

NW 215TH STREET MOBILITY HUB STUDY

FINAL REPORT



DRAFT FINAL March 2023

Contents

1. EXECUTIVE SUMMARY.....	7
Project Summary	7
Proposed Unity Station Mobility Hub Site and Study Area	7
Mobility Hub Study and Report Overview	7
Project Map	10
Project Comparison Matrix.....	11
Priority Project Summary and Cost Estimates	12
2. DATA GATHERING & MULTI-MODAL ACCESSIBILITY	13
2.1. Previous Studies and Initiatives	13
Miami-Dade County TPO SMART Plan North Corridor	13
NW 27th Avenue Enhanced Bus Service Concepts and Environmental Plan	14
Safe Routes Programs and Mobility Initiatives.....	15
FDOT Safe Routes to Schools Program	15
Miami-Dade TPO Smart Step	15
Safe Streets Summit Broward – Miami-Dade – Palm Beach	15
Safe Routes Broward	15
Miami Dade New Mobility Initiative.....	15
Get Moving Miami Initiatives Gardens!.....	16
Broward Complete Streets Initiative	16
2.2. Existing Facilities and Services	17
2.2.1 Transit	17
Miami-Dade Transit Proposed North Corridor Metrorail.....	17
Miami-Dade Transit (MDT) Metrobus	18
Broward County Transit (BCT)	19
Miramar Community Shuttle.....	20
Miami Gardens Express	21
2.2.2 Transit Stations and Bus Stops.....	22
2.2.3 Schools and Bus Stops	23
Public and Private Schools.....	23
2.2.4 Bicycle/Pedestrian Facilities	24
Bicycle/Pedestrian Facilities	24
Recreational Facilities	25
2.2.5 Miami Dade County/Miami Gardens.....	25
2.2.6 Parking and Micro-Mobility	27
Automobile Parking	27
Micro-mobility	27
2.2.7 Roadway Network	28
Florida’s Turnpike	28
NW 27th Avenue/University Avenue	28
Roadway Configuration and Intersections	29
2.2.8 Observations	30
Site Reconnaissance and Observations and Behaviors	30

2.3. Traffic	31
2.3.1 Current Traffic by Mode	31
Automotive – Annual Average Daily Traffic (AADT)	31
Bicycle and Pedestrian Traffic	32
Transit Ridership.....	33
2.2.3 Major Traffic Generators.....	35
Existing Land Use	35
SMART Plan for North Corridor Preferred Land Use Scenario	35
Employment Centers	36
2.4. Stakeholder Interviews.....	38
Transportation Survey Purpose and Overview	38
Survey Questions.....	38
3. DATA ANALYSIS, EVALUATION AND RECOMMENDATIONS	41
3.1. Data Analysis and Evaluation	41
Recommendations Overview/Summary	41
3.2. Evaluation – Service Integration	43
Transit Data Analysis Summary	43
Bicycle, Pedestrian, Micro-Mobility and Park and Ride Data Analysis Summary	44
Rideshare and Emerging Technologies.....	46
3.3. Unity Station Mobility Hub – Accessibility Plan	49
Accessibility Plan – Aerial Map	50
3.4. Overall Comparison Matrix – Proposed Projects.....	51
Summary of Matrix and Project Evaluation Criteria.....	51
Broward County.....	54
3.5. Recommendations.....	55
Recommended Projects	55
Conceptual Renderings.....	57
Additional Recommendations	59
Project Sheets.....	60
4. POTENTIAL FUNDING SOURCES AND FUNDING MATRIX.....	61
4.1. Funding Sources	61
Federal Funding Sources	61
State Funding Sources	62
Potential Future State Funding Sources (Pending Approval)	63
Local Funding Sources	63
Local Foundation Funding Opportunities	64
Other Potential Funding Sources.....	64
4.2. Funding Matrix.....	66
5. Attachments	67

List of Figures

Figure 1: Mobility Hub Project Location and Study Area	7
Figure 2: NW 215 th Street Mobility Hub Study Area	7
Figure 3: Accessibility Network Master Plan – Aerial Map	10
Figure 4: Project Comparison Matrix	11
Figure 5: Priority Project Summary and Cost Estimates	12
Figure 6: North Corridor Project Fact Sheet	13
Figure 7: Unity Station Transit Center Conceptual Plan	14
Figure 8: Proposed Metrorail Stations	17
Figure 9: MDT Metrobus Routes	18
Figure 10: Miami Dade County Metrobus Route 27	18
Figure 11: Broward County Transit Bus Routes	19
Figure 12: Miramar Community Shuttle Red Route Map	20
Figure 13: Miramar Community Shuttle Green Route Map	20
Figure 14: Miami Gardens Express (Trolley) Route Map	21
Figure 15: Transit Stations and Bus Stops	22
Figure 16: Area Schools (public and private)	23
Figure 17: Broward County MPO Bike Map	24
Figure 18: Miami Gardens Bicycle, Pedestrian and Recreational Facilities	25
Figure 19: Snake Creek Canal Trail	26
Figure 20: Hard Rock Stadium Parking Map	27
Figure 21: Area Roadway Functional Classification	28
Figure 22: Area Roadway Lane Count	29
Figure 23: AADT (1- and 3-mile study area)	31
Figure 24: AADT	31
Figure 25: Bicyclist Crashes and Non-motorist Accidents	32
Figure 26: MDT Metrobus Routes	33
Figure 27: Broward County Transit Routes	34
Figure 28: Land Use	35
Figure 29: NW 215 th Street Mobility Hub Study Area. Source: Parsons	41
Figure 30: Regional Mobility Hub and TOD example. Source: Miami Central Station, Miami	42
Figure 31: Freebee Rideshare in Action (see photo left – Source Parsons Transportation Group)	44
Figure 32: Park and Ride Facilities in study area and Miami-Dade County Bus Stops and Routes	45
Figure 33: Emerging Technologies. Source: San Diego - Abag.ca.gov	46
Figure 34: In-pavement Lighting at Crosswalks	47
Figure 35: Citi Bike – Bike Share Connection	47
Figure 36: Bus Transit Flash Stop - Broward County Transit	47
Figure 37: Accessibility Plan - Project Locations Map View – See page 15 for project listing.	49
Figure 38: Accessibility Network Master Plan – Aerial Map	50
Figure 39: Prioritized Projects	53
Figure 40: Aerial Map of Broward County Projects in Study Area	54
Figure 41: Prioritized Projects	55
Figure 42: Project Map ID No. 8 – Existing Conditions	57
Figure 43: Before - Existing Conditions at NW 207 th St & NW 27 th Ave	57
Figure 44: After – Potential Crosswalk and Intersection Improvements	57
Figure 45: Before - Existing Conditions along NW 32 Avenue Canal	58
Figure 46: After - Canal Bike and Pedestrian Bridge Connector	58

Figure 47: Potential Aerial Cable Transit Routing	60
Figure 48: Sample Project Sheet	60

List of Tables

Table 1: MDT Metrobus Ridership Data (Jan. 2022)	33
Table 2: BCT Bus Ridership Data (Jan. 2022)	34
Table 3: BCT Bus Ridership Data (Jan. 2022)	34
Table 4: Major Employment Centers	36
Table 5: Project Comparison Matrix (See also Attachment B For Full Size 11x17)	52

List of Attachments

- Attachment A- Project Sheets
- Attachment B- Project Comparison Matrix
- Attachment C- Funding Matrix
- Attachment D- GIS Data Sources
- Attachment E- Photo Log
- Attachment F- Survey Results
- Attachment G- Fact Sheet
- Attachment H- Employment Center data
- Attachment I- Preliminary cost estimates
- Attachment J- Public Working Group

ACRONYMS

AADT	Annual Average Daily Traffic
BCT	Broward County Transit
BERT	Bus Express Rapid Transit
COMG	City of Miami Gardens
DTPW	Miami-Dade County Department of Transportation and Public Works
EBS	Enhanced Bus Service
EV	Electrified Vehicles
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
LPA	Locally Preferred Alternative
MDC	Miami-Dade College
MDT	Miami-Dade Transit
MPO	Broward County Metropolitan Planning Organization
NE	Northeast
NW	Northwest
PTP	People's Transportation Plan
PROS	Miami-Dade Parks, Recreation and Open Spaces
PWG	Project Working Group
SAC	Study Advisory Committee
SMART	Strategic Miami Area Rapid Transit
SR	State Road
SRTS	Florida's Safe Routes to School
SW	Southwest
TOD	Transit-Oriented Development
TPO	Miami-Dade Transportation Planning Organization
USMH	Unity Station Mobility Hub (14-Acre Site)

1. EXECUTIVE SUMMARY

Project Summary

The Miami-Dade Transportation Planning Organization (TPO) has conducted a study for a potential future Mobility Hub at the proposed North Corridor Metrorail Unity Station. The site for the proposed Unity Station Mobility Hub is at NW 215th Street and NW 27th Avenue/University Avenue, in Miami Gardens, Florida. The goal of the project is to improve and maximize accessibility and connectivity within the project area.

Proposed Unity Station Mobility Hub Site and Study Area

The proposed mobility hub, which will serve as a transit terminal and park-and-ride facility, is located just south of the Miami-Dade and Broward County border, at NW 27th Avenue, and NW 215th Street. This location is also the North Terminus of the Strategic Miami Area Rapid Transit (SMART) Plan's North Corridor. The facility will serve as a northern hub for the Miami Dade Department of Transportation and Public Works (DTPW). This location is also the proposed terminus for the Bus Express Rapid Transit (BERT) – Florida's Turnpike North Route.

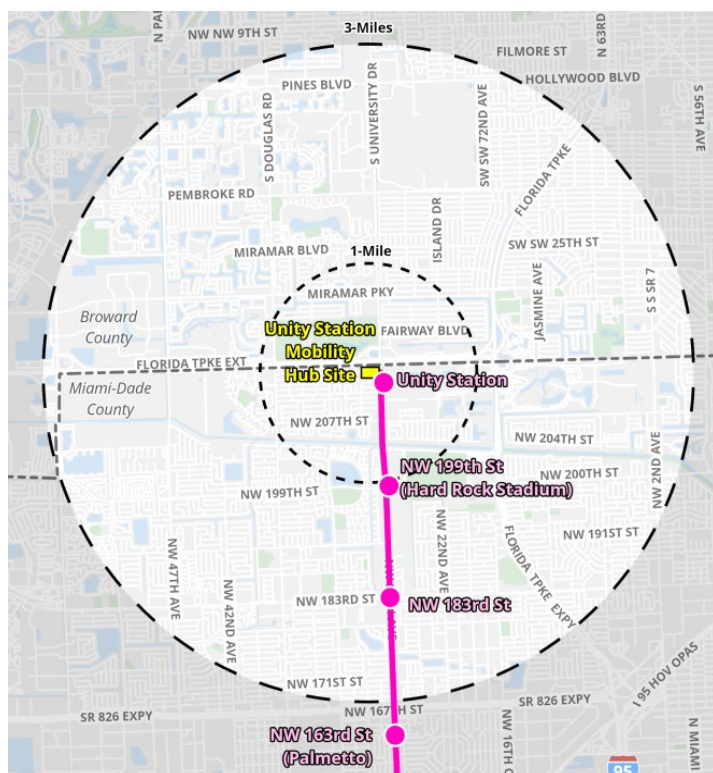


Figure 2: NW 215th Street Mobility Hub Study Area

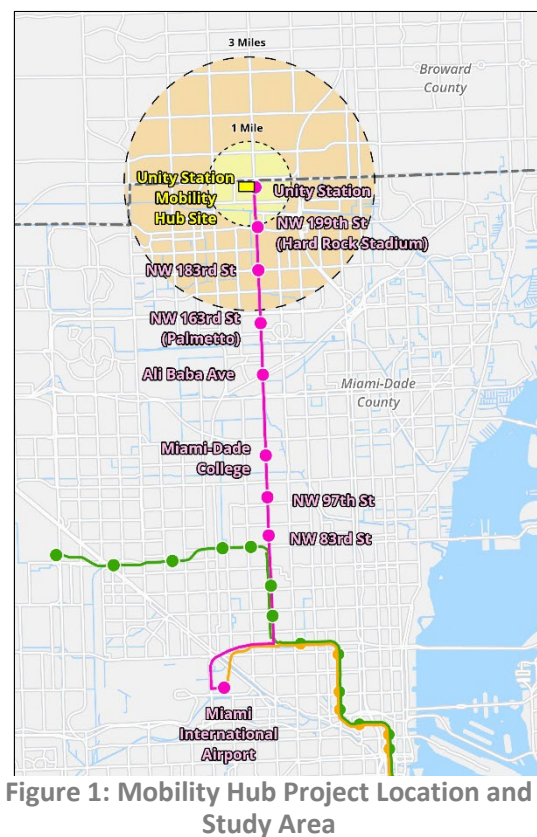


Figure 1: Mobility Hub Project Location and Study Area

The mobility hub site is comprised of 14-acres of vacant land on the west side of NW 27th Avenue across from the proposed Unity Metrorail Station platform. In addition to transit and park-and-ride facilities, the proposed mobility hub could also include micro-mobility options (scooters, and bikes), kiss-and-ride/short-term parking, and Transit Oriented Development (TOD).

The study area for this project encompasses a 1-mile and 3-mile radius from the proposed Unity Station Mobility Hub site location.

Mobility Hub Study and Report Overview

The Mobility Hub Study takes a broad look at the existing conditions in the area (3-mile radius) surrounding the proposed mobility hub site and evaluates overall connectivity and accessibility, with a focus on bike and pedestrian options. The results of the study include an Accessibility Plan which contains a list of fifteen proposed

projects to improve overall access to the Unity Station Mobility Hub site, which were then evaluated by the Project Working Group, and narrowed to 7 priority projects which were examined and developed in more detail. The plan groups the identified projects by timeframe (3-5 years – short term, 5-10 years – mid term, and 10+ years – long term), and includes conceptual renderings, as well as individual Project Sheets summarizing pertinent details of the 7 prioritized projects.

The study was broken down into four main sections, including:

1. Data Gathering and Multi-Modal Accessibility:

This section summarizes all the data that was gathered as part of the study. This includes a review of previous studies and initiatives, existing facilities and services and current traffic conditions, and the development of a stakeholder survey.

2. Data Analysis, Evaluation and Recommendation:

This section includes an analysis of the stakeholder survey results and examines existing services, physical conditions/availability of roadway and rights-of-way, connectivity gaps and potential options to address gaps, using new technologies where applicable.

3. Unity Station Mobility Hub – Accessibility Plan:

This section outlines the process that was used to identify and evaluate fifteen potential projects to improve overall connectivity near the mobility hub site, which are summarized in the Project Comparison Matrix. These projects were evaluated and ranked by the Project Working Group through a series of meetings, based on 8 criteria, which included:

- Enhances safety
- Distance from Unity Station Mobility Hub Site
- Constructability/Cost/Right of Way
- Environmental Impact
- Gap Closure Project
- Local Public Support in Place
- Equity (Benefits transit dependent populations)
- Enhances accessibility to major traffic generators

Following the assessment of all 15 projects, based on the project rankings and stakeholder feedback, the list was narrowed to 7 priority projects. Project Sheets summarizing each of the projects' key mobility planning components were developed and are included as Attachment A. The priority projects include a number of intersection improvements, as well as bike and pedestrian projects that improve overall connectivity and accessibility near the mobility hub site.

An aerial map of all the project locations in relation to the USMH Site, the Project Comparison Matrix (See Attachment B for a full size 11x17 version), and an overview of the Priority Projects and Cost Estimates are included on the following pages.

4. Potential Funding Sources and Funding Matrix

The final section of the report includes a review of potential funding sources that could be used to implement the recommended projects. Funding sources include Federal, State, Local, and other innovative financing options. Where available, pertinent details such as timeline information for funding applications, as well as funding amounts available by source were also included.

A summary of funding options and their applicability to each of the recommended projects can be found in the Funding Matrix (Section 4, and Attachment C).

Project Map

Projects 1-15 are the focus for this study, and are located in Miami Dade County. Projects 16-23, on the map below in orange circles, are in Broward county, and will be shared with the appropriate entities for further study.

- Multi-Modal Intersection Improvements - Connect to Neighborhoods and Entertainment District Venues
- Complete Streets Treatment (Bike-Ped, ADA, Lighting, Wayfinding)
- Unity Station Mobility Hub Transit Center - TOD Site

- Park/Greenway Connection
- City of Miami Gardens Master Plan Greenway Trail
- City of Miami Gardens Master Plan Blueways Trail

- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Crosswalk/Intersection - NW 215th Street and NW 27th Avenue 2 Intersection Improvements - NW 207th Street & NW 27th Avenue 3 Intersection Improvements - Calder Casino Entrance "T" Intersection 4 Intersection Improvements - NW 211th Street and NW 27th Avenue 5 Intersection Improvements - Calder Road - Main Calder Casino Entrance 6 Complete Street Improvements - NW 207th Street from NW 22nd Ave (east) to NW 32nd Avenue (west) 7 Intersection Improvements - NW 199th Street and NW 27th Ave 8 Shared Use Path/Dedicated Bike Lane - NW 215th Street Bike-Ped Connector from NW 32nd Ave to Unity Station Hub Site (west side) | <ul style="list-style-type: none"> 9 Intersection Improvements - NW 203rd Street and NW 27th Avenue 10 Intersection Improvements - NW 199th Street and NW 29th Ct. 11 Linear North-South Bike-Ped Connector - Along NW 32nd Avenue from Betty Ferguson Park to NW 215th St 12 Intersection and Sidewalk Improvements - NW 207th Street and NW 37th Avenue; Sidewalk improvements to 32nd Avenue 13 Shared use Path - Along NW 215th Street from NW 27th 14 Greenway Trail Connector - Snake Creek Trail Extension from Trail Head to NW 199th Street 15 Trail Connector/Sidewalk Widening North Side - NW 199th Trail Connector from NW 27th Avenue to Florida Turnpike/Norwood Elementary |
|--|---|

