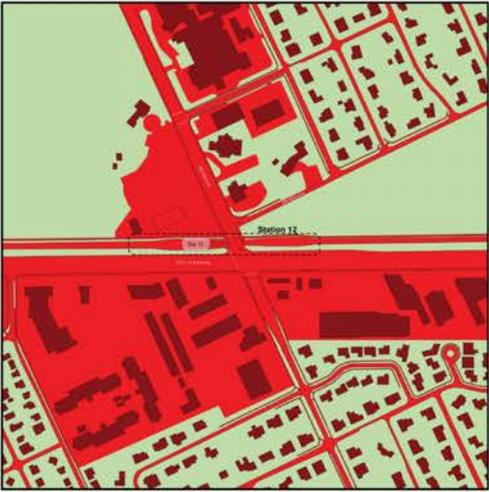
Station 12 is accessible by pedestrians, by car, by bike, by bus, and by hike; it is walking distance to many local destinations.



- ↔ pedestrian
- ↔ shared use path
- ↔ vehicular
- ↔ nature trail
- ↔ South Corridor bus rapid transit (BRT)
- bus stop
- P park-n-ride lot

### Urban Heat Island

The surfaces surrounding Station 12 are predominately impervious and radiate heat.



- permeable vegetated area
- impermeable surface
- building

### Context Analysis



# Station Landscape

## South Corridor: BRT Station | Local Texture, Material, and Views Station 12\_SW 152nd Street

Architectural



Proposed BRT Station Vestibule and Canopy



Proposed BRT Station Vestibule and Canopy



Existing South Dade Busway Signage



152nd St. Retail Plaza

Circulatory



US-1 & 152nd St. Intersection View South



US-1 & 152nd St. Intersection View North



Shared Use Path Connection to Miami Hockey



Shared Use Path Along Rockdale Preserve



South Corridor Bus

Biological



Gumbo Limbo Roots



Rockdale Preserve Bat Habitat



Rockdale Preserve Pine Snag



Rockdale Preserve Pineland Acacia Bloom



Strangler Fig on Sabal Palm

Local Texture, Material,  
& Views

# Station Landscape



Illustrative Plan



# South Corridor South Dade TransitWay



**BPAC Presentation**  
July 13<sup>th</sup>, 2021