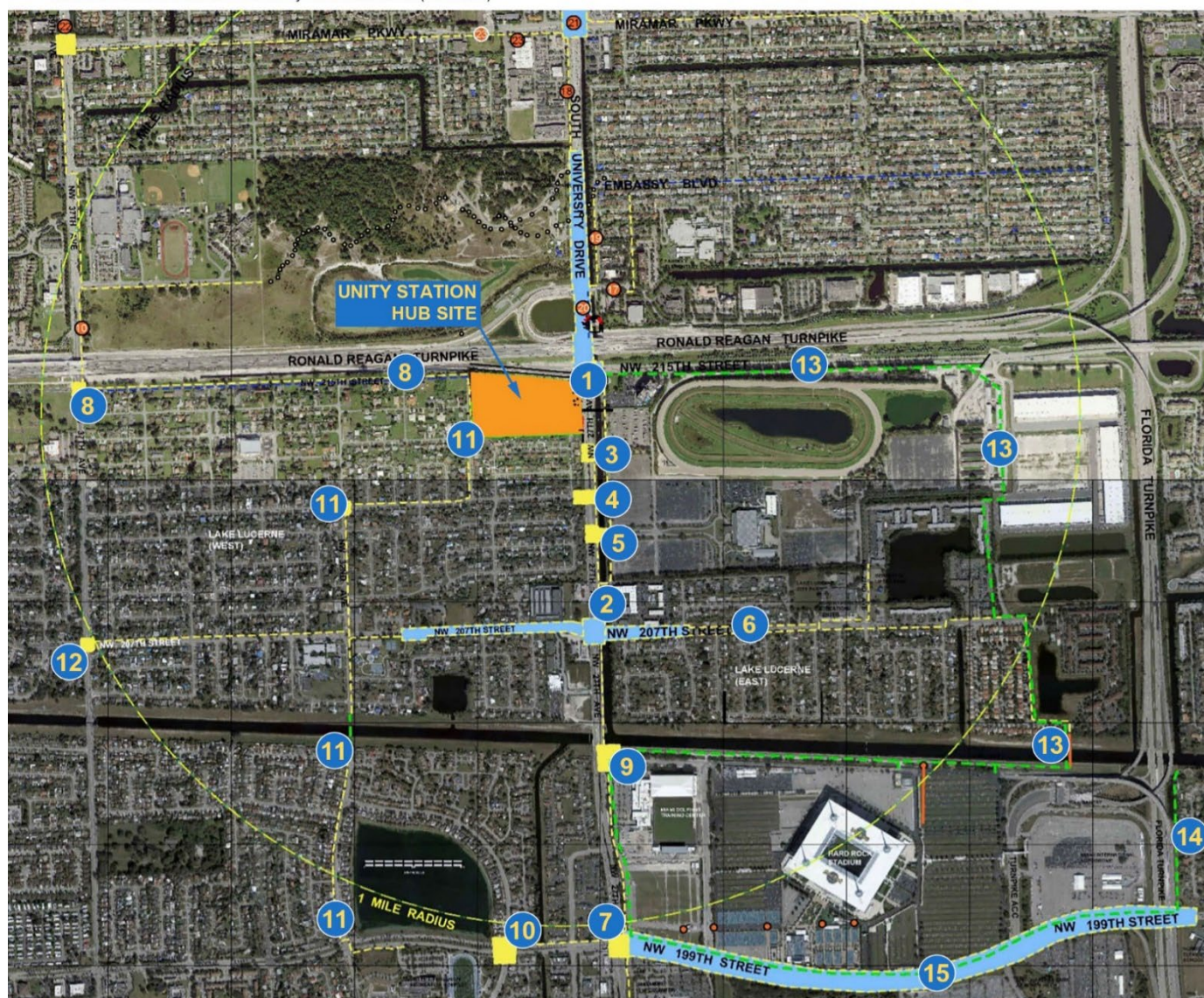


Figure 3: Accessibility Network Master Plan – Aerial Map

Project Comparison Matrix

Projects Comparison Matrix			NW 215TH STREET MOBILITY HUB STUDY - TASK 2 - CONNECTIVITY NETWORK RECOMMENDED PROJECTS EVALUATION and RANKING										
Project Mobility Types Symbol Legend			Criterion 1 Enhances Safety	Criterion 2 Distance from Unity Station Hub Site	Criterion 3 Right of Way Constructability	Criterion 4 Environment al Impact 5-low 3-med 1- high	Criterion 5 Gap Closure Project	Criterion 6 Local Public Support in place	Criterion 7 Equity 1- Minimal benefit to Transit Dependent (TD) 3-Some benefit to TD 5- Benefits adjacent TD residents	Criterion 8 Enhances accessibility to Major Traffic Generators	Avg Score	Remarks	
 Bike-Ped Neighborhood & Roadway Sidewalk Improvements  Complete Streets - Streetscape Improvements	 Greenway / Trails  Intersection Improvements												
Map ID No.	Project Description	Mobility Type											
1	CROSSWALK/INTERSECTION @ NW 215th Street and NW 27th Avenue		5	5	5	5	5	3	1	5	4.25	Closest to Hub Site, Connects to East Side NW 27th Ave	
2	INTERSECTION IMPROVEMENTS- NW 207th Street & NW 27th Avenue		5	5	5	5	5	3	5	5	4.75	Most transit traffic here	
3	INTERSECTION IMPROVEMENTS - Calder Casino Entrance "T" Intersection		5	5	3	5	1	3	3	5	3.75	No bike-ped Infrastructure here	
4	INTERSECTION IMPROVEMENTS at NW 211th Street and NW 27th Avenue		5	3	5	5	1	3	3	5	3.75	Improves safety at busy intersection	
5	INTERSECTION IMPROVEMENTS - Calder Road Main Calder Casino Entrance		5	5	1	3	5	3	3	5	3.75	No Bike-Ped Infrastructure here	
6	COMPLETE STREETS IMPROVEMENTS on NW 207th Street from NW 22nd Ave (east) to NW 32nd Avenue (west)		5	3	1	3	1	3	3	5	3	Will improve major east-west connection to NW 27th Ave spine	
7	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 27th Ave		5	3	1	5	3	3	5	5	3.75	Improves traffic flow and safety during events	
8	SHARED USE PATH/DEDICATED BIKE LANE - NW 215th Street - from NW 32nd Ave to Unity Station Hub Site (west side)		5	5	3	3	3	3	5	5	4	Adds dedicated mobility directly to HUB site	
9	INTERSECTION IMPROVEMENTS AND TRAIL CONNECTION 203rd Street and NW 27th Avenue - Intersection improvements and trail connection		5	3	5	3	5	3	3	5	4	Short term Bike-Ped Crosswalk Improvement	
10	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 29th Ct and SIDEWALK IMPROVEMENTS to NW27th Avenue (from Betty Ferguson Park)		5	3	3	5	3	5	5	5	4.25	Connects to Community Center	
11	LINEAR NORTH-SOUTH BIKE-PED CONNECTOR - multi-phase along NW 32nd avenue Phase 1- From canal to Hub site Phase 2 Canal bridge Phase 3 from canal to Betty Ferguson Community Center		Phase 1- 3 Phase 2 - 3 Phase 3 - 3	Phase 1- 5 Phase 2 - 3 Phase 3 - 3	Phase 1- 3 Phase 2 - 3 Phase 3 - 3	Phase 1- 5 Phase 2 - 1 Phase 3 - 1	Phase 1- 1 Phase 2 - 5 Phase 3 - 1	Phase 1- 5 Phase 2 - 5 Phase 3 - 5	Phase 1- 3 Phase 2 - 3 Phase 3 - 3	Phase 1- 1 Phase 2 - 1 Phase 3 - 1	Phase 1- 3.25 Phase 2 - 3.0 Phase 3 - 2.5	Supported by City of Miami Gardens DPW	
12	INTERSECTION IMPROVEMENTS - NW 207th Street and NW 37th Avenue and SIDEWALK IMPROVEMENTS to 32nd Avenue		3	1	3	5	1	3	3	5	3	Connects Neighborhoods, furthest distance from Hub Site	
13	SHARED USE PATH along NW 215th Street, Phase 1 - from INTERSECTION of NW 27th Ave to Turnpike ROW Phase 2 - N-S along canal and canal bridge Phase 3 - E-W along Canal to NW 27th Ave		Phase 1- 5 Phase 2 - 3 Phase 3 - 3	Phase 1- 5 Phase 2 - 3 Phase 3 - 3	Phase 1- 1 Phase 2 - 1 Phase 3 - 1	Phase 1- 3 Phase 2 - 1 Phase 3 - 1	Phase 1- 5 Phase 2 - 1 Phase 3 - 1	Phase 1- 1 Phase 2 - 1 Phase 3 - 1	Phase 1- 3 Phase 2 - 3 Phase 3 - 3	Phase 1- 5 Phase 2 - 1 Phase 3 - 1	Phase 1 - 3.5 Phase 2 - 1.75 Phase 3 - 1.88	Major multi-modal Connection	
14	GREENWAY TRAIL CONNECTOR – Snake Creek Trail Extension from Trail Head to NW 199th Street		3	1	1	1	5	5	3	5	3	Connects Trail to Hard Rock Stadium Area	
15	TRAIL CONNECTOR/SIDEWALK WIDENING NORTH SIDE - NW 199th Trail Connector from NW 27th Avenue to Florida Turnpike/Norwood Elementary		3	3	3	3	3	3	3	5	3.25	Hard Rock Stadium Perimeter	
Notes:													
1. Miami-Dade County projects have been given priority for TPO analysis due to Broward Projects (not shown) / MPO having separate jurisdiction and funding applications. 2. Scores are based off a 1, 3 or 5 rating for each criteria where 5 is best and 1 is worst.													

Figure 4: Project Comparison Matrix

Priority Project Summary and Cost Estimates

Project Ranking	Map ID No.	Project Location	Project Description	Project Cost Estimate
1	2	NW 207th Street & NW 27th Avenue	Most transit traffic here. Intersection improvements and Complete Street treatment, pavement Markings, ADA ramp upgrades.	\$175,000
2	10	NW 199th Street and NW 29th Ct.	Connects to Community Center. Intersection and sidewalk, including bike-ped improvements, boulevard crosswalk improvements, pavement markings, signage, and pavement patch.	\$235,000
3	1	NW 215th Street and NW 27th Avenue	Major bicycle and pedestrian crosswalk and intersection. Connects NW 27th Avenue at NW 215th Street and to Turnpike Underpass across NW 215th Street @ NW 27th Avenue. Closest to Hub Site, connects to East Side NW 27th Ave. \$ 750K-1M with Gateway Treatment	\$ 235,000 Base Project
4	7	NW 199th Street and NW 27th Ave	Major intersection improvements and crosswalks. Improves traffic flow and safety during events. Includes ADA improvements, pavement markings, and curb geometry.	\$525,000
5	8	NW 215th Street Bike-Ped Connector from NW 32nd Ave to Unity Station Hub Site (west side)	Shared use path/Dedicated bike lane. Adds dedicated mobility directly to HUB site.	\$1,200,000
6	5	Calder Road Main Calder Casino Entrance	Intersection Improvements - New pedestrian crosswalks and ADA improvements.	\$ 475,000 Base Project
7	9	NW 203rd Street and NW 27th Avenue	Intersection improvements for north & south east side bike-ped connection.	\$150,000
Project Costing Sources: FDOT https://www.fdot.gov/programmanagement/estimates/documents/historicalitemaveragecosts ; Contech Engineered Solutions-Florida Office (Canal Bridge); Parsons Transportation Group - Internal Design and Construction				

Figure 5: Priority Project Summary and Cost Estimates

2. DATA GATHERING & MULTI-MODAL ACCESSIBILITY

2.1. Previous Studies and Initiatives

During this phase of the study, results and data from previous studies were reviewed to inform the analysis and development of the Unity Station Mobility Hub Accessibility for multimodal accessibility, safety and security, connectivity, and modal options. A summary of the studies reviewed include, but are not limited to the following:

Miami-Dade County TPO SMART Plan North Corridor

The North Corridor will create an important transit link between north and central Miami-Dade County, as well as south Broward County to the north.

The area is centrally located and connected with access to the Florida's Turnpike, Palmetto Expressway, Gratigny Expressway, and Airport Expressway. On December 6, 2018, by Resolution #52-18, the Miami-Dade TPO Governing Board selected an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor. The LPA was then refined to select Elevated Heavy Rail on October 31, 2019, by Resolution #55-19.

As part of the North Corridor study, the Unity Station Mobility Hub, located within an economic Opportunity Zone fits the criteria for Federal Transit Administration (FTA) First and Last Mile Program funding.

Through a series of Planning Charrettes, Study Advisory Committee (SAC) meetings, and public and private stakeholder collaboration, the Miami-Dade TPO developed a vision for the North Corridor. This vision proposed land use scenarios and potential comprehensive plan changes included:

- Creation of a “mixed use corridor” cluster retail, entertainment, restaurants, and housing with clusters to support the entertainment district and create a “distinct identity” for the new developments.
- A new Mixed-Use “Entertainment District” for the 215th Street and Hard Rock Stadium areas, with a walkable Urban Style Stadium District
- 2-3 acres minimum for multi-family residential development, Transit Oriented Development (TOD) and mixed uses



Figure 6: North Corridor Project Fact Sheet

NW 27th Avenue Enhanced Bus Service Concepts and Environmental Plan

The Miami-Dade County TPO initiated the NW 27th Avenue Enhanced Bus Service (EBS) Concepts and Environmental Plan in 2013 to build upon prior work undertaken by Miami-Dade Transit (MDT) for the North Corridor and further develop strategies identified in the Near-Term Transportation Plan for Miami-Dade County (2012-2015). The Near-Term Transportation Plan for Miami-Dade County sets the stage for implementing transportation improvements along People's Transportation Plan (PTP) corridors. The immediate step undertaken in this project is to enhance transit service and increase transit ridership with the implementation of rapid bus service, while working toward the long-term goal of implementing rail transit.

As part of that study, the Unity Station Mobility Hub's 14-acre site was evaluated for potential as a transit terminal and park and ride facility.

Over the course of the Land Use Planning and Transit Study, extensive effort was made to coordinate with residents of the area, public agencies, the private sector, and stakeholders. Public meetings were held where a general project overview was provided, and residents and stakeholders developed visions for the site. Participants indicated that vehicular access connectivity was not desired between the site and the surrounding residential neighborhood, transit uses should be situated as far away from the surrounding residences as possible and be adequately buffered, and development should be a mix between commercial and office with no residential development.

Several schematic design concepts were developed during the course of the Land Use Planning and Transit Study. Each of the concepts included the following:

1. Higher intensity of development than the surrounding area but sensitivity to the surrounding context
2. Mixture of uses
3. Network of streets, greenspaces, and pedestrian/bicycle paths
4. Bus bays and transit facilities situated as far away from existing homes as possible
5. Access connectivity to the adjacent residential neighborhood should be limited to pedestrian/bicycle gates

Pictured here is the 215th Street/Unity Station Transit Center conceptual plan.

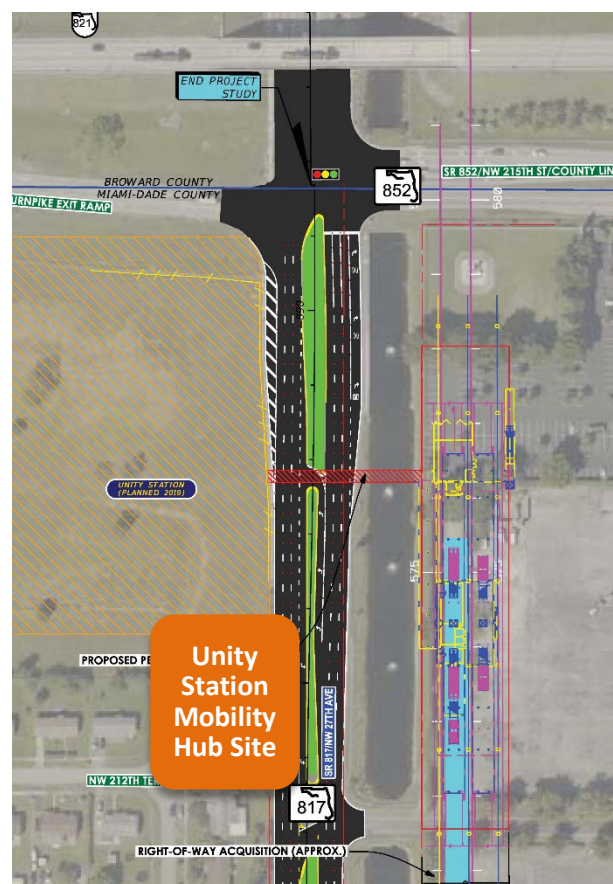


Figure 7: Unity Station Transit Center Conceptual Plan

Safe Routes Programs and Mobility Initiatives

There are numerous Safe Routes programs in effect that are relevant to the Unity Station Mobility Hub Study, including but not limited to:

FDOT Safe Routes to Schools Program

Florida's Safe Routes to School program strives to enable and encourage children in grades Kindergarten through High School, including those with disabilities, to walk and bike to school; to make walking and biking to school safer and more appealing, and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools.

Miami-Dade TPO Smart Step



The Miami-Dade TPO's SMART STEP was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the DTPW, Florida FDOT District Six, Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.

Safe Streets Summit Broward – Miami-Dade – Palm Beach

The Safe Streets Summit, led by the Urban Health Partnership (UHP), brings together national speakers, elected officials, planners, engineers, and community partners to work toward designing safer and better-connected transportation facilities for all modes, ages, and abilities and prioritizing Complete Streets throughout southeast Florida.



Safe Routes Broward

UHP as a part of its initial work with the Safe Routes Clearinghouse in Miami-Dade and then its work with the Healthy Community Zones in Broward, developed the Safe Routes Florida app. For any safety issues community members notice in and around your route to school, work, or play, such as damaged street signs, blocked pedestrian walkways and other traffic issues, the Safe Routes Florida app makes reporting a problem easier than ever.



Miami Dade New Mobility Initiative

Miami-Dade County is working on a new initiative to engage residents in the process of bringing new mobility technologies to our community. New mobility technology includes such innovations as delivery robots, autonomous shuttles, micro-transit, and e-scooters. Miami-Dade County is piloting these new solutions, focusing on how they could be used to improve accessibility and mobility equity throughout the County. The Mobility Hub Study area is within the Initiative's Miami Gardens Community Engagement Focus Area.



Get Moving Miami Initiatives Gardens!

This initiative explores how a Complete Streets Policy could help the Miami Gardens take a comprehensive and active approach to creating safer, more enjoyable streets for biking and walking across the city.



Broward Complete Streets Initiative

The Broward Complete Streets Initiative has been supported by several partners including Broward Regional Health Planning Council and the Broward Metropolitan Planning Organization (MPO) with a focus on creating safer, connected streets for all ages and abilities. The Broward MPO recently announced that it will invest 100 million dollars into Complete Streets project.



2.2. Existing Facilities and Services

This section summarizes data collected for existing facilities and services within the 1- and 3-mile Mobility Hub Site. Attachment D provides details on Geographic Information System (GIS) data sources, traffic, and transit data.

2.2.1 Transit

Miami-Dade Transit Proposed North Corridor Metrorail

This study considered the future Metrorail extension as an existing condition for analysis purposes.

Stretching approximately 10 miles from NW 75th Street to the Miami-Dade / Broward County Line along NW 27th Avenue, the proposed North Corridor Metrorail system will create an important transit link between north and central Miami-Dade County and south Broward County.

As shown in the figure to the right, the proposed North Corridor Metrorail stations within or near the 3-mile study area are:

- NW 215th Street (Unity Station Terminal)
- Hard Rock Stadium
- NW 183rd Street
- NW 163rd Street (Palmetto)

As noted in Section 2.1, the extensive analyses conducted for the North Corridor will be carried forward in the Unity Station Mobility Hub study.

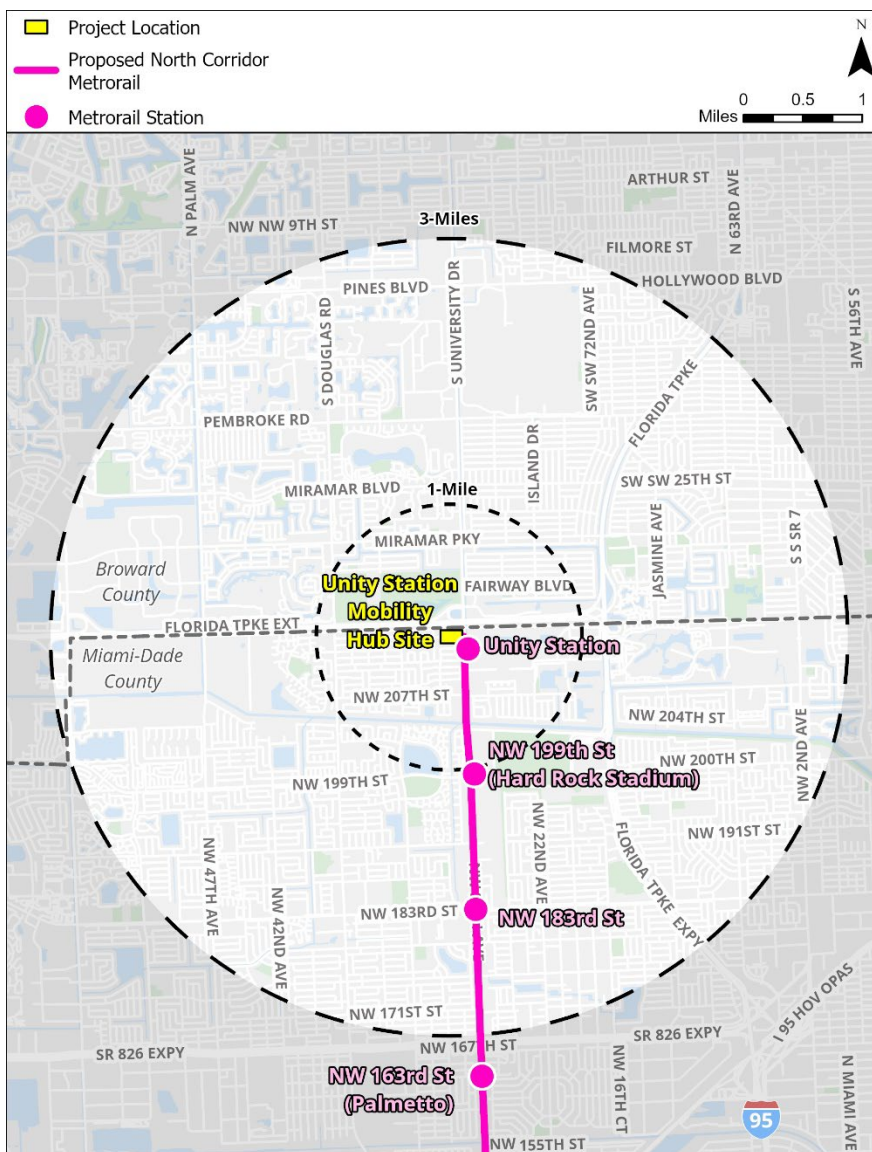


Figure 8: Proposed Metrorail Stations

Miami-Dade Transit (MDT) Metrobus

The figure to the right is an excerpt of the existing MDT Metrobus System Map with the 3-mile study area delineated. Metrobus Routes 99, 297, and 27 have routes within the 3- and 1-mile study area:

Route 99 offers local service seven days a week. It travels from the Park & Ride at Miami Gardens Drive and NW 73rd Avenue to the bus terminal at the Aventura Mall along Honey Hill Road, County Line Road, and Ives Dairy Road. Within the study area, Route 99 offers connections to NE 215th Street to the east and 199th Street to the south.

Route 297

(27th Avenue Orange MAX) is a limited-stop weekday service route that travels from NW 211th Street to the Miami International Airport Metrorail station along NW 27th Ave. Stops include the Dr. Martin Luther King, Jr. Metrorail station and Brownsville Metrorail station, as well as a bus transfer station at NW 207th Street that connects to a Broward County Transit Route (2), described in the following section.

Route 27/27A

Offers local service seven days a week. This route travels from Miami Gardens to Coconut Grove Metrorail station along NW/SW 27th Ave. Stops include the Dr. Martin Luther King, Jr. Metrorail station and Brownsville Metrorail station. An excerpt of this route is pictured below. As shown, bus service is provided to the Calder Casino and Hard Rock Stadium, both traffic generators within the 1-mile study area.

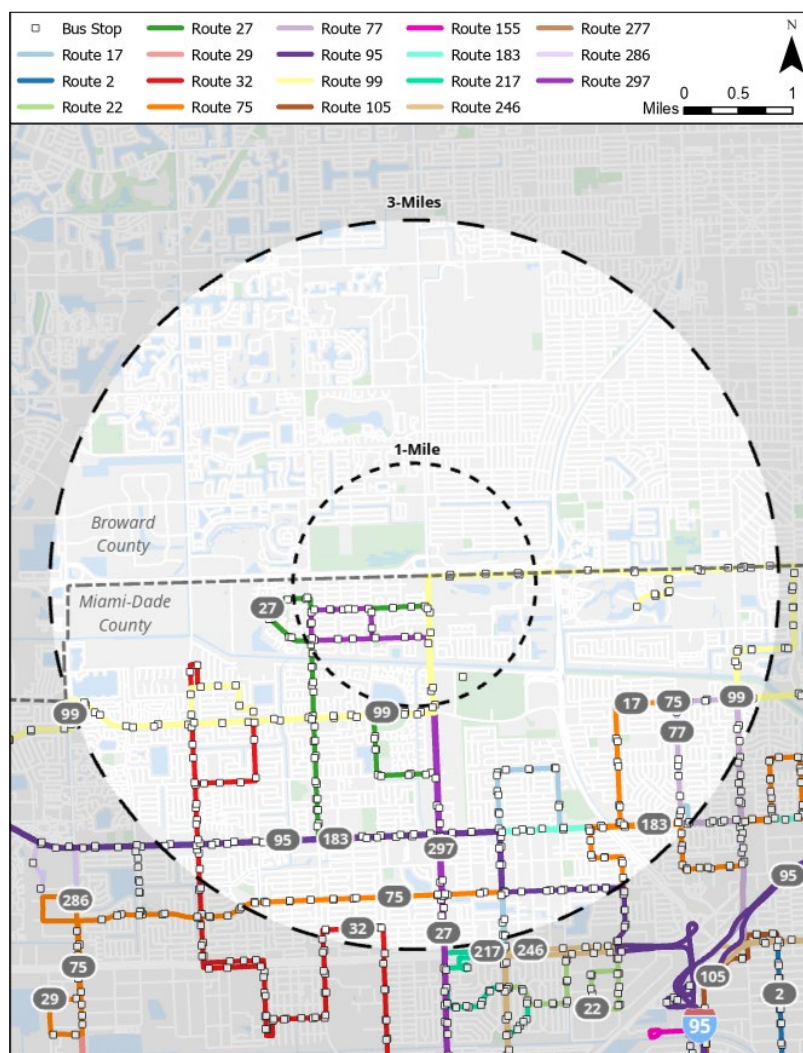


Figure 9: MDT Metrobus Routes

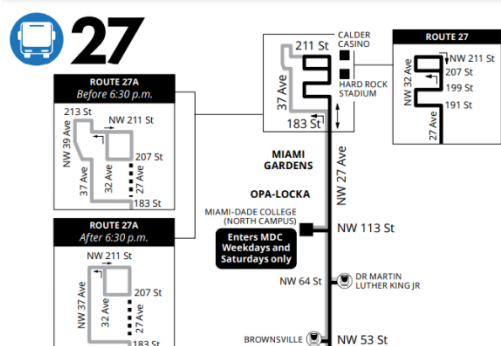


Figure 10: Miami Dade County Metrobus Route 27

Source: <https://www.miamidade.gov/transit/library/routes/27.pdf>

Broward County Transit (BCT)

The existing BCT Transit Routes and park and ride facilities within or near the 3-mile study area are shown in the figure to the right.

The existing BCT Transit Routes and park and ride facilities within or near the 3-mile study area are shown in the figure to the right.

The **BCT North Perry Airport Park & Ride Facility**, located at 7995 Pembroke Road in Pembroke Pines is about 1.75 miles northeast of the proposed Unity Station Mobility Hub. This Park & Ride facility provides service for the 95 Express route 108.

The **BCT Ansin Sports Complex Park & Ride Facility**, located at 10801 Miramar Boulevard in Miramar is 1.25 miles northwest of the proposed Unity Station Mobility Hub. This Park & Ride facility provides service for the 95 Express route 109 and BCT Bus Route 28, which runs along Miramar Parkway. In addition to parking spaces, amenities at this facility include security and bicycle racks.

BCT Bus Route 28 runs east-west along Miramar Parkway and provides 20-minute headways. **BCT Bus Route 2** provides 20-minute headways from a transfer station at NW 207th Street in Miami-Dade County to Westview Drive in Broward County via University Avenue. There are several Route 2 bus stops along NW 27th Avenue within the study area.

There are three **95 Express Routes** within the study area, all operating along the Florida's Turnpike system.

- **95 Express Pembroke Pines (Route 108)** - North Perry Airport to Miami Civic Center
- **95 Express Pembroke Pines/Miramar (Route 109)** - CB Smith Park/Ansin Sports Complex to Downtown Miami
- **95 Express Miramar (Route 106)** - Miramar Regional Park to Miami Civic Center this route does not have a stop within the 1- or 3- mile study area.



Figure 11: Broward County Transit Bus Routes

Miramar Community Shuttle

The City of Miramar and BCT have partnered to provide four Miramar Community Shuttle Routes, a free transit service intended to increase the number of destinations and connections in Miramar through public transit.

Connections are available to BCT routes 2, 5, 18, 95 Express, University Breeze, 441 Breeze, West Park Community Shuttle, Miramar Green, Miramar Orange, and Miramar Red Community Shuttle Routes.

All shuttles are air-conditioned & wheelchair accessible. Bicycle racks are also provided. Riders making connections to other BCT routes are expected to pay the appropriate fares.

Originally, the community shuttle routes operated from 7 am until 7 pm. This schedule was reduced to 6-hours per day, or about 9am until 3 or 4 pm as of May 3, 2021. Headways are 1 hour and 12-15 minutes. There is no service on the following holidays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

The Miramar Community Shuttle's Green Route (BCT Route 704) and Red Route (BCT Route 703), pictured right, offer service to Miramar High School and the Sorrento Rental Community, both of which are located about one mile from the proposed Mobility Hub, north of Florida's Turnpike on Douglas Road.

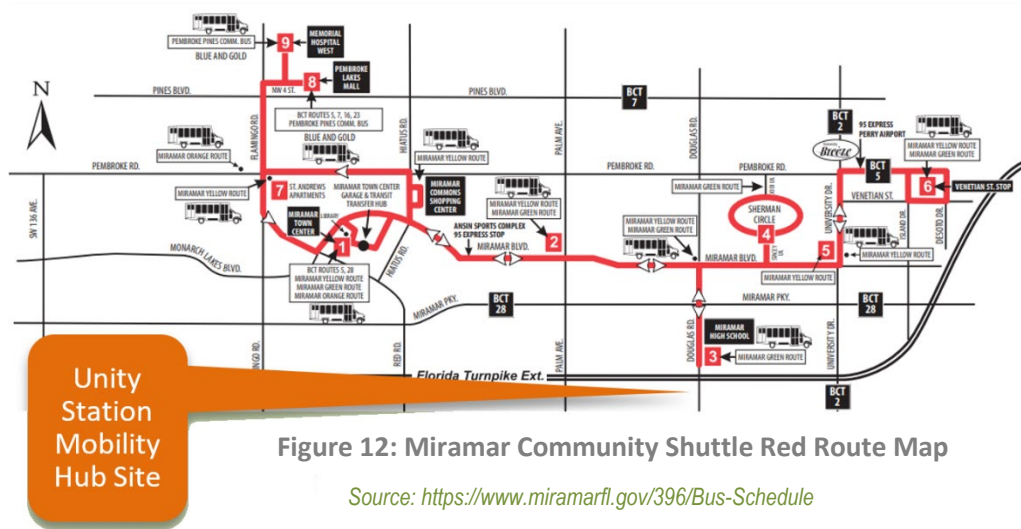


Figure 12: Miramar Community Shuttle Red Route Map

Source: <https://www.miramarfl.gov/396/Bus-Schedule>

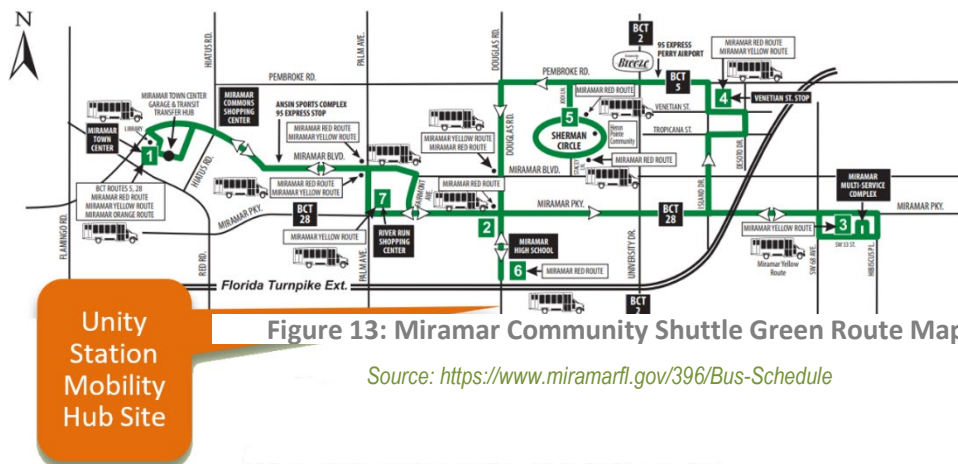


Figure 13: Miramar Community Shuttle Green Route Map

Source: <https://www.miramarfl.gov/396/Bus-Schedule>

Miami Gardens Express

In 2014, Miami-Dade County approved the City of Miami Gardens Bus Circulator Program, named the Miami Gardens Express. The program began with two buses in route. The Miami Gardens Express is free to ride and has predetermined stops that conveniently stop at key points of interests and local roads to supplement Miami-Dade County's current transit system throughout the city. The Miami Gardens Express' **Blue Route A**, **Orange Route B**, and **Red Route C** shown in the figure to the right, operate within the study area. Route schedules are provided in the graphics below, courtesy of the City of Miami Gardens:



Figure 14: Miami Gardens Express (Trolley) Route Map

BLUE ROUTE A		1	3	7	10	13	20	26	29	33	38	43	45
		M.G. City Hall 18605 NW 27th Ave	Bus shelter/ Brentwood Elem.	MDT Stop/ Brentwood Elem. Eastbound	The Parent Academy	Miami Gardens Community Resource Center	Social Security Administration	Walmart 17650 NW 2nd Ave	Across from 441 US Post Office	KFC 20285 NW 2nd Ave	Publix/Chase Bank/ Walgreens Shopping Center	Hard Rock Stadium (Gate 4)	Wells Fargo Bank (Across 27th Ave Walmart)
		7:00a	7:05a	7:10a	7:22a	7:32a	7:39a	7:49a	7:54a	7:58a	8:03a	8:12a	8:18a
		8:30a	8:35a	8:40a	8:52a	9:02a	9:09a	9:19a	9:24a	9:28a	9:33a	9:42a	9:48a
		10:00a	10:05a	10:10a	10:22a	10:32a	10:39a	10:49a	10:54a	10:58a	11:03a	11:12a	11:18a
		11:30a	11:35a	11:40a	11:52a	12:02p	12:09p	12:19p	12:24p	12:28p	12:33p	12:42p	12:48p
		1:00p	1:05p	1:10p	1:22p	1:32p	1:39p	1:49p	1:54p	1:58p	2:03p	2:12p	2:18p
		2:30p	2:35p	2:40p	2:52p	3:02p	3:09p	3:19p	3:24p	3:28p	3:33p	3:42p	3:48p
		4:00p	4:05p	4:10p	4:22p	4:32p	4:39p	4:49p	4:54p	4:58p	5:03p	5:12p	5:18p
		5:30p	5:35p	5:40p	5:52p	6:02p	6:09p	6:19p	6:24p	6:28p	6:33p	6:42p	6:48p

ORANGE ROUTE B		1	5	8	10	14	20	25	30	32	36	40	43	46	51
		M.G. City Hall 18605 NW 27th Ave	Across from Parent Academy (old Parkway Middle)	Bunche Park Community	1861 NW 155th St Rainbow Park Entrance	Side of Walgreens/ Across from Sunshine Meat	Florida Memorial University	ASIC College Mirrored Office Bldg	Miami Gardens Village Apts	Saint Monica Catholic Church	Betty T. Ferguson Recreational Complex	Banner Lifter Park	Race Trac Gas Station NW 207th St / 37th	Across from YWCA	Across from Coral City High / 183rd Popayes
		7:00a	7:06a	7:11a	7:12a	7:15a	7:25a	7:40a	7:53a	7:55a	7:59a	8:07a	8:11a	8:15a	8:20a
		8:30a	8:36a	8:41a	8:42a	8:45a	8:55a	9:10a	9:23a	9:25a	9:29a	9:37a	9:41a	9:45a	9:50a
		10:00a	10:06a	10:11a	10:12a	10:15a	10:25a	10:40a	10:53a	10:55a	10:59a	11:07a	11:11a	11:15a	11:20a
		11:30a	11:36a	11:41a	11:42a	11:45a	11:55a	12:10p	12:23p	12:25a	12:29p	12:37p	12:41p	12:45p	12:50p
		1:00p	1:06p	1:11p	1:12p	1:15p	1:25p	1:40p	1:53p	1:55p	1:59p	2:07p	2:11p	2:15p	2:20p
		2:30p	2:36p	2:41p	2:42p	2:45p	2:55p	3:10p	3:23p	3:25p	3:29p	3:37p	3:41p	3:45p	3:50p
		4:00p	4:06p	4:11p	4:12p	4:15p	4:25p	4:40p	4:53p	4:55p	4:59p	5:07p	5:11p	5:15p	5:20p
		5:30p	5:36p	5:41p	5:42p	5:45p	5:55p	6:10p	6:23p	6:25p	6:29p	6:37p	6:41p	6:45p	6:50p

RED ROUTE C		1	5	8	13	16	22	23	29	31	37	45	47	49
		Ellington NW 214th St / NW 7th Ave	Robert Sharpe Towers	Walgreens NW 199th St/ 2nd Ave	Norland Senior High/NE Corner	Farm House / NW 183 St / 12th Ave	North Dade Regional Library	MG City Hall 18605 NW 27th Ave	Coral City High School /MDT	Jesse People Church/ MDT Stop	NW 203rd St / NW 37th ave	County Line MDT Shelter/ MDT North Side	Admiral Apt Entrance Sign/ MDT	Hamlet at Walden Pond Senior Homes
		7:00a	7:05a	7:08a	7:13a	7:16a	7:19a	7:21a	7:24a	7:26a	7:32a	7:43a	7:46a	7:50a
		8:00a	8:05a	8:08a	8:13a	8:16a	8:19a	8:21a	8:24a	8:26a	8:32a	8:43a	8:46a	8:50a
		9:00a	9:05a	9:08a	9:13a	9:16a	9:19a	9:21a	9:24a	9:26a	9:32a	9:43a	9:46a	9:50a
		10:00a	10:05a	10:08a	10:13a	10:16a	10:19a	10:21a	10:24a	10:26a	10:32a	10:43a	10:46a	10:50a
		11:00a	11:05a	11:08a	11:13a	11:16a	11:19a	11:21a	11:24a	11:26a	11:32a	11:43a	11:46a	11:50a
		12:00p	12:05p	12:08p	12:13p	12:16p	12:19p	12:21p	12:24p	12:26p	12:32p	12:43p	12:46p	12:50p
		1:00p	1:05p	1:08p	1:13p	1:16p	1:19p	1:21p	1:24p	1:26p	1:32p	1:43p	1:46p	1:50p
		2:00p	2:05p	2:08p	2:13p	2:16p	2:19p	2:21p	2:24p	2:26p	2:32p	2:43p	2:46p	2:50p
		3:00p	3:05p	3:08p	3:13p	3:16p	3:19p	3:21p	3:24p	3:26p	3:32p	3:43p	3:46p	3:50p
		4:00p	4:05p	4:08p	4:13p	4:16p	4:19p	4:21p	4:24p	4:26p	4:32p	4:43p	4:46p	4:50p
		5:00p	5:05p	5:08p	5:13p	5:16p	5:19p	5:21p	5:24p	5:26p	5:32p	5:43p	5:46p	5:50p
		6:00p	6:05p	6:08p	6:13p	6:16p	6:19p	6:21p	6:24p	6:26p	6:32p	6:43p	6:46p	6:50p

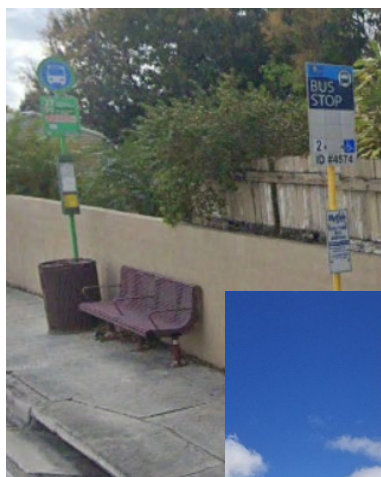
Rev May 2019

2.2.2 Transit Stations and Bus Stops

There are currently no existing Metrorail, Tri-Rail, or Metro Bus Stations within the 3- or 1-mile study area. Two proposed Metrorail stations within the 1-mile study area are part of the North Corridor project: at 215th Street and Hard Rock Stadium. Transit station features are expected to include, but not be limited to:

- Station Shelter
- Platform Standing Area
- Park & Ride Lot (215th Street / Unity Station)
- Ticketing Kiosks & Easy Card Payment kiosk
- Litter Receptacles
- Lighting and Wayfinding Signage
- Wi-Fi
- Americans with Disabilities Act (ADA) access
- Pedestrian / Sidewalk Access
- Bicycle Racks, and Micro-Mobility / Scooter access

Metrobus stops within the 3-mile study area are shown in the figure to the right. These and the BCT bus stops on the main roadways, such as NW 27th Avenue, typically feature a bench and signage.



There are also Metrobus stops with shelters (shown left) and a Metrobus transfer station are identified in the figure to the right.

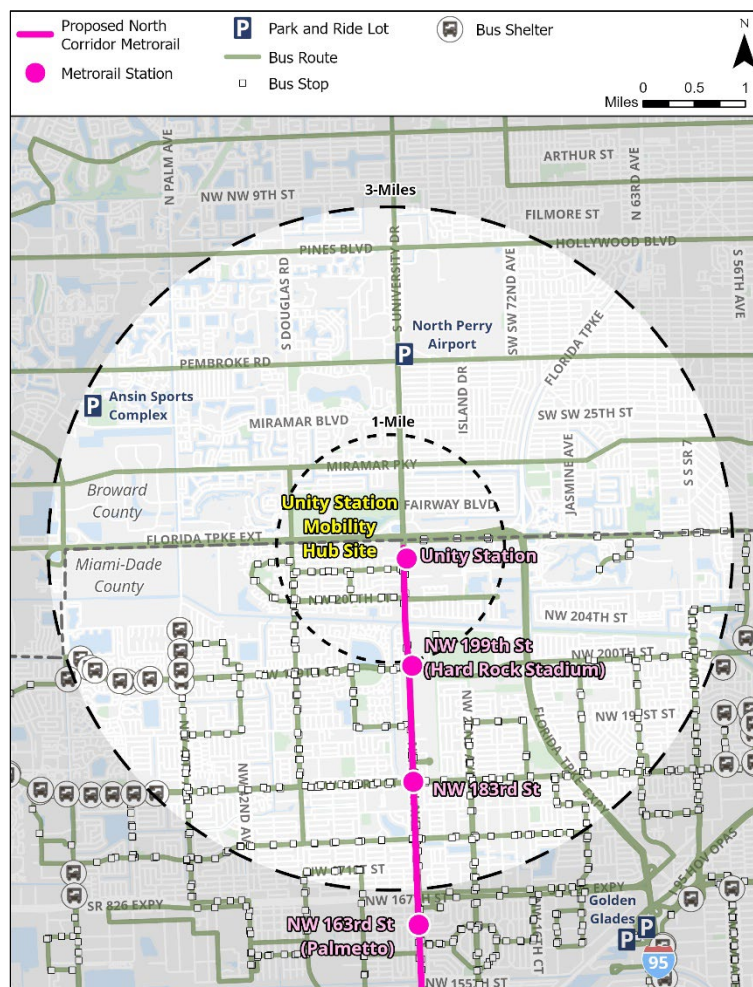


Figure 15: Transit Stations and Bus Stops

2.2.3 Schools and Bus Stops

There are four public schools within one mile of the Unity Station Mobility Hub, as illustrated in the figure to the right. School bus transportation is available for all Miami-Dade County high school students within the study area. Miami-Dade County school bus stops are plotted on the figure to the right.

Public and Private Schools

The following schools are located within the 1-mile Mobility Hub Study Area: **Miramar Senior High School** is a Broward County Public School located within the city limits of Miramar, Florida and within 1.25 miles of the proposed Unity Station Mobility Hub. This high school is among the top employment centers located within the study area. Miramar High School serves grades 9 through 12. As of the 2021-22 school year, the total student enrollment was 2,095. The ethnic makeup of the school was 15.3% White, 80.5% Black, 13.7% Hispanic, and less than 2% of other races. *Source: Broward County Schools 2021-22 Enrollment Report.*

North County K-8 Center is a Miami-Dade County Public School located within the city limits of Miami Gardens. Serving grades kindergarten through 8th grade, the school has 400 students annually.

Fairway Elementary School is a Broward County elementary school located in Miramar. Serving grades K-5th, the school registered 319 students in 2021.

Robert Renick Education Center is a small school serving 55 students located in Opa-locka, Florida and within 3 miles of the Mobility Hub.

Miami Carol City Senior High School, located at 3301 Miami Gardens Dr. outside of the 3-mile study area serves grades 9-12. Miami-Dade County high school students within the 3-mile study area are districted to this high school. While a small area south of NW 203rd St and west of NW 27th Ave is districted to Miami-Norland SHS district, there are no residential land uses at that location.

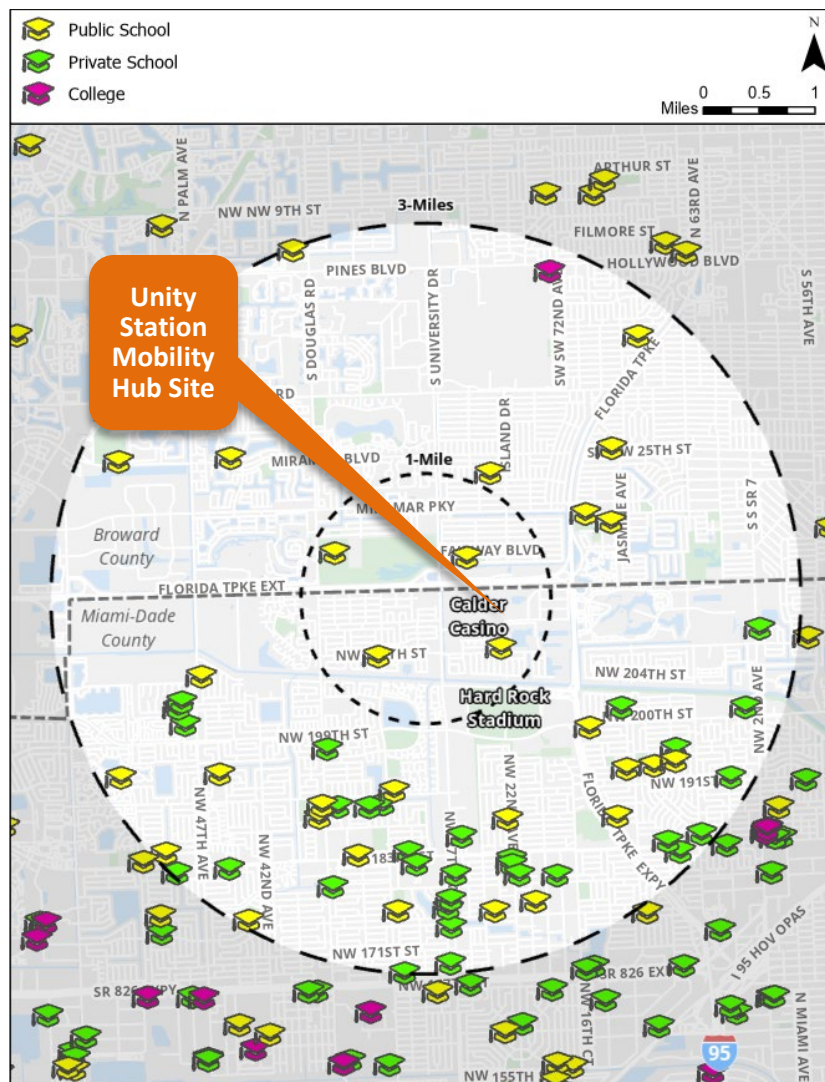


Figure 16: Area Schools (public and private)

2.2.4 Bicycle/Pedestrian Facilities

Bicycle/Pedestrian Facilities

Bike lanes are limited in the study area to the north side of the Turnpike on the east side of SW 27th Avenue (called University Avenue in Broward County) and on shared use path on west side of University Avenue, north of the Turnpike. An inventory of pedestrian facilities within the study limits is provided in Attachment B.

From north of the 1-mile study area, there is a 10 to 14 foot-wide multi-use path along the west side of University Avenue that narrows to about an 8-foot-wide sidewalk south of Riviera Boulevard through the 3-mile study area. Similarly, a 4 to 6 foot-wide sidewalk runs along the east side of NW 27th Avenue in Broward and Miami-Dade County. The figure below is an excerpt from the Broward County MPO Bike Map, developed in 2017.

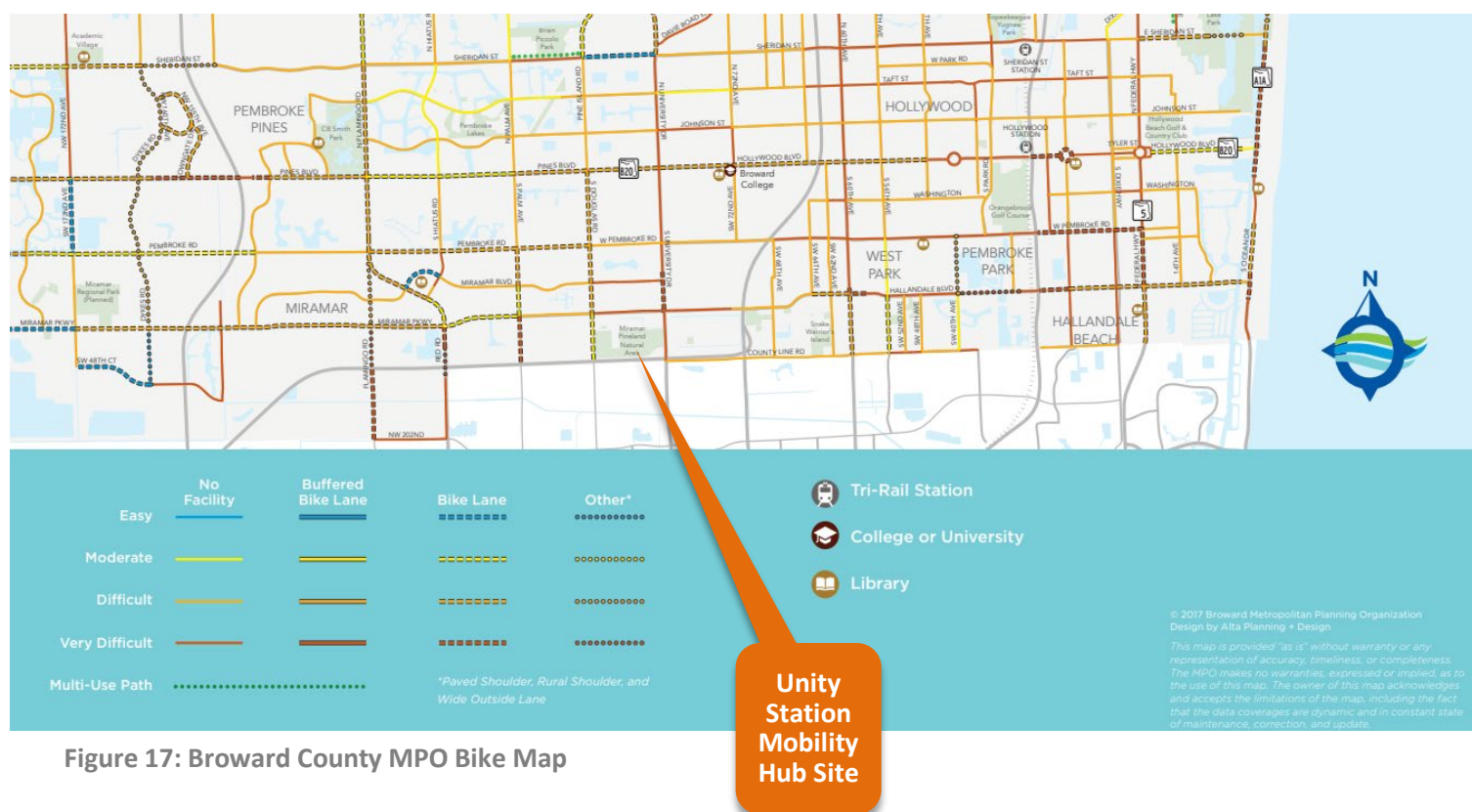


Figure 17: Broward County MPO Bike Map

Recreational Facilities

The **Miramar Pineland**, located off of NW 27th Avenue just north of Florida's Turnpike is a Broward County park. This ecologically and historically significant 157-acre site combines the amenities of a regional park with the passive recreational opportunities of a nature center or natural area. The park features include:

- Gazebo
- Nature Trail
- Picnic Area
- Playground
- Shelter & Room Rentals
- Splash Pad



Source: Broward.org

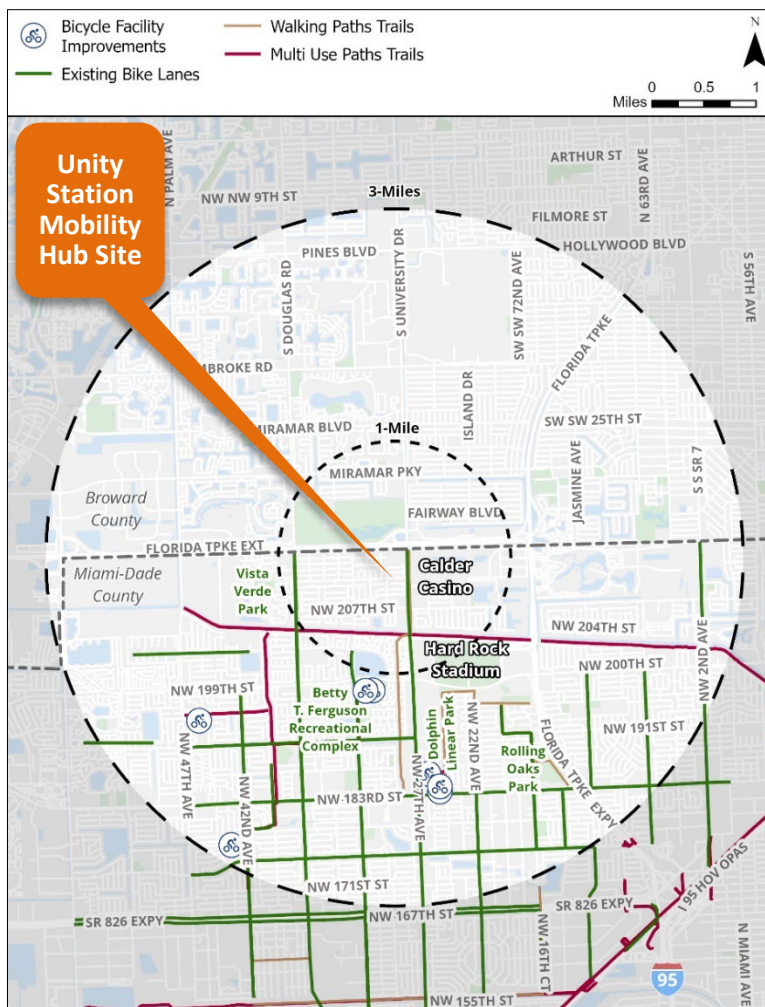


Figure 18: Miami Gardens Bicycle, Pedestrian and Recreational Facilities

2.2.5 Miami Dade County/Miami Gardens

City of Miami Gardens and Miami-Dade County bicycle, pedestrian (walking paths/trails and multi-use paths), and recreational facilities within the 1-mile and 3-mile study area are illustrated in the figure to the right.

As reflected on this map, there are bike lanes along the main north-south roadways, but not for east-west travel. In addition to the presence of bike lanes, Miami-Dade County has data related to biking comfort that will be analyzed as part of this study. In addition, bicycle crash and non-motorized passenger (pedestrian) accident data has been collected (See Section 2.3 Traffic).

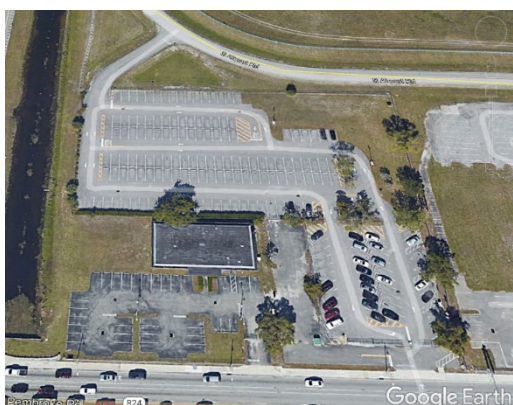
2.2.6 Parking and Micro-Mobility

Automobile Parking

Within the 1-mile study area, there are currently no Miami-Dade County-owned/managed parking lots, facilities, or parking spaces. Streetside parking and shared parking (e.g., commercial, or private property spaces) generally do not exist within the study area as on-street parking is not allowed on NW 27th Avenue nor NW 215th Street.

There are plans to construct a park-and-ride lot as part of the Unity Station Mobility Hub project. The mobility hub will include bus bays, passenger shelters, and the park & ride lot; facilities are meant to match the Miami-Dade County's upcoming plans to enhance bus transit along NW 27th Avenue and provide connections to the future Metrorail station.

The **BCT North Perry Airport Park & Ride Facility** (pictured left), located at 7995 Pembroke Road in Pembroke Pines is about 1.75 miles northeast of the proposed mobility hub. Accessible from Pembroke Road and Airport Road, this Park & Ride facility provides service for the 95 Express route 108. This park & ride facility offers just under 200 parking spaces. No benches or shelters were observed.



Large-scale private parking within the 1-mile study area includes:

Calder Casino offers private parking for its employees and patrons. The casino also offers a free shuttle bus service for regular patrons and during special events. **Hard Rock Stadium**, which offers 19 different locations for paid parking (pictured below), as well as off-site free parking at locations such as the Calder Casino and an unpaved overflow parking lot located just north of the Snake Creek Canal on the west side of NW 27th Avenue (See figure to the right).

Micro-mobility

A new gondola cable car ride at the Hard Rock Stadium allows visitors to view the stadium and Miami skyline. While not used as a transportation facility, this attraction opens the door for similar types of mobility solutions in this area. In addition, the DTPW is currently implementing a micro-mobility initiative that includes similar components envisioned for the Unity Station Mobility Hub including:

- High visibility pedestrian crosswalks and pedestrian signage
- New ADA pedestrian ramps and wider/repared concrete sidewalks
- Build separated green bicycle lanes
- Milling, paving, pavement markings, and repairing manholes
- Various separation elements (planters, armadillos, concrete stoppers, delineators, and others)

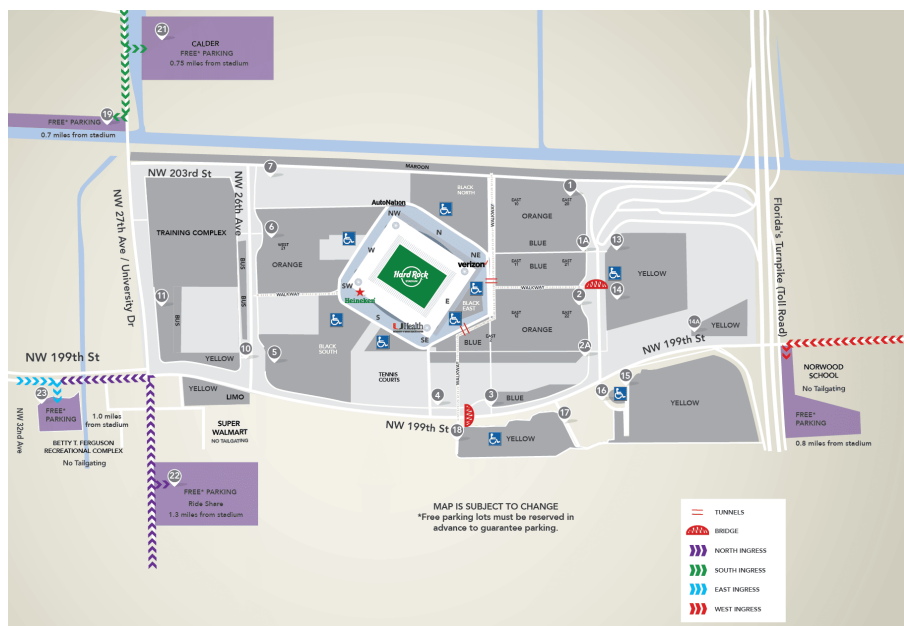


Figure 20: Hard Rock Stadium Parking Map

2.2.7 Roadway Network

The figure to the right illustrates the functional classification for the roadways within the 1-mile and 3-mile study area.

To enable evaluation of the existing roadways for existing and potential connectivity to the planned Unity Station Mobility Hub, this study will include gathering right of way and sidewalk data to use as a base plan for developing concept alternatives for multi-modal connectivity throughout the study area.

Florida's Turnpike

Vehicular Traffic in the study area includes the Florida's Turnpike (east west) with an off-ramp to NW 27th Avenue at 215th Street and on-ramp (heading west) just north of the Turnpike off southbound University Avenue. The Turnpike's east-west alignment physically separates the Hub Study Area in half north and south of the Broward/Miami-Dade County Line. The Turnpike feeds vehicular traffic onto NW 27th Avenue (south-Miami-Dade) and University Avenue (north-Broward). Notably, the Turnpike is a physical and visual barrier at the center of the Mobility Hub Site/study area.

NW 27th Avenue/University Avenue

NW 27th Avenue is a principal north-south arterial that runs through the middle of the study area. Minor arterial and collector roads run in an east-west grid crossing NW 27th Avenue and serve mostly residential communities and strip commercial centers, as well as the Hard Rock Stadium venue, which is about 1 mile south of the proposed Unity Mobility Hub Site. The main local traffic generators to the corridor include the residential communities. Major employment centers described in this report include distribution centers, schools, and entertainment venues like the Calder Casino also draw traffic through the study area.

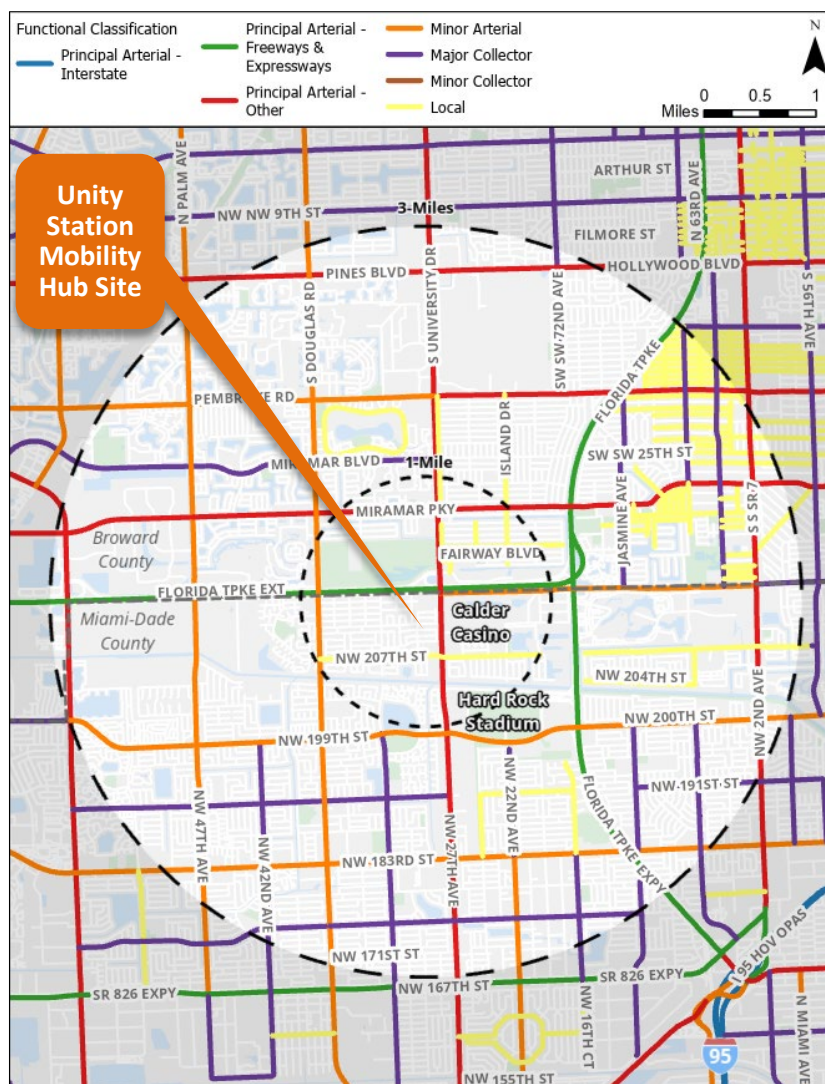


Figure 21: Area Roadway Functional Classification

Roadway Configuration and Intersections

The figure to the right identifies the number of lanes for area roadways within the 1- and 3- mile raidus study limits. A detailed inventory of available right of way along these roads is provided in Attachment B.

North South

NW 27th Avenue (State Road 817 in Miami-Dade County) has 3 travel lanes north and south plus turn lanes with intermittent medians. There is limited right of way along NW 27th Avenue.

University Avenue (State Road 817 in Broward County) has 3 travel lanes north/south plus turn lanes with intermittent boulevard medians.

East West

- NW 215th Street is a 4-lane Miami-Dade County-owned facility that features 2 travel lanes each direction plus turn lanes and separator median.

Signalized / Phased Intersections

- Along NW 27th Avenue at NW 207th Street, NW 203rd Street, NW 199th Street, NW 191st Street, NW 183rd Street (Miami Gardens Drive), NW 175th Street and at 3.15 miles, NW 167th Street (just south of State Route 826 overpass).
- University Avenue - are located at Riviera Boulevard, Miramar Parkway,

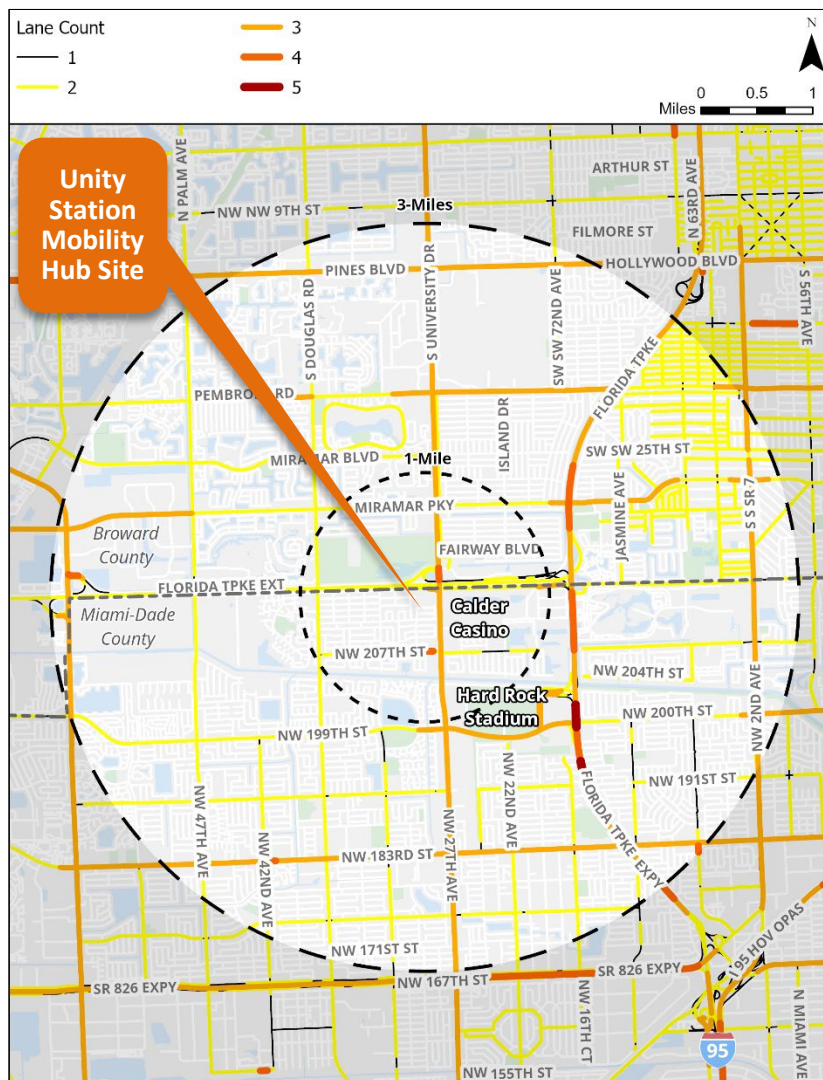



Figure 22: Area Roadway Lane Count



The study area is bi-furcated north-south by NW 27th Avenue and University Avenue. As previously noted, a new bike lane is on east side of University Avenue and a newly built 10- to 14-foot-wide shared use path on the west side of University Avenue (pictured left) and extends through the underpass (Florida's Turnpike) connecting with the Mobility Hub Site on the west of NW 27th Avenue.



At the 3-mile study limit, to the south, SR 826 contributes off-ramp traffic onto NW 167th Street (east-west) which feeds to NW 27th Avenue. SR 826 is, similarly to the Turnpike at the center of the study area, a physical and visual barrier separating north and south sub-areas within the City of Miami-Gardens.

2.2.8 Observations

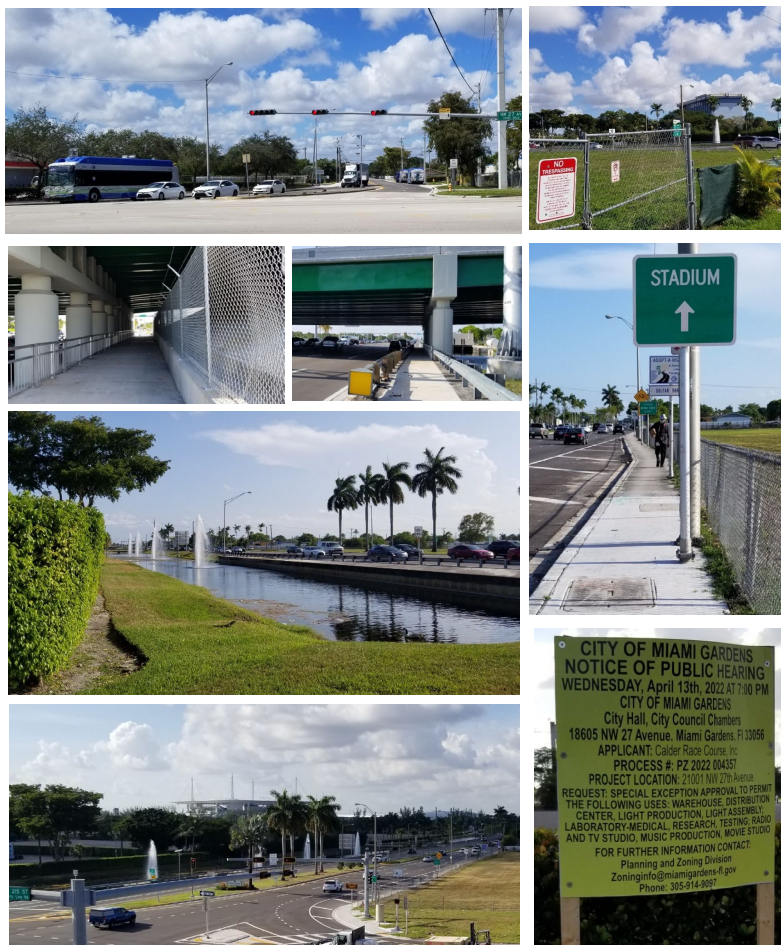
Site Reconnaissance and Observations and Behaviors

Site walk throughs and reconnaissance were performed for the study area. Observations and behaviors relating to transit, pedestrian, bicycle, and automotive traffic were collected.

- Heavy vehicular traffic was observed at the following intersections:
- 215th Street and NW 27th Avenue
- 199th Street and NW 27th Avenue
- Bicyclists were observed navigating on the west side of NW 27th Avenue from Broward County along the newly built shared use path from just north of the Turnpike moving south through the underpass and onto a narrow 5' wide sidewalk along the frontage of the 14-acre mobility hub site and southward along NW 27th Avenue.
- Limited pedestrian movements were observed on the west side of NW 27th Avenue and not at all on the east side through the underpass at the Turnpike.
- No pedestrian crossings are available at east side of 215th Street to allow continuous pedestrian movement north from Miami-Dade to Broward.
- Wide open large parking lots at Calder Casino mostly unused.
- Canal / waterway and green space along NW 27th Avenue lends appearance of a greenway but there are no pedestrian or bicycle facilities.

Peak a.m. and p.m. traffic was observed at 215th Street and NW 27th Avenue and traffic congestion is limited during normal periods. During Events at the Hard Rock Stadium, traffic becomes more congested, and a future traffic study is recommended to gain additional data during venue events.

Pictured here, a selection of field photographs from the Unity Station Mobility Hub photo log. A summary photo log is provided in Attachment E.



2.3. Traffic

2.3.1 Current Traffic by Mode

Automotive – Annual Average Daily Traffic (AADT)

The figure below summarizes the AADT for the roadway network within a 1-mile and 3-mile radius of the proposed Mobility Hub. With The Florida’s Turnpike serving as the area’s Principal Expressway, AADT exceeds 100,000.

The figure to the right from FDOT’s Traffic online GIS system provides additional details on AADT for roadways surrounding the Unity Station Mobility Hub.

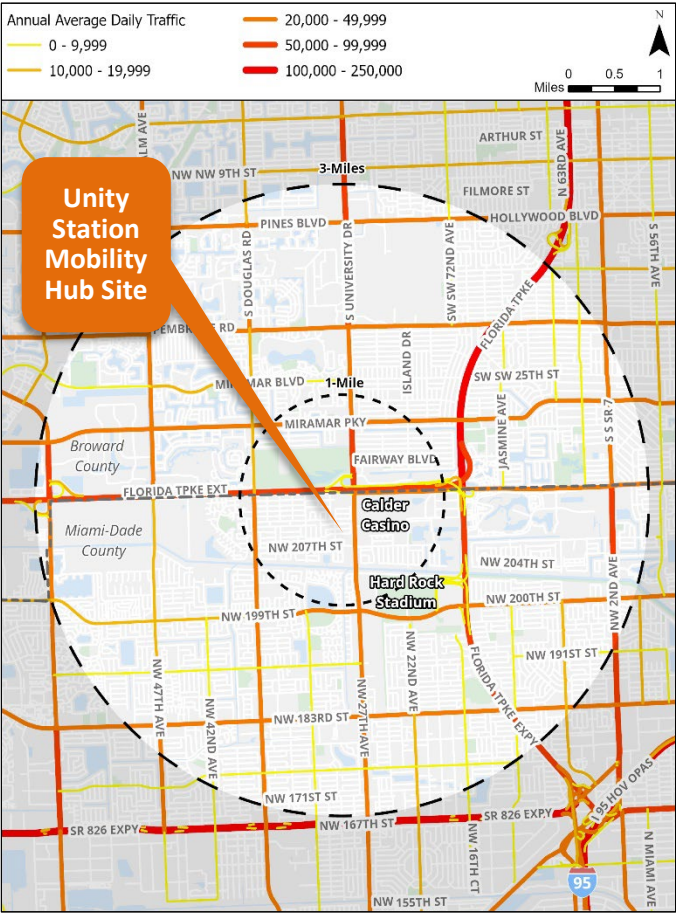


Figure 24: AADT

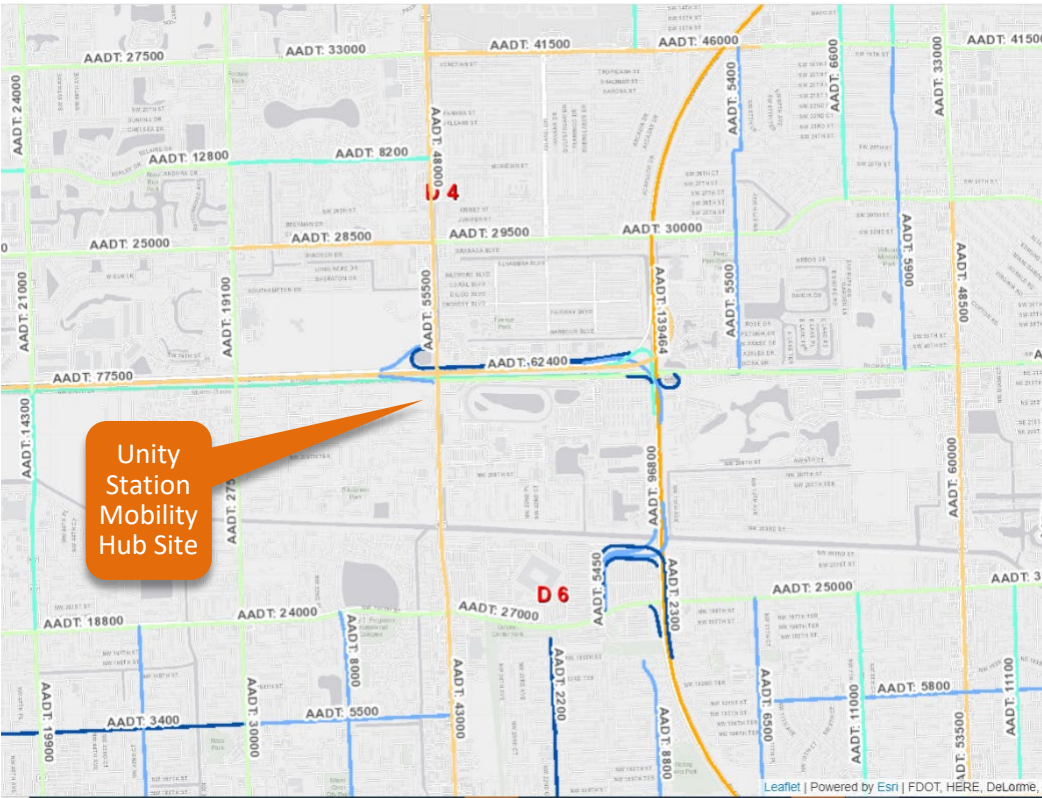


Figure 23: AADT (1- and 3-mile study area)

Bicycle and Pedestrian Traffic

The statewide non-motorized traffic monitoring program does not currently have a bike/ped count station within the 1- or 3-mile study area; therefore, bicycle and pedestrian counts are not available.

Pictured left: Bike Lane on NW 27th Ave.



Information derived from the FDOT State Safety Office on fatal and serious injuries of non-motorists on Florida public roads for 2016 and Bicycle Crash Data updated March 2019 is illustrated in figure 22. The map is based on “Long Form” crash data reported by law enforcement to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). Geographic coordinates were processed and verified by the FDOT.

Based on this data, there were 25 bike-related crashes within a 1-mile radius of the study area. As shown in the figure to the right, these crashes, primarily occurred along the major roadways: NW 27th Avenue, NW 215th Street, and Miramar Parkway.

A non-motorist is categorized by the reporting agency using Non-Motorist Codes 1, 2, 3, and 4 for pedestrian, other pedestrian, bicyclist, and other bicyclist, respectively. Non-Motorist Codes 5, 6, and 7 denote occupants of motor vehicles not in transport (e.g. parked), occupants of non-motor vehicle devices, and unknown non-motorist types, respectively.

Of the four non-motorist fatal and serious injury crashes that occurred within the study area (also illustrated in the figure to the right), **all involved pedestrians crossing the road.**

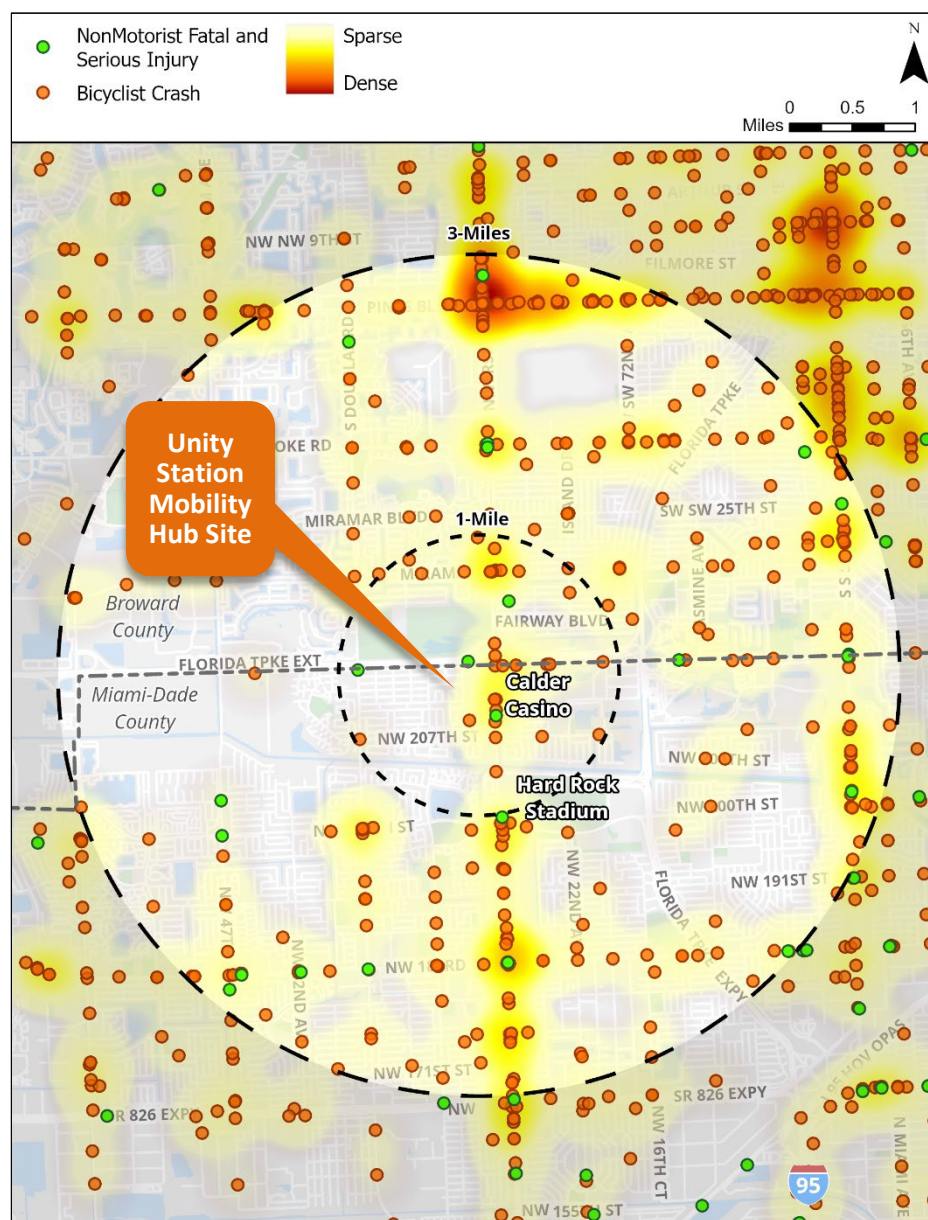


Figure 25: Bicyclist Crashes and Non-motorist Accidents

Transit Ridership

MDT Metrobus

Pictured below is the MDT Metrobus Route Map for the study area. Below is a summary of the January 2022 monthly Metrobus ridership.

Table 1: MDT Metrobus Ridership Data (Jan. 2022)

Bus Route		Monthly Ridership
27/27A	This route travels from Miami Gardens to Coconut Grove Metrorail station along NW/SW 27 th Ave. Stops include the Dr. Martin Luther King, Jr. Metrorail station and Brownsville Metrorail station.	118,778
297	Route 297 (27th Avenue Orange MAX) is a limited-stop weekday service route that travels from NW 211th Street to the Miami International Airport Metrorail station along NW 27th Ave. Stops include Dr. Martin Luther King, Jr. Metrorail station and Brownsville Metrorail station.	16,461
99	Route 99 offers local service seven days a week. It travels from the Park & Ride at Miami Gardens Drive and NW 73rd Avenue to the bus terminal at the Aventura Mall along Honey Hill Road, County Line Road, and Ives Dairy Road. Within the study area, Route 99 offers connections to NE 215th Street to the east and 199th Street to the south.	29,573

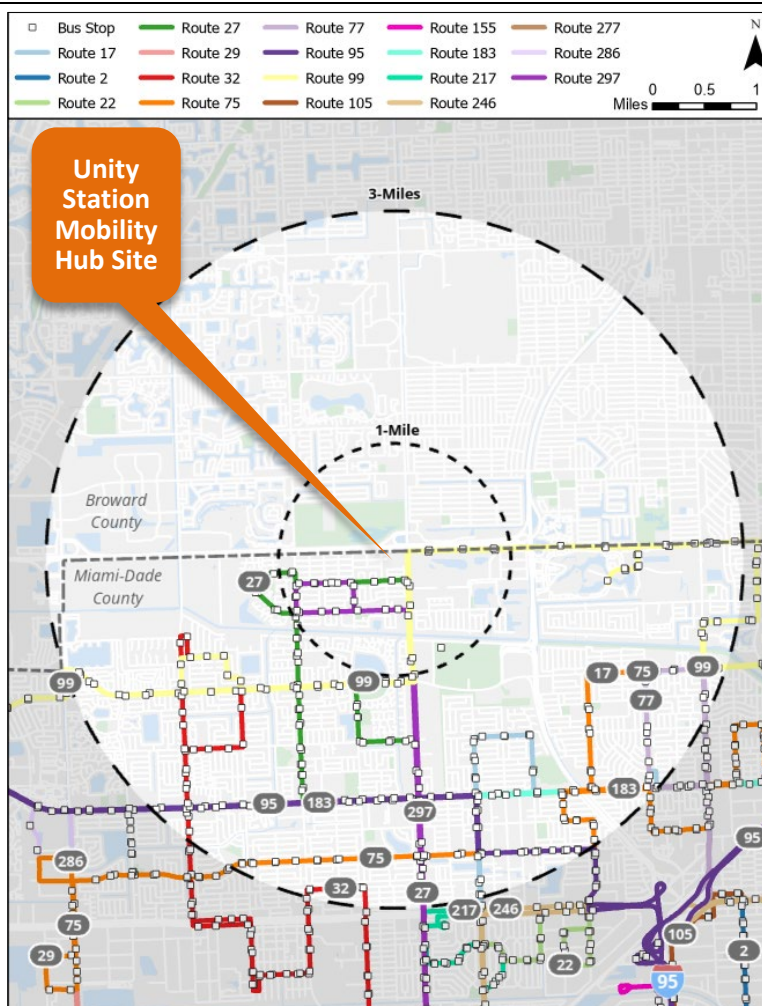


Figure 26: MDT Metrobus Routes

Broward County Transit

Pictured below is the BCT Route Map for the study area, and a summary of the weekday and weekend BCT ridership.

Table 2: BCT Bus Ridership Data (Jan. 2022)			
Bus Route		Ridership	
		Weekday	Weekend
2	University Drive	67,754	81,962
28	Miramar Parkway -Hallandale Beach Boulevard	49,703	60,829
108	95 Express-Miramar-Miami	6,447	6,447
109	95 Express Pembroke Pines Miramar-Miami	3,691	3,691



Figure 27: Broward County Transit Routes

Source: <https://www.Broward.org/BCT/Documents/SystemMap.pdf>

Miami Gardens Express

Below is a summary of the Miami Gardens Express' Annual ridership for the routes A, B, and C within the study area.

Table 3: BCT Bus Ridership Data (Jan. 2022)			
Bus Route		Ridership	
		Avg Monthly	Annual
A	Blue Route with stops at Brentwood Elementary, Social Security Admin, Hard Rock Stadium, and Walmart on NW 27 th Ave.	1,802	21,625
B	Orange Route with stops at Betty T. Ferguson Elementary, Hard Rock Stadium, and Robert Benick Educational Center	1,305	16,209
C	Red Route with stops at NW 211 th Avenue at NW 27 th Avenue and the Calder Casino.	2,020	24,237

2.2.3 Major Traffic Generators

Existing Land Use

Land uses within the 1- and 3-mile study area are shown in the figure to the right.

Low-density neighborhoods are a predominant feature to the immediate west and south of the proposed Mobility Hub Site, while large tracts of businesses and office land uses east of NW 27th Avenue. North of Florida's Turnpike the Miramar Pine Forest Park, described in section 3, makes up the majority of the northeast quadrant of the 1-mile study area.

SMART Plan for North Corridor Preferred Land Use Scenario

The Smart Plan for the North Corridor proposed three different development scenarios of differing intensities and the community selected the medium development scenario (Preferred Land Use Scenario-PLUS) for the entire corridor with an elevated Metrorail system. For the mobility hub, this translates into 4 to 5 stories with housing for 12,000 people (approximately 5,941 dwelling units) and 142 acres of land to support 6,000 jobs (approximately 142 acres with a Floor Area Ratio of 1.4). The future land use designations for Miami Gardens support this

Preferred Land Use Scenario. The Zoning Map for Miami Gardens shows the Calder Racetrack and mobility hub site as part of the Business Transitional Overlay District and the area around it is mostly zoned single family residential with some multi-family residential at 15 dwelling units per acre (RM-15). The area around the Hard Rock Stadium south of the canal is zoned multi-family (RM-15) and planned corridor development (PCD) along NW 27th Avenue.

The entire corridor is subdivided into three segments. The mobility hub area to Carol City is identified as an Entertainment District. The next segment south is the Education District with Miami Dade College North Campus (MDC-north) and the southernmost segment which is adjacent to downtown is the Multi-family Housing District

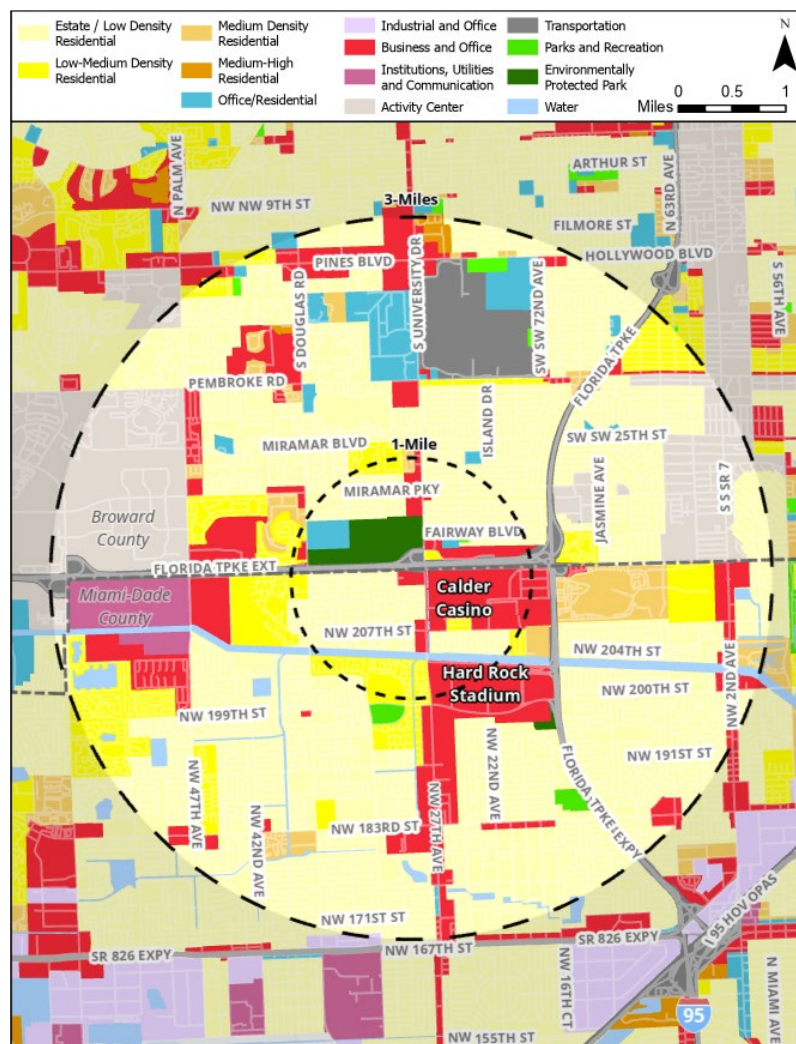


Figure 28: Land Use

Employment Centers

There are important regional connections to job centers in downtown Miami, the stadium district, higher education at MDC-north campus, the Miami Airport, Opa-Locka Airport, and industrial uses. These destinations drive future ridership and can attract additional development opportunities along the corridor like ancillary businesses related to education and the airport. MDC-north is the original college campus. Here there are potential opportunities for community partnerships and new development opportunities related to the schools of science, justice, entertainment, and design technology.

In addition, the Unity Station Mobility Hub will connect to Broward County Transit's (BCT) planned premium transit along University which will connect to east/west premium transit and the potential Broward Commuter Rail. Riders on the North Corridor will be able to transfer to BCT transit and this will also drive ridership and development around the mobility hub. Major employment centers within a 1-mile and 3-mile Mobility Hub Study radius are listed in the table below.



Calder Casino

The Calder Casino, which is reported to employ more than 700, opened in 2010 and features a 100,000-square-foot gaming floor with 1,100 slot machines, and electronic gaming machines, restaurants, and indoor and outdoor lounges. Live entertainment is offered at the casino on a weekly basis. In late 2021, the majority of the Calder horse racing acreage (116 acres), named Gulfstream Park West, was sold to Link Logistics, one of the premier owners of logistics real estate assets, established in 2019 by Blackstone. It was reported by the Paulik Report that Link Logistics may sell 15-20 acres of land along NW 27th Avenue in the future for retail development. In April 2022, the

South Florida Business Journal reported that there are plans to build a \$700 million industrial park on the newly purchased 116 acres, which would result in 2,000 new jobs for the area.

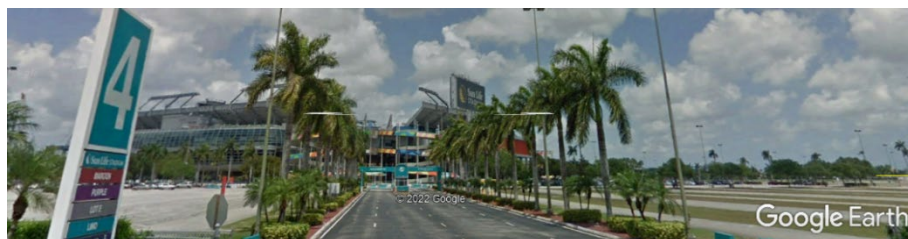
Table 4: Major Employment Centers

Employment Centers within the 1-mile Study Area		Type
Hard Rock Stadium (700 employees)	347 Don Shula Drive Miami Gardens 33056	Attraction
Calder Casino (315)	21001 NW 27th Ave Miami Gardens 33056	Attraction
Miramar SHS (125)	3601 SW 89th Avenue Miramar 33025	School
DHL Express (86)	1738 NW 215 Street Miami Gardens 33056	Business
Goodman Distribution (70)	1638 NW 215th St Miami Gardens 33056	Business
The Stadium Hotel (65)	21485 NW 27th Avenue Miami Gardens 33056	Hotel
UPS Distribution Ctr. (unknown)	4350 NW 215th St Miami Gardens 33055	Business
Employment Centers within the 3-mile Study Area		Type
Henry D. Perry Education Ctr. (100)	3400 Wildcat Way Miramar 33023	Education
FedEx Ship Center (unknown)	10501 Commerce Pkwy Miramar 33025	Business
Broward College South (96)	7200 Pines Blvd Pembroke Pines 33024	Education

Hard Rock Stadium

Hard Rock Stadium is a multi-purpose stadium located in Miami Gardens, Florida, a city north of Miami. The stadium, which has a capacity of 65,000, is the home stadium of the Miami Dolphins of the National Football League (NFL) and the University of Miami's college football team. Hard Rock Stadium and the Miami Dolphins together employ 800 people. The stadium has hosted six Super Bowls (XXIII, XXIX, XXXIII, XLI, XLIV, and LIV), the 2010 Pro Bowl, two World Series (1997 and 2003), four BCS National Championship Games (2001, 2005, 2009, and 2013), one CFP National Championship (2021), the second round of the 2009 World Baseball Classic, and WrestleMania XXVIII.

In addition, the stadium hosts the Orange Bowl, an annual college football bowl game, and the Miami Open tennis tournament. Since 2022, the grounds of Hard Rock Stadium have also hosted the Miami International Autodrome, a temporary racing circuit used for Formula 1's Miami Grand Prix. From 1993 until 2011, the stadium also was the home field of the Florida Marlins of Major League Baseball (MLB). Pictured, Hard Rock Stadium Entrance.



Miramar Senior High School

As described in Section 3, Miramar Senior High School is a Broward County Public School located within the city limits of Miramar, Florida and within 1.25 miles of the proposed Unity Station Mobility Hub. With approximately 125 employees, this high school is among the top employment centers located within the study area. Miramar High School serves grades 9 through 12. As of the 2021-22 school year, the total student enrollment was 2,095. On-campus facilities include more than seven buildings, three on-site parking lots, three baseball fields, three tennis courts, a soccer field, and a football field with stadium seating. Pictured, Miramar SHS view from NW 37th Avenue.



DHL Express

In late 2021 DHL Express Point opened a new \$11 million facility in Miami Gardens. The new facility is comprised of 55,000 square feet of warehousing and office space and a new conveyor sort system with room for up to 70 vehicle loading positions around the belt. And it also handles U.S. domestic and time-definite international shipments to and from the 220 countries and territories served by DHL. DHL added that its advanced material handling system can process up to 3,000 pieces per hour (PPH) and that this location is also supported by 65 dedicated couriers and 21 operational personnel. Pictured, DHL Express facility view from Florida's Turnpike.



Goldman Distribution

Goodman Distribution is located in Miami Gardens, next to DHL Express on SW 215th Street. Goldman Distribution is a supplier of wholesale air conditioners and employs 70 people at this location. Pictured below, Goldman Distribution Building as seen from the Florida's Turnpike southbound.



2.4. Stakeholder Interviews

Transportation Survey Purpose and Overview

During the course of this study, a short online transportation preference survey was used to obtain input from residents, local stakeholders, and businesses for the proposed Unity Station Mobility Hub. The survey helped identify accessibility needs, transit options for riders, safety concerns, and other ridership feedback from the local community.

This survey was emailed to residents and businesses within the study area and was available via a scannable QR code to area employment centers, local businesses, and area bus stops. Participants were given the option to answer the survey after scanning the QR code on their smart phones or by using a computer or tablet.

Additionally, the study team interviewed local business owners and major employment centers in the area to understand the needs and preferences of their employees.

Survey data was collected and analyzed to support recommendations for the core project areas:

The 1-mile radius represents a 20-minute walk or a 5-minute bike ride.

The 3-mile radius represents a 5-minute drive or a 15-minute bike ride of the Unity Station Mobility Hub.

Survey Questions

Below are the survey questions that were included in the Survey, and a summary of Survey Responses is included in Attachment F.

1. *What is your most common mode of transportation? Rank your three most common modes in order of frequency of use.*
 - a. Car, just myself
 - b. Carpool or Vanpool
 - c. Public Transit (Shuttle, Metrobus, Metrorail)
 - d. Walking or Biking
 - e. Ride-hailing services (Uber, Lyft, Taxi)
 - f. Paratransit Services/STS
 - g. Other (please specify)
 - h. NA
2. *How would you travel to the new NW 215th transit terminal/mobility hub?*
 - a. Walk
 - b. Bike/Bike Share
 - c. Transit/Shuttle
 - d. Ride-hailing services (Uber, Lyft, Taxi)
 - e. Drive to the station's park-and-ride, or get dropped off
 - f. Other (please specify)
3. *If you are walking, which of these improvements are essential? Check all that apply.*
 - a. Wide, continuous sidewalks
 - b. Signage/Wayfinding
 - c. Crosswalks
 - d. Tree/shade cover along sidewalks
 - e. Other (please specify)
4. *If you are biking, which of these improvements are essential? Check all that apply.*
 - a. Standard and green-colored bike lanes
 - b. Shared use path-protected bike lane
 - c. Bike sharing stations (ex. Citibike, Lime)

- d. Bike storage lockers
- e. Other (please specify)
- 5. *If you are using a shuttle or a Metrobus, which of these improvements are essential? Check all that apply.*
 - a. Frequent operational hours
 - b. Extended operational hours
 - c. Sheltered bus/shuttle stops
 - d. Direct connections
 - e. Real-time arrival/departure displays
 - f. Other (please specify)
- 6. *Would you use an on-demand service, instead of driving or being dropped off, if it were available?*
 - a. Yes
 - b. No
- 7. *If you travelled to the proposed transit terminal/mobility hub, where would you start your trip? Select all that apply.*
 - a. Home
 - b. Work
 - c. School
 - d. Hard Rock Stadium
 - e. Calder Casino
 - f. Other
- 8. *If you live near the proposed mobility hub/transit area, what would be your destination? Select all that apply.*
 - a. Work
 - b. School
 - c. Hard Rock Stadium
 - d. Calder Casino
 - e. Other
- 9. *What zip code do you live in?*
- 10. *What zip code do you travel to?*
- 11. *What are your top transportation concerns in this neighborhood? Select three.*
 - a. Safety when walking or biking
 - b. Accessibility
 - c. Convenience and reliability
 - d. Cost
 - e. Security
 - f. Congestion during area events
- 12. *What would make you consider using a shared e-scooter/bicycle or micro-transit service such as trolley or mini-bus to complete local trips or trips to transit stops/stations? (Rank 1- 5, where 1 is your most preferred and 5 is your least preferred)?*
 - a. Availability near my home/work
 - b. Lower cost
 - c. Ease of use
 - d. Monthly subscriptions
 - e. Dedicated scooter or bike lanes
- 13. *What is your age?*
 - a. Under 21

- b. 21-30
- c. 31-45
- d. 46-60
- e. 60-75
- f. Over 75

14. What is your household income?

- a. Less than \$20,000
- b. \$20,000- 50,000
- c. \$50,000- \$75,000
- d. \$75,000- \$125,000
- e. More than \$125,000

3.1. Data Analysis and Evaluation

This section analyzes the data and study area to establish recommendations for new and improved accessibility to the proposed Unity Station Mobility Hub (USMH). This includes identifying new routes, and filling gaps in existing connector routes to create a multi-modal accessibility network in the USMH study area. See Figure 26.

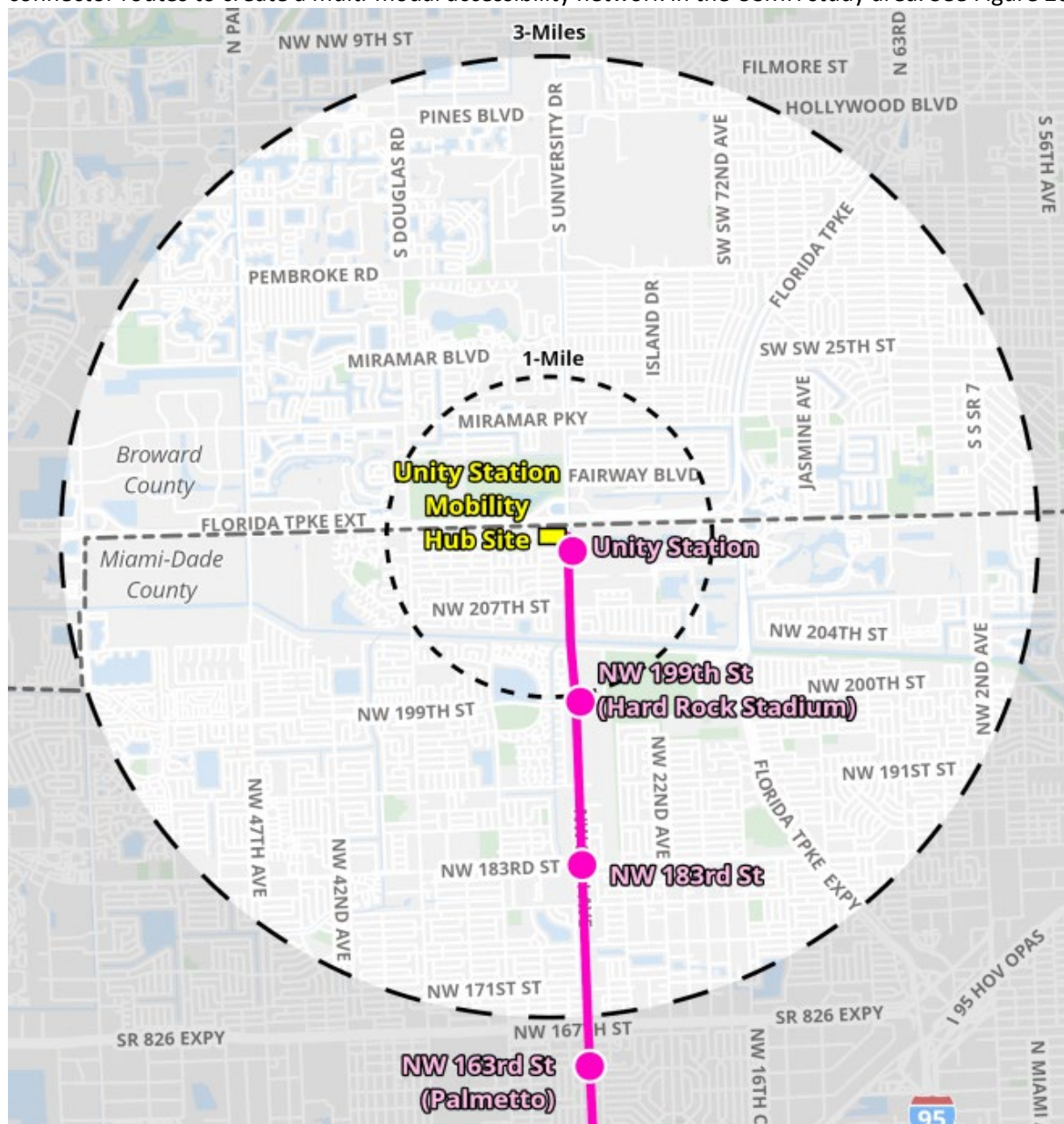


Figure 29: NW 215th Street Mobility Hub Study Area. Source: Parsons

The analysis that was conducted, built on the data collected from previous studies, multiple transportation agencies (Miami-Dade DTPW, BCT and FDOT), targeted field reconnaissance and observations, and overall background information about the project. The data analysis considered all transit modes within a 1-mile radius of the proposed USMH and vehicular traffic within a 3-mile radius.

The proposed USMH is a 14-acre site owned by Miami-Dade County and is proposed as a *Regional Transit Hub* under the North Corridor SMART Plan. This study does not include concept plans for the USMH development site; however, it does recognize the context of a Regional Transit Hub within the existing mobility network in the proposed recommendations for new and improved mobility options at the USMH site (see *Figure 30 for Regional Mobility Hub-TOD example*).



Figure 30: Regional Mobility Hub and TOD example. Source: Miami Central Station, Miami

3.2. Evaluation – Service Integration

Existing infrastructure within the study area includes bike and pedestrian facilities, intersections with pavement markings, traffic signals, shared and dedicated bike lanes, shared use paths and bus transit service. Currently, there are no micro-mobility services such as protected bike lanes or ride-hail zones in the study area (see Figure 28). Three separate transit entities operate within the study area:

- Miami-Dade DTPW
- Broward County Transit (BCT)
- City of Miami Gardens Trolley Service

Notably, there are no park and ride facilities in the Miami-Dade County portion of the study area. Two park-and-ride lots are in Broward County as shown on Figure 29.

Transit Data Analysis Summary

Existing transit service includes several express routes via Florida's Turnpike, I-95, I-595 as well as fixed routes along SR 852 (NW 215th Street/Countyline Road) and SR 817 (NW 27th Avenue).

Transit - NW 27th Avenue (Miami-Dade County) / University Drive (Broward County) is the central and north-south axis of the study area. Current transit routes in and around the USMH and study area include local fixed routes No. 27 (NW 211th Street and NW 37th Avenue), No. 99 (NW 199th Street, NW 27th Avenue and NW 215th Street -east) and No. 297 (NW 27th Avenue to NW 211th Street/NW 207th Street). Bust stops are located closer together in the Lake Lucerne Residential Development and are more spread out along NW 27th Avenue.

In addition to the existing transit described above, the SMART Plan North Corridor end of the line station is planned to be connected to the USMH.

BCT runs several Bus Express services (95e and 595e) within 1 mile of the study area that are linked with the two park and ride facilities.

In addition to DTPW and BCT, the City of Miami Gardens (City) operates local Trolley services with the city-limits with several routes within the study area.

During this study, the PWG has held high level conversations regarding the implementation of the USMH. Further analysis and studies are under RFP (North Corridor segment of SMART Plan) to advance development plans for the USMH. Once these plans are advanced, DTPW will analyze potential service integration opportunities. These may include:

- Analyzing existing local routes along NW 27th Avenue for potential services changes
- Adding service to the USMH site for the I-95/I-595 Express Routes
- Relocating DTPW and BCT transfer stop on NW 207th Street to USMH site
- Re-routing or expanding service along existing and new connectors
- Working with City of Miami Gardens to integrate their Trolley Operations to the USMH and new connectors
- Coordinating with BCT for service changes
- Coordinating with Broward MPO to advance multi-modal connections from this study

Bicycle, Pedestrian, Micro-Mobility and Park and Ride Data Analysis Summary

Pedestrian routes exist throughout the study area. Within the 1-mile radius, residential communities Lake Lucerne (east and west of NW 27th Avenue) have 5-foot-wide concrete sidewalks and ADA ramps, but in several cases, high emphasis crosswalk pavement markings are not currently provided.

Bike Facilities: In Miami-Dade County, one shared use travel lane exists in the study area and is located along NW 215th Street immediately west of the USMH site. No other shared or dedicated facilities exist within the Miami-Dade side of the study area. Broward County in conjunction with FDOT constructed new dedicated bike lanes and shared use paths along both east and west sides of University Drive which extend under the Florida Turnpike Overpass to Countyline Road (NW 215th Street). These two facilities welcome connections from the Miami-Dade side of the study area.

Micro-mobility: Other than the sidewalks and intersection-crosswalk pavement marking network described above, no micro-mobility routes or facilities exist throughout the study area. It is noted that the Hard Rock Stadium complex is 100% enclosed by fencing with controlled access and is regulated from the perimeter streets and roadways during events. The Hard Rock Stadium complex perimeter has limited width sidewalks (maximum 15') for the size venue and events that take place at the site.

Currently, the City of Miami Gardens (COMG) does not allow public scooter operations within the city limits. Additionally, there are no designated rideshare, or ride-hail lanes or facilities in the study area.



Park and Ride:

Miami-Dade County currently does not have any park-and-ride facilities in the study area. Broward County has two park and ride facilities in the study area. See Figure 4 for locations. The USMH development will include a park and ride facility associated with the transit terminal center.

Public Survey:

A public survey was prepared as part of this study to gain input from the general public within the study area.

A summary of the survey and survey results are found in Attachment F.



Figure 31: Freebee Rideshare in Action (see photo left – Source Parsons Transportation Group)

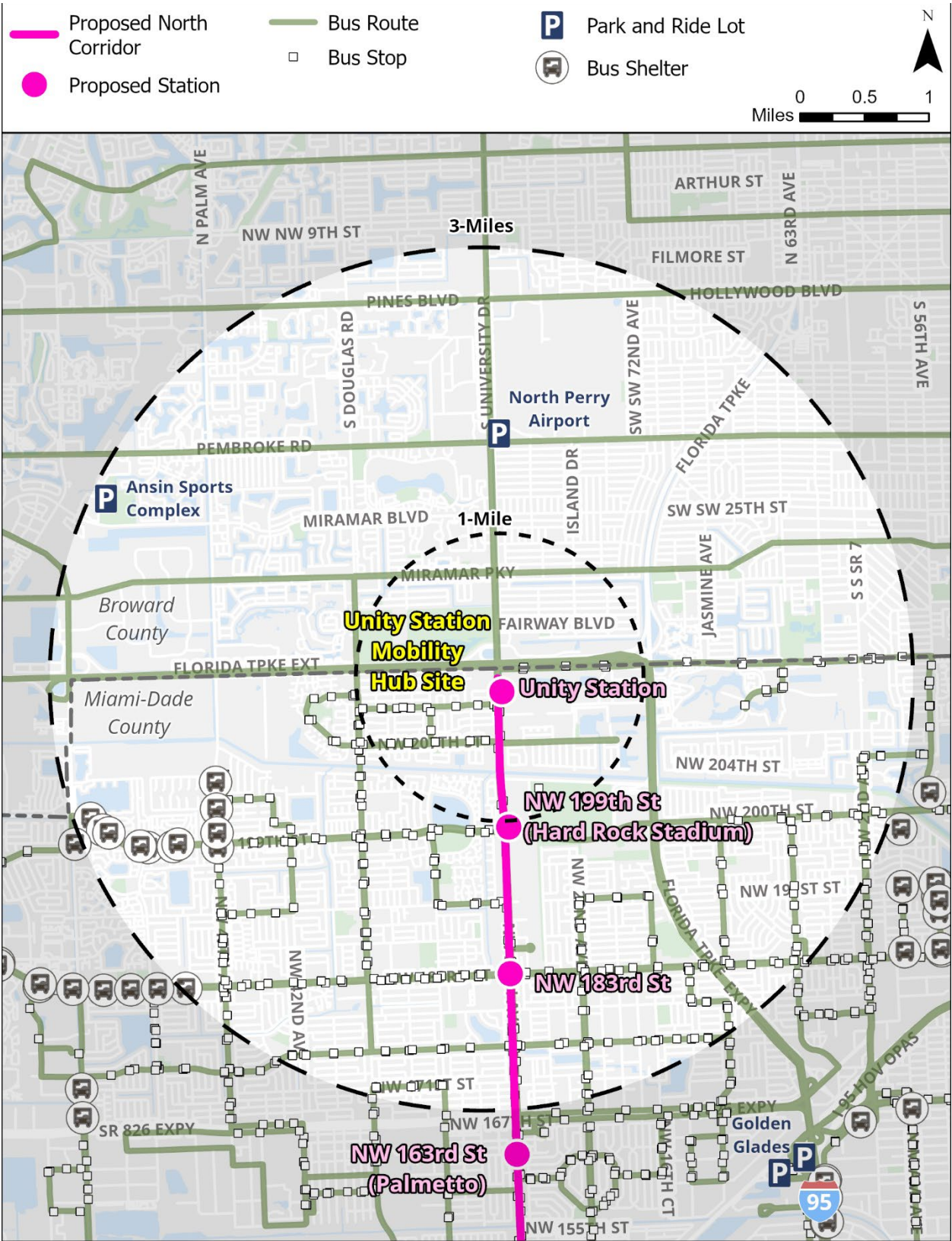


Figure 32: Park and Ride Facilities in study area and Miami-Dade County Bus Stops and Routes

A fact sheet (Attachment G) describing the Mobility Hub study area and purpose was distributed to advertise the survey to potential participants.

Highlights from the survey results include the following:

- Over 86% of travel in the area is by single occupant vehicle, however, 15% of the respondents also indicated that carpool made up part of their travel, and 20% indicated transit use.
- 7% of respondents indicated they would take rideshare and nearly 9% would take transit shuttles to the new facility, if available.
- 71% of respondents supported and indicated they would at least occasionally use on demand services.
- The most important amenities desired were wide sidewalks (73%), shade trees and landscaping (75%), and crosswalk improvements (73%)
- Safety when walking or biking (70%), security (63%), and congestion (47%) were identified as the top issues for those who live in the community.

Information gleaned from survey results indicate that the mobility hub site is a favorable location for expanding the transit mode share use in the area. To enhance safety, a focus on improvements to access the site and surrounding areas will be developed.

Rideshare and Emerging Technologies

Ride sharing and emerging transportation technologies are already in use across the United States and are being implemented in many transportation projects. Examples of Emerging Technologies are shown in Figure 30 and include dedicated ride hail stops, bicycle facilities, smart phone app technologies, electric vehicle charging stations and more. In addition to improving user experiences at transit stops, transfer stations and transit centers, emerging technologies are being integrated with the restaurant and retail industry such as food trucks and outdoor cafés.

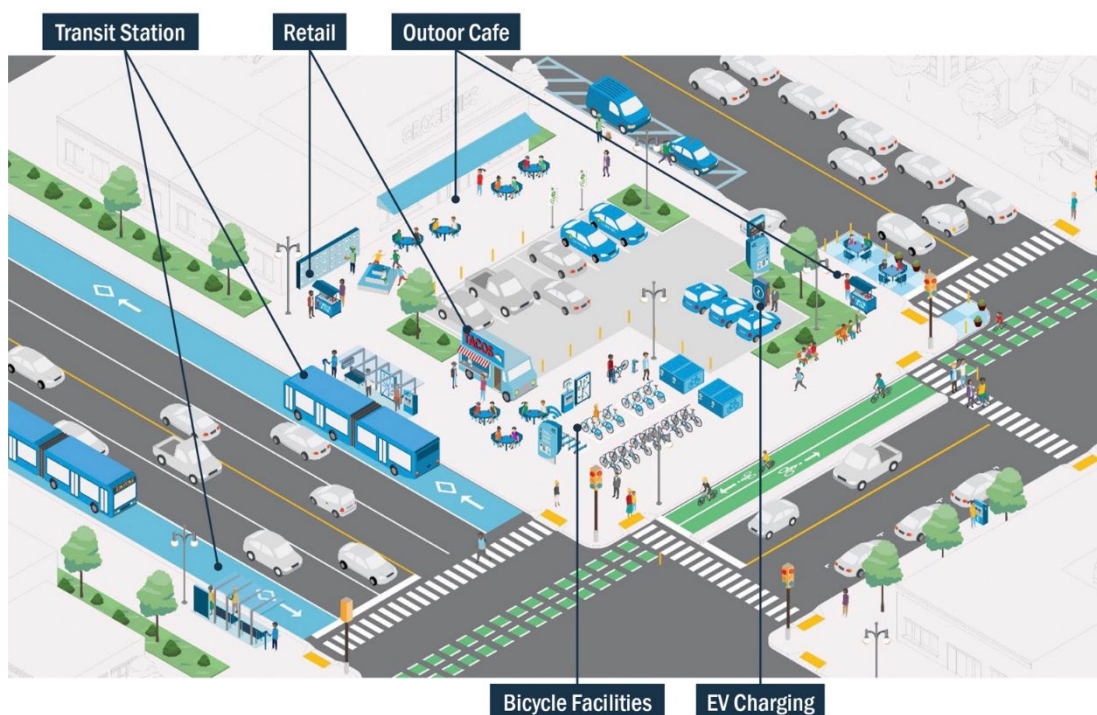


Figure 33: Emerging Technologies. Source: San Diego - Abag.ca.gov

The planned USMH is envisioned to accommodate emerging technologies to coordinate the delivery of transit services as well as micro-mobility options, electric vehicles and state-of-the-art software applications.

Emerging technologies as applicable to the USMH site are listed below.

- Electric Vehicle charging stations (to be included based on the number of spaces per MDC ordinance)
- Dedicated Ride-Hail Facilities (micro-mobility)
- Micro-Vehicles-Shared ride (bike share, etc.)
- On-Demand Smart Phone Apps - Transit Information on demand
- Technology Amenities at Mobility Hubs (wi-Fi, interactive transit information)
- Autonomous vehicles

Photos of recent installations of emerging technologies can be seen in figures 31, 32, and 33.



Figure 35: Citi Bike – Bike Share Connection



Figure 34: In-pavement Lighting at Crosswalks



Figure 36: Bus Transit Flash Stop - Broward County Transit

Miami-Dade County Code Sections 133.25 and 30-423 indicates that all public parking facilities provide electric charging stations based on the number of parking spaces per facility. Design of the USMH will need to comply with the Miami-Dade County climate and resiliency codes and standard DTPW Park and Ride Design Guidelines.

3.3. Unity Station Mobility Hub – Accessibility Plan

Potential mobility improvement projects were identified for detailed study and implementation. An overall connectivity network map of the potential projects is shown in Figure 35 (GIS Map) and Figure 36 (Aerial Plan).

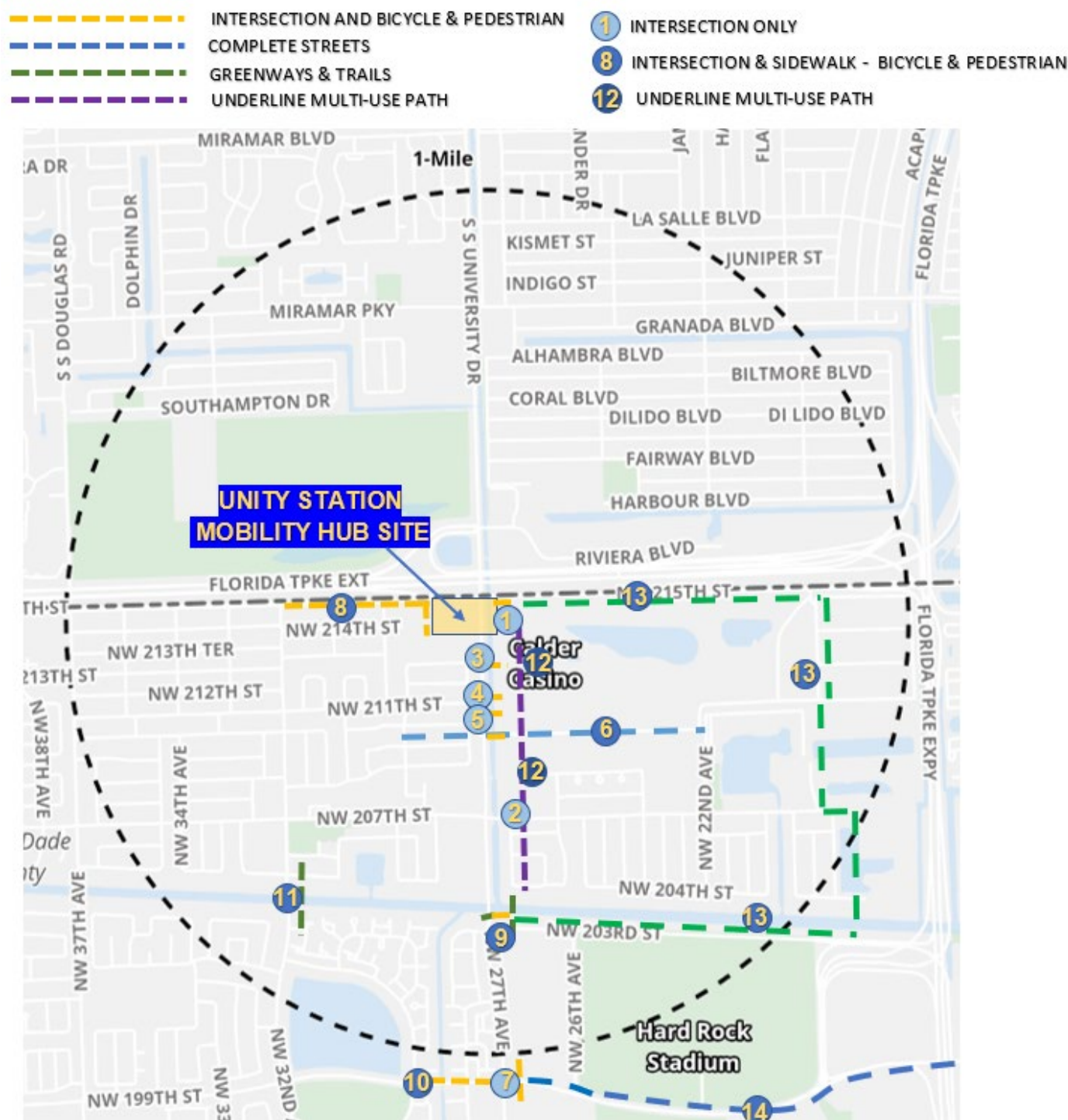


Figure 37: Accessibility Plan - Project Locations Map View – See page 15 for project listing.

Accessibility Plan – Aerial Map

An overall connectivity network map of the potential projects is found in Figure 36.







- | | |
|--|--|
|  Multi-Modal Intersection Improvements - Connect to Neighborhoods and Entertainment District Venues |  Park/Greenway Connection |
|  Complete Streets Treatment (Bike-Ped, ADA, Lighting, Wayfinding) |  City of Miami Gardens Master Plan Greenway Trail |
|  Unity Station Mobility Hub Transit Center - TOD Site |  City of Miami Gardens Master Plan Blueways Trail |
-
- | | |
|---|---|
| 1 Crosswalk/Intersection - NW 215th Street and NW 27th Avenue | 9 Intersection Improvements - NW 203rd Street and NW 27th Avenue |
| 2 Intersection Improvements - NW 207th Street & NW 27th Avenue | 10 Intersection Improvements - NW 199th Street and NW 29th Ct. |
| 3 Intersection Improvements - Calder Casino Entrance "T" Intersection | 11 Linear North-South Bike-Ped Connector - Along NW 32nd Avenue from Betty Ferguson Park to NW 215th St |
| 4 Intersection Improvements - NW 211th Street and NW 27th Avenue | 12 Intersection and Sidewalk Improvements - NW 207th Street and NW 37th Avenue; Sidewalk improvements to 32nd Avenue |
| 5 Intersection Improvements - Calder Road - Main Calder Casino Entrance | 13 Shared use Path - Along NW 215th Street from NW 27th |
| 6 Complete Street Improvements - NW 207th Street from NW 22nd Ave (east) to NW 32nd Avenue (west) | 14 Greenway Trail Connector - Snake Creek Trail Extension from Trail Head to NW 199th Street |
| 7 Intersection Improvements - NW 199th Street and NW 27th Ave | 15 Trail Connector/Sidewalk Widening North Side - NW 199th Trail Connector from NW 27th Avenue to Florida Turnpike/Norwood Elementary |
| 8 Shared Use Path/Dedicated Bike Lane - NW 215th Street Bike-Ped Connector from NW 32nd Ave to Unity Station Hub Site (west side) | |



Figure 38: Accessibility Network Master Plan – Aerial Map

3.4. Overall Comparison Matrix – Proposed Projects

Summary of Matrix and Project Evaluation Criteria

Potential projects developed during the accessibility analysis were evaluated and ranked using evaluation criteria with 5 being most desirable and 1 being least desirable. A total of 15 projects in Miami-Dade County were ranked and the priority projects were chosen based on the highest scores.

Criteria for the project evaluations and rankings are as follows:

Criterion 1 - Enhances Safety: Project provides safer physical environment and travel experiences including improvements to intersections, cross walks, accessibility, amenities, and security components.

Criterion 2 - Distance from Unity Station Mobility Hub Site: Project's distance from the USMH site based on ¼ mile, ½ mile, ¾ mile and 1-mile increments.

Criterion 3 - Constructability/cost/right of way: Project is desirable, however, there are impacts to right-of-way, construction is more complex, and the costs are higher as a result. A preliminary cost analysis was prepared for each project to aid in the evaluation score for this criteria. Project costs were classified as below \$ 500K, 500K-1M, and over 1M. These symbols are included in the matrix. See Attachment C for a project cost estimate summary.

Project Cost Range	Symbol	Rank
• 100K-500K	\$	5
• \$ 501K-1M	\$\$	3
• \$ 1M +	\$\$\$	1

Criterion 4 - Environmental Impact: Ratings are as follows: 5-The project has little to no environmental impact to physical, social, or cultural environments. 3- The project has typical and/or minor impacts to physical, social, and cultural environments. 1 – the project has the potential for environmental impacts that would need to be mitigated.

Criterion 5 - Gap Closure Project: The project closes a gap in an existing accessible route or introduces a connecting component to a newly identified route or facility. A rank of 5 would indicate high effectiveness, 3 moderate effectiveness and 1 low effectiveness.

Criterion 6 - Local Public Support in Place: Do the projects' proposed improvements have local public support, or the potential for public local support for all or a portion of the project. As an example, if the project nicely complements planned activities in the City of Miami Gardens, it will receive a higher ranking than if it was not associated with any other planned or existing activities. A rank of 5 indicates high support, 3 moderate support, 1 low support.

Criterion 7 - Equity (Benefits transit dependent populations): Project provides equity in terms of location and mobility options for transit dependent and underserved populations and areas. With a rank of 5, the project would benefit adjacent transit dependent residents; 3 the project covers less area with transit dependent residents; and 1 the project is not proximate and would not provide a direct benefit to transit dependent residents.

Criterion 8 - Enhances accessibility to major traffic generators: Provides improved or additional accessibility via new and/or improved modes of mobility by providing bike, pedestrian, and other mobility modes/facilities to and at major traffic generators in the study area. A rank of 5 indicates high accessibility, 3 moderate accessibility and 1 low accessibility.

The above evaluation criteria were vetted and refined with the TPO, City of Miami Gardens and the Project Working Group. The Project Working Group met on May 12th, 2022, and June 30th, 2022, (Presentations-Attachment J). Project Working Agencies included in the Project Working Group are Florida's Turnpike, FDOT D6, Calder Casino, City of Miami Gardens, and Miami Dade DTPW. Comments and input were received from the group regarding the evaluation criteria. The matrix summarizing the project rankings is shown in Table 5.

Projects Comparison Matrix			NW 215TH STREET MOBILITY HUB STUDY - TASK 2 - CONNECTIVITY NETWORK RECOMMENDED PROJECTS										
Project Mobility Types Symbol Legend			EVALUATION and RANKING										
<div><div> Bike-Ped Neighborhood & Roadway Sidewalk Improvements</div><div> Greenway / Trails</div><div> Complete Streets - Streetscape Improvements</div><div> Intersection Improvements</div></div>			Criterion 1 Enhances Safety	Criterion 2 Distance from Unity Station Hub Site	Criterion 3 Right of Way Constructabil- ity	Criterion 4 Environment al Impact 5-low 3-med 1- high	Criterion 5 Gap Closure Project	Criterion 6 Local Public Support in place	Criterion 7 Equity 1- Minimal benefit to Transit Dependent (TD) 3-Some benefit to TD 5- Benefits adjacent TD residents	Criterion 8 Enhances accessibility to Major Traffic Generators	Avg Score	Remarks	
Map ID No.	Project Description	Mobility Type											
1	CROSSWALK/INTERSECTION @ NW 215th Street and NW 27th Avenue		5	5	5	5	5	3	1	5	4.25	Closest to Hub Site Connects to East Side NW 27th Ave	
2	INTERSECTION IMPROVEMENTS- NW 207th Street & NW 27th Avenue		5	5	5	5	5	3	5	5	4.75	Most transit traffic here	
3	INTERSECTION IMPROVEMENTS - Calder Casino Entrance "T" Intersection		5	5	3	5	1	3	3	5	3.75	No bike-ped infrastructure here	
4	INTERSECTION IMPROVEMENTS at NW 211th Street and NW 27th Avenue		5	3	5	5	1	3	3	5	3.75	Improves safety at busy intersection	
5	INTERSECTION IMPROVEMENTS - Calder Road Main Calder Casino Entrance		5	5	1	3	5	3	3	5	3.75	No Bike-Ped Infrastructure here	
6	COMPLETE STREETS IMPROVEMENTS on NW 207th Street from NW 22nd Ave (east) to NW 32nd Avenue (west)		5	3	1	3	1	3	3	5	3	Will Improve major east-west connection to NW 27th Ave spine	
7	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 27th Ave		5	3	1	5	3	3	5	5	3.75	Improves traffic flow and safety during events	
8	SHARED USE PATH/DEDICATED BIKE LANE - NW 215th Street - from NW 32nd Ave to Unity Station Hub Site (west side)		5	5	3	3	3	3	5	5	4	Adds dedicated mobility directly to HUB site	
9	INTERSECTION IMPROVEMENTS AND TRAIL CONNECTION 203rd Street and NW 27th Avenue - Intersection Improvements and trail connection		5	3	5	3	5	3	3	5	4	Short term Bike-Ped Crosswalk Improvement	
10	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 29th Ct and SIDEWALK IMPROVEMENTS to NW 27th Avenue (from Betty Ferguson Park)		5	3	3	5	3	5	5	5	4.25	Connects to Community Center	
11	LINEAR NORTH-SOUTH BIKE-PED CONNECTOR - multi-phase along NW 32nd avenue Phase 1- From canal to Hub site Phase 2 Canal bridge Phase 3 from canal to Betty Ferguson Community Center		Phase 1- 3 Phase 2- 3 Phase 3- 3	Phase 1- 5 Phase 2- 3 Phase 3- 3	Phase 1- 3 Phase 2- 3 Phase 3- 3	Phase 1- 5 Phase 2- 1 Phase 3- 1	Phase 1- 1 Phase 2- 5 Phase 3- 1	Phase 1- 5 Phase 2- 5 Phase 3- 5	Phase 1- 3 Phase 2- 3 Phase 3- 3	Phase 1- 1 Phase 2- 1 Phase 3- 1	Phase 1- 3.25 Phase 2- 3.0 Phase 3- 2.5	Supported by City of Miami Gardens DPW	
12	INTERSECTION IMPROVEMENTS - NW 207th Street and NW 37th Avenue and SIDEWALK IMPROVEMENTS to 32nd Avenue		3	1	3	5	1	3	3	5	3	Connects Neighborhoods, furthest distance from Hub Site	
13	SHARED USE PATH along NW 215th Street, Phase 1 - from INTERSECTION of NW 27th Ave to Turnpike ROW Phase 2 - N-S along canal and canal bridge Phase 3 - E-W along Canal to NW 27th Ave		Phase 1- 5 Phase 2- 3 Phase 3- 3	Phase 1- 5 Phase 2- 3 Phase 3- 3	Phase 1- 1 Phase 2- 1 Phase 3- 1	Phase 1- 3 Phase 2- 1 Phase 3- 1	Phase 1- 5 Phase 2- 1 Phase 3- 1	Phase 1- 1 Phase 2- 1 Phase 3- 1	Phase 1- 3 Phase 2- 3 Phase 3- 3	Phase 1- 5 Phase 2- 1 Phase 3- 1	Phase 1 - 3.5 Phase 2 - 1.75 Phase 3 - 1.88	Major multi-modal Connection	
14	GREENWAY TRAIL CONNECTOR – Snake Creek Trail Extension from Trail Head to NW 199th Street		3	1	1	1	5	5	3	5	3	Connects Trail to Hard Rock Stadium Area	
15	TRAIL CONNECTOR/SIDEWALK WIDENING NORTH SIDE - NW 199th Trail Connector from NW 27th Avenue to Florida Turnpike/Norwood Elementary		3	3	3	3	3	3	3	5	3.25	Hard Rock Stadium Perimeter	
Notes:													
1. Miami-Dade County projects have been given priority for TPO analysis due to Broward Projects (not shown) / MPO having separate jurisdiction and funding applications. 2. Scores are based off a 1, 3 or 5 rating for each criteria where 5 is best and 1 is worst.													



Table 5: Project Comparison Matrix (Attachment A- Full Size 11x17)

Based on the rankings, projects that scored higher than 4 were selected as priority projects.

Ranking	Project Number
1	Project No. 2
2	Project No. 10
3	Project No. 1
4	Project No. 7
5	Project No. 8
6	Project No. 5
7	Project No. 9

Names of each project are listed in Matrix Table 5 above.

Of the top priority projects, three of the projects are within the first ¼-mile of the study area: Projects 1, 2, and 5 as shown below in Figure 12. Therefore, implementation of these projects is likely to provide the most immediate benefit to the area. However, Project 1, at the main intersection of NW 27th Avenue and NW 215 street, would be most beneficial once the east and west sides (mobility hub and Metrorail) of the intersection are fully constructed. The locations marked with orange circles were not ranked as high priority, and/or are located in Broward County.



Figure 39: Prioritized Projects

Broward County

The study process included analysis of the adjacent areas to the mobility hub site within Broward County. N.W. 215 Street is the County line between Miami Dade and Broward and travel options in the area are naturally related. Broward County representatives were also part of the Project Working Group. The study identified 7 projects within the Broward County portion of the study area (see Figure 38). Implementation of these projects are under the jurisdiction of Broward County. These proposed improvements were reviewed and provided as recommendations to both Broward County and FDOT D4 as participants in the Project Working Group.

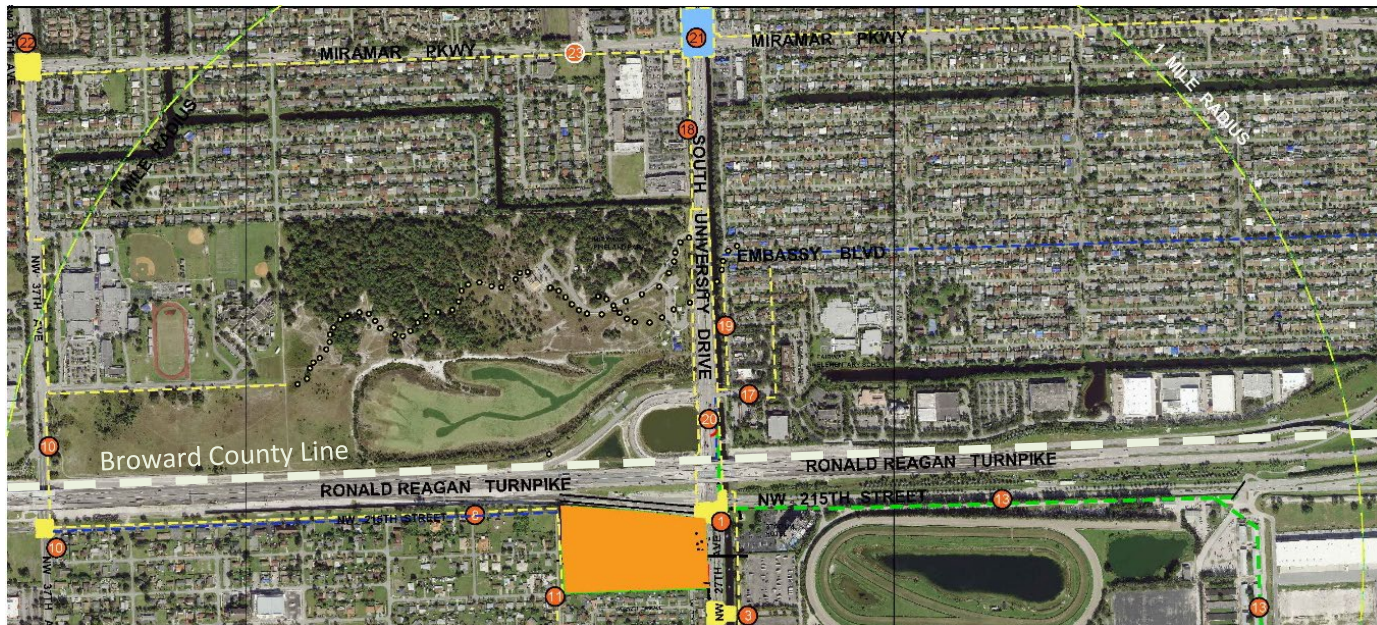


Figure 40: Aerial Map of Broward County Projects in Study Area

3.5. Recommendations

Recommended Prioritized Projects

Based on scores from the project comparison rankings, and consideration of the overall objectives of the project, the top seven recommended projects from the proposed master network plan are listed below. Although Project No. 7 was ranked slightly lower than 4, stakeholder feedback, along with its location at the entrance to the Hard Rock Venue, one of the busiest intersections in the study area, increased its overall priority.

- Multi-Modal Intersection Improvements - Connect to Neighborhoods and Entertainment District Venues
- Complete Streets Treatment (Bike-Ped, ADA, Lighting, Wayfinding)
- Park/Greenway Connection
- City of Miami Gardens Master Plan Greenway Trail
- City of Miami Gardens Master Plan Blueways Trail
- Unity Station Mobility Hub Transit Center - TOD Site

- 1 Crosswalk/Intersection - NW 215th Street and NW 27th Avenue
- 2 Intersection Improvements - NW 207th Street & NW 27th Avenue
- 5 Intersection Improvements - Calder Road - Main Calder Casino Entrance
- 7 Intersection Improvements - NW 199th Street and NW 27th Ave
- 8 Shared Use Path/Dedicated Bike Lane - NW 215th Street Bike-Ped Connector from NW 32nd Ave to Unity Station Hub Site (west side)
- 9 Intersection Improvements - NW 203rd Street and NW 27th Avenue
- 10 Intersection Improvements - NW 199th Street and NW 29th Ct.

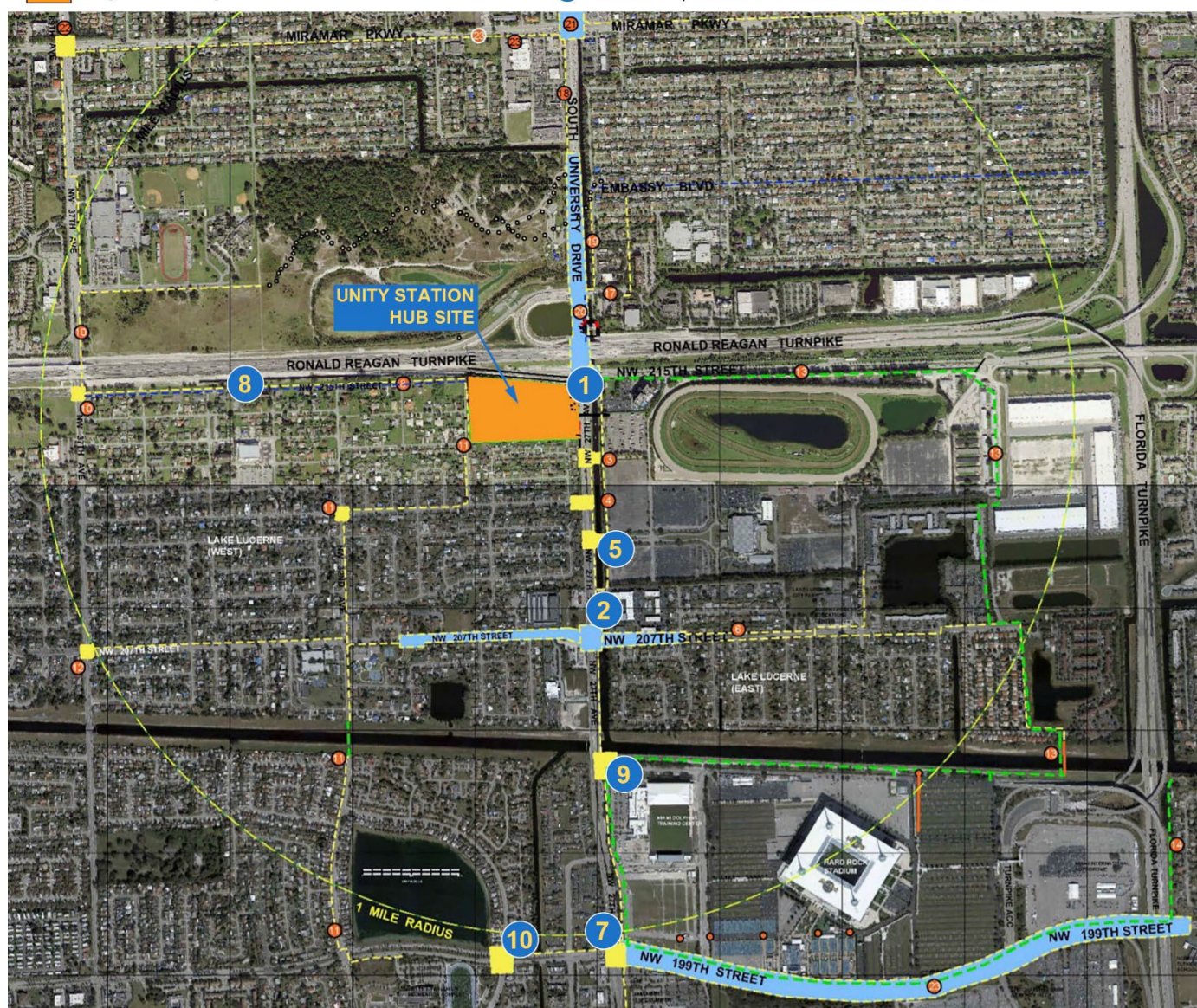


Figure 41: Prioritized Projects

1	Map ID No. 2	INTERSECTION IMPROVEMENTS-NW 207th Street & NW 27th Avenue	Responsible Party (RP)- Florida DOT D6 and Miami Dade County Public Works
2	Map ID No. 10	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 29th Ct	RP- Miami Dade County Public Works
3	Map ID No. 1	CROSSWALK / INTERSECTION at NW 215th Street and NW 27th Avenue	RP- Florida DOT D6 and Florida's Turnpike
4	Map ID No. 7	INTERSECTION IMPROVEMENTS at NW 199th Street and NW 27th Ave	RP- Florida DOT D6 and Miami Dade County Public Works
5	Map ID No. 8	SHARED USE PATH/DEDICATED BIKE LANE - NW 215th Street - from NW 32nd	RP- Florida's Turnpike, Florida DOT D6 and Miami Dade County Public Works
6	Map ID No. 5	INTERSECTION IMPROVEMENTS- Calder Casino entrance and NW 27th Avenue	RP- Florida DOT D6
7	Map ID No. 9	INTERSECTION IMPROVEMENTS AND TRAIL CONNECTION 203rd Street and NW 27th Avenue	RP- Florida DOT D6

These projects were further evaluated to determine potential implementation phases (short, mid, and long term). All projects that scored less than 4 in the evaluation matrix were classified as long term.

Short Term Projects (3-5 years):

Project Map ID Numbers 2,7 and 9

- Less complex design and construction
- Minimal environmental and permitting issues

Mid Term Projects: (5-10 years)

Project Map ID Numbers 10, 1, 8, and 5

- Higher project costs
- FDOT right-of-way and construction coordination
- Permitting

Long Term Projects: (10+ years)

Project Map ID Numbers 3,4,6, 11,12,13,14,15

- Project phasing needed to implement
- Higher costs

Opportunity – Project Map ID No. 8

The image to the right depicts the existing conditions on NW 215th Street, to the west of the USMH Site from NW 32nd Avenue. This presents an example of an opportunity to enhance safety and mobility by moving the existing bike lane from the roadway to the future separated shared use path. Further details can be found in the Project Sheet for Project 8.



Figure 42: Project Map ID No. 8 – Existing Conditions

Conceptual Renderings

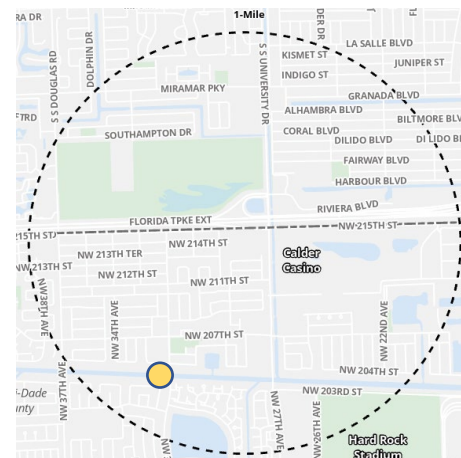
Before and after renderings were developed for two projects to help visualize potential improvements. Below are the renderings for project Map ID number 2, located at NW 207th Street & NW 27th Avenue, which depicts typical intersection improvements that could be implemented at several of the other locations.



Figure 43: Before - Existing Conditions at NW 207th St & NW 27th Ave



Figure 44: After – Potential Crosswalk and Intersection Improvements



58

Additional Recommendations

Projects 3 and 4

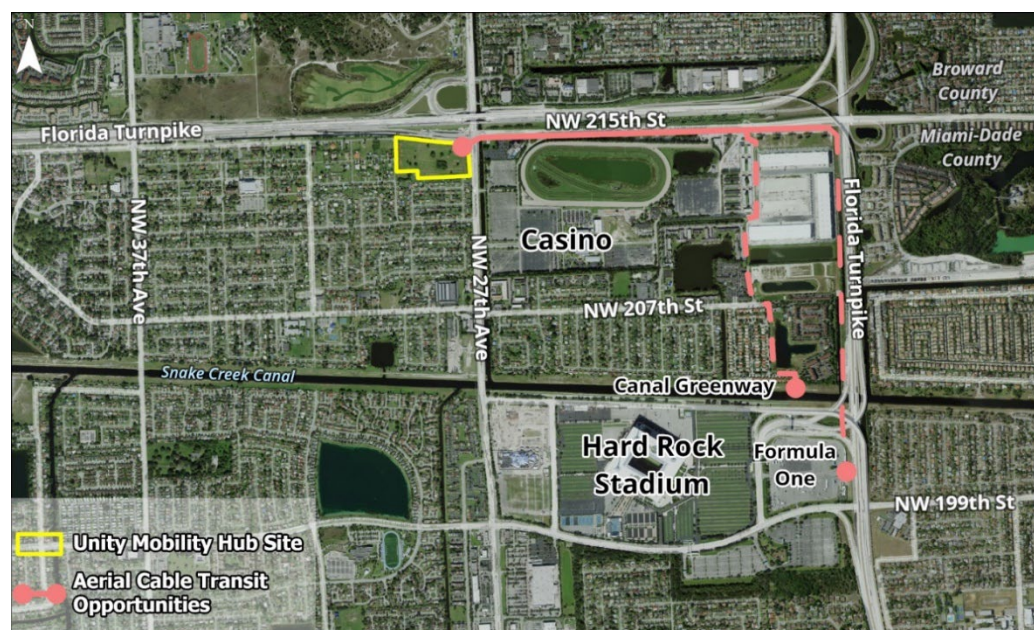
Although projects 3 and 4 did not technically rank among the highest priority projects, due to their location, and the high intensity foot traffic in this area, they should be considered for intersection improvements within the context of the study area.

Recommendation: TPO conducts a feasibility study for an ACT connection from Hard Rock stadium to the 215th Street Hub

In 2016, the TPO completed an Aerial Cable Transit (ACT) study for areas in Miami Dade County. The ACT recommendations focused on providing ACT for short distances and to serve as a first/last mile option from existing transit networks. One of the main benefits identified in the study was minimal impacts to right-of-way and costs since the ACT is elevated eliminating conflicts with retrofitting existing streets and other obstacles. As the ACT is not a continuous corridor, the major impacts are limited to the footprint of the cable support poles and station areas. An ACT connection can provide enhanced first/last mile options in the short term and in the ultimate transit conditions for the study area.

Although not evaluated in detail in this study, a potential opportunity exists to connect the mobility hub site to area entertainment venues at Calder Casino and Hard Rock with this new technology. Currently, the Hard Rock Stadium has an ACT system on site which they use for entertainment purposes. As a result, many residents and visitors now have visual confirmation of this mobility option and proven concept. Familiarity with existing, functional transportation options can support future implementation of that option in other settings. Since the area is envisioned as an entertainment district, the opportunity for connecting an ACT from the mobility hub site to the entertainment venues should be further studied.

An ACT connection would immediately create other potential opportunities for the development of the mobility hub site as it could be seen as a direct extension of the entertainment venues. An ACT extension would provide an elegant



first mile/last mile solution to the crossing of NW 27th Avenue from the Mobility Hub while creating a synergistic connection to both the Casino and Hard Rock stadium as well as being a viable entertainment amenity by itself. Lastly, much of the study area includes large swaths of public right-of-way where construction of cable support poles and station areas would minimize impact to adjacent residential areas.

Recommendation: TPO develops a master connectivity plan for the entertainment environment in collaboration with major stakeholders to enhance the pedestrian experience.

The City of Miami Gardens, Hard Rock Stadium, and Calder Casino are major stakeholders in the area. Pedestrian bridges and the on-site ACT at Hardrock have been successful projects that enhance accessibility to the Stadium. However, an overall master plan for the area that enhances the pedestrian experience should be considered. Calder Casino is also a major stakeholder in the area. The site has been rezoned to allow for greater density and uses. The City of Miami Gardens is the local jurisdiction that will approve the future development.

Recommendation: The City of Miami Gardens should work closely with the Miami Dade TPO as plans are developed for what to include on the site so that it can be complimentary to the mobility hub.

Project Sheets

Individual Project Sheets were developed for the seven recommended projects providing additional details for the proposed improvements. A sample project sheet is included here, with the remaining project sheets included in Attachment A. These project sheets can be used for presentations and informational purposes, as a quick reference to the recommended improvements in each location.

Figure 4

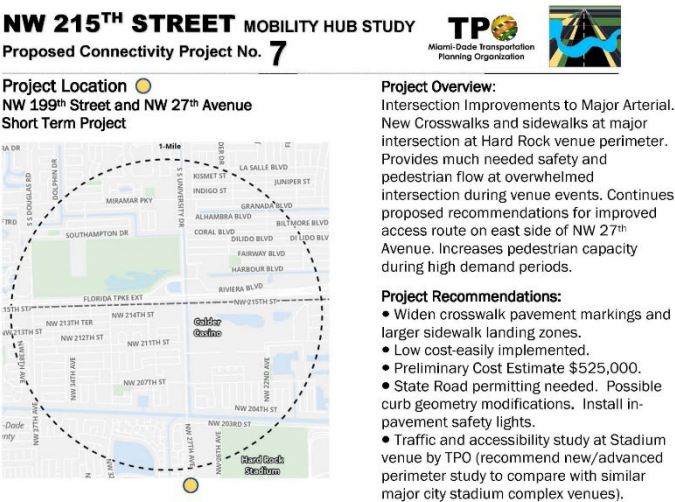


Figure 48: Sample Project Sheet

4. POTENTIAL FUNDING SOURCES AND FUNDING MATRIX

4.1. Funding Sources

Federal Funding Sources

The US Department of Transportation (USDOT) offers several funding programs for multimodal transportation and infrastructure projects that are administered by the Federal Transit Administration (FTA). Many of these are discretionary programs, meaning eligible recipients are selected through a nationwide competitive evaluation process, rather than a formula grant program where a set allotment is given to a geographic area or specific agency.

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

This grant is a highly competitive USDOT program which supports planning and capital activities for road, rail, transit, and port projects that have a significant local or regional impact. Eligible activities for project funding include planning, environmental analysis, feasibility studies as well as design and construction. The primary selection criteria for project evaluation include safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. The department encourages applicants to demonstrate how their projects can address climate change, ensure racial equity, and remove barriers to opportunity, as well as support the creation of wealth and good paying jobs.

There is an emphasis in the Bipartisan Infrastructure Law (BIL) to fund projects that are in areas of persistent poverty, or historically disadvantaged communities, and projects located in these areas will be eligible for up to 100 percent federal cost share (i.e., no local match required). The BIL created a separate funding stream under RAISE, with slightly different funding restrictions and requirements, but increased the total amount available for RAISE grants in from \$1.5 billion to \$2.275 billion in 2023. RAISE grants awarded with BIL funding have no minimum, and cannot be greater than \$25 million, and FY 2023 Appropriations Act funding awards may not be less than \$5 million, or more than \$45 million.

RAISE was previously known as BUILD (Better Utilizing Investments to Leverage Development 2018-2021) and TIGER (Transportation Investment Generating Economic Recovery 2009-2017). Combined RAISE/BUILD/TIGER have awarded 933 projects, totaling over \$18.5 Billion. The NOFO for RAISE typically comes out early in the new year between January and March.

Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants

The BIL established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years (starting in 2022). In 2022, applications were due on October 13th. It is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Pilot Program for Transit-Oriented Development Planning

The BIL allocated funding to continue the competitive Transit Oriented Development (TOD) planning program, with \$13-14M available every year between 2022 and 2026. In 2022 the Notice of Funding was released on May 26th, and applications were due on July 25th. Grants are available to assist in financing comprehensive or site-specific planning for eligible projects that seek to:

- Enhance economic development, ridership, and other goals established during the project development and engineering processes
- Facilitate multimodal connectivity and accessibility

- Increase access to transit hubs for pedestrian and bicycle traffic
- Enable mixed-use development
- Identify infrastructure needs associated with the eligible project
- Include private sector participation

Safe Streets and Roads for All (SS4A) Grant Program

The BIL established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years (starting in 2022). The notice of funding for future rounds of funding are expected to open again in the spring, and close in the early fall. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Two types of grants are available, Action Plan Grants, and Implementation grants that allow for a wide range both planning and construction activities. Some examples include evaluating and improving the safety of intersections, transforming a roadway corridor into a Complete Street, improving pedestrian paths with complete sidewalks, and better signaling, and developing bikeway network.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

The BIL allocated \$100 million yearly from 2022 to 2026 as discretionary grants under the SMART program. Previously applications have been due in November. SMART provides grants to eligible public sector agencies to carry out smart community demonstration projects with a goal of improving transportation efficiency and safety through connected technologies. Eligible projects must demonstrate at least one of the following: Coordinated automation, Connected vehicles, Sensors, Systems integration, Delivery/logistics, Innovative aviation, Smart grid, Traffic signals.

Low or No Emissions Vehicles (FTA Section 5339c)

FTA Announced that \$1.2 billion dollars will be available in 2023 under the Low or No Emissions Program. Funding is typically announced in January and applications are due April. This is a competitive program that provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses and acquisition, construction, and leasing of required supporting facilities.

State Funding Sources

FDOT Transportation Alternatives (TA) Program

The TA program funds smaller transportation projects to expand and integrate nonmotorized travel, and make them safer, including multimodal improvement projects with bicycle and pedestrian facilities, recreational trails, and safe routes to schools. Eligible activities are planning, design and construction of infrastructure related projects such as sidewalks, pedestrian and bicycle signals, traffic calming, lighting, and other safety related improvements. Projects are awarded based on a competitive application process with \$5-7 million dollars available annually, and award amounts capped at \$1 million per project phase and application cycle. TA solicitation cycles vary by region.

Safe Routes to School

The State of Florida's Safe Routes to School program is designed to help communities address school transportation needs and encourage more students to walk or bike to school. The program aims to make walking and biking safer and more appealing, both improving conditions for students that already walk or bike and encouraging more students to do so. The program funds can be used to advance planning, development, and implementation of projects that improve safety, reduce traffic, and improve air quality in the vicinity of schools. \$7 million dollars total is available annually through this program. Previously applications have been due in January.

Miami Dade TPO SMART STEP

The Miami-Dade TPO's SMART STEP was created to facilitate interagency coordination, innovation, and accelerated implementation of pedestrian and bicycle improvement projects that increase connectivity and enhance safety. The Miami-Dade TPO is working collaboratively with the DTPW, Florida FDOT District Six, Miami-Dade County Parks, Recreation and Open Spaces (PROS), and municipalities to implement these SMART STEP projects countywide.

County Incentive Grant Program (CIGP)

The CIGP was created to provide grants to counties to improve a transportation facility, including transit, which is located on the State Highway System (SHS), or which relieves traffic congestion on the SHS. Projects are evaluated based on economic benefits, project readiness, partnerships, new technologies, environmental sustainability, intermodal transportation, and safety. Grant funds can be used for 50 percent of eligible project costs. Typically, the total amount of funding available through CIGP is \$4.5 - \$4.7M annually. Projects can be submitted on a rolling basis.

Public Transit Block Grant Program

Transit Block Grant funds can be used by public transit providers for [eligible](#) capital and operating costs upon the completion of an FDOT approved Transit Development Plan (TDP). Eligible transit capital costs include park and ride facilities, intermodal terminals, and passenger amenities at station locations. Projects must be consistent with applicable approved local government comprehensive plans. State participation is limited to 50% of the non-federal share of capital projects. Miami-Dade DTPW prepares a TDP annually with a TDP Major Update every five-years that provides strategic direction on eligible transit capital, service, and state of good repair investment projects.

Potential Future State Funding Sources (Pending Approval)

Moving Florida Forwards Infrastructure Initiative

On January 30, 2023, Governor DeSantis announced the **Moving Florida Forward** infrastructure initiative. This proposed investment prioritizes \$7 billion towards the state's transportation infrastructure to directly and immediately address congestion relief and perpetual safety on roadways, support resiliency in existing and future projects. The initiative will focus on critical improvements to ensure that transportation infrastructure can meet the demands of current and future residents and visitors, including investments to major interstates and arterial roadways to ensure people and goods can move safely.

Local Funding Sources

Peoples Transportation Plan Sales Tax Revenue

A half-penny sales tax was approved by Miami-Dade County voters in 2002 to implement the People's Transportation Plan (PTP). PTP sales tax proceeds are designated for the implementation of transit, roadway, and neighborhood improvement projects throughout Miami-Dade County. The tax generated approximately \$293 million dollars in 2022.

Developer Contributions

In order to facilitate a project that may have positive outcomes on property values, developers may contribute in-kind or monetary contributions. If developer contributions are made early in a project, it can enable project sponsors to better leverage other funding sources. These funds can be used to fill funding gaps in both capital and operating expenses.

Local Foundation Funding Opportunities

The Miami Foundation - Community Grants

Community Grants is an annual permanent resource for Greater Miami, made possible by generous donors working together to address the community's most pressing needs and greatest opportunities. Their signature grant program prioritizes trust-based investments to support nonprofit partners as they strengthen our community and advance equity of all Miami residents. In 2022, Community Grants invested over \$2.5 million across six categories: Access to Health and Wellness, Economic Stability, Inclusion of People with Diverse Abilities, Inspiring Arts and Culture, Sustainable Environment, and Thriving Youth and Families. Previously, Community Grant applications have typically been accepted between January and March.

The Knight Foundation

In Miami, the home of Knight Foundation, they support a startup community where world-class innovators can connect, collaborate, and create lasting change for the future of Miami. One funding area includes: "Smart Cities" as Responsive Cities: As digital technology reshapes our lives, we invest in technology-enabled efforts that help residents connect to each other and become more informed, and that help cities be more responsive to residents. They typically do not fund projects that are normally the responsibility of the government but will in select cases partner with government to support special projects. Proposals are accepted on a rolling basis.

Public Private Partnerships/Joint Development

- Public-private partnerships are a collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects, such as public transportation networks, parks, and convention centers. This can result in faster project completion.
- Joint development is real estate development that occurs on transit agency property or through some other type of development transaction to which the transit agency is a party. Joint development is physically or functionally related to a transit facility and often involves the coordinated improvement of a transit facility and the affected real property. The latest FTA Guidance can be found at <https://www.transit.dot.gov/funding/funding-finance-resources/joint-development/joint-development-circular-c-70501c>

As the study area is becoming a focal point for entertainment opportunities, collaboration areas with private sector stakeholders could be identified. Hard Rock stadium hosts the Miami Dolphins, Formula One, tennis tournaments and music festivals. The Calder Casino has plans to redevelop their site and are already coordinating shuttle services during events. Coordinated efforts with these private partners, and the City of Miami Gardens, should be explored for implementing desired improvements that are compatible with entertainment while minimizing impacts to adjacent existing residential communities.

Other Potential Funding Sources

Varied tax incentives (e.g., tax abatements, tax-increment financing, tax-exempt bonds, enterprise zones)

Transportation Infrastructure Improvement District (TIID): In 2018, the Miami-Dade Board of County Commissioners adopted a resolution establishing a TIF framework for rapid transit corridors in the County. The legislation covers the existing Metrorail corridor, and the six proposed SMART Plan corridors. The TIID covers buffers within a half-mile of the existing Metrorail corridor and the proposed SMART Plan. TIID funds may be used to fund the development, construction, maintenance and/or operation of the SMART Plan projects.

Tax Increment Financing: In general, tax increment financing is strategy to use future incremental property tax revenues that are generated by the redevelopment of a property to offset upfront costs of redevelopment. This strategy assumes that any short-term gains will be reinvested and leveraged, so that all taxing entities will receive

larger financial gains in the future. Initially, revenue will be small but is expected to grow over a period of time (e.g., 5-10 years).

Housing and Urban Development (HUD) Community Development Block Grants (CDBG) Section 108

Through the CDBG program, HUD offers a tool known as the Section 108 Loan Guarantee program. Section 108 allows communities to transform a small portion of their CDBG entitlement into federally guaranteed loans (up to \$140 million) to pursue physical and economic revitalization projects that can renew entire neighborhoods. All projects and activities must either principally benefit low- and moderate-income persons, aid in the elimination or prevention of slums and blight or meet urgent needs of the community. For purposes of determining eligibility, the CDBG rules and requirements also apply (Over a 1, 2, or 3-year period, as selected by the grantee, not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons.) May be applicable to discuss with City of Miami Gardens.

Multimodal Project Discretionary Grant Opportunity (MPDG) – An opportunity that allows applicants to apply for INFRA, Mega, and Rural funding with only one application.

Funding Cycle: Released in March, due in May

Resilient Florida Grants

A selection of grants that are available to counties, municipalities, water management districts, flood control districts, and regional resilience entities. These grants are to effectively address the impacts of flooding and sea level rise. Eligible applicants may receive funding assistance to analyze and plan for vulnerabilities and implement projects for adaptation and mitigation.

The Transit Center

A national advocacy organization working to improve transit to make cities more just and environmentally sustainable. They support, inform, connect, and fund civic and public leaders working to make transit better. They participate in grantmaking, research, technical assistance, and public programs.

4.2. Funding Matrix

Funding Opportunities for Recommended Projects				Federal Funding				State Funding				Local Funding	
Project Ranking	Map ID No.	Project Location	Project Cost Estimate	RAISE* Award Size: up to \$25M	Reconnecting Communities Pilot Planning Grants \$100k-\$2M: Capital Grants \$5-\$100M	TOD Pilot* Award size~ \$250k-\$1.5M	Safte Streets for All (SS4A)* Award size ~\$6k-\$30M	FDOT TA Funds a variety of smaller projects.	CIGP Up to 50% of the project cost.	TPO SMAR T STEP	Public Transit Block Grant Up to 50% of non federal share.	Peoples Transportation Plan Sales Tax Variable	Developer Contributions Variable
1	2	NW 207th Street & NW 27th Avenue	\$175,000	X		X	X	X	X	X	X	X	X
2	10	NW 199th Street and NW 29th Ct.	\$235,000	X		X	X	X	X	X		X	
3	1	NW 215th Street and NW 27th Avenue	\$ 235,000 Base Project	X	X	X	X	X	X	X	X	X	
4	7	NW 199th Street and NW 27th Ave	\$525,000	X		X	X	X	X			X	
5	8	NW 215th Street Bike-Ped Connector from NW 32nd Ave to Unity Station Hub Site (west side)	\$1,200,000	X		X	X	X	X			X	
6	5	Calder Road Main Calder Casino Entrance	\$ 475,000 Base Project	X		X	X	X	X			X	X
7	9	NW 203rd Street and NW 27th Avenue	\$150,000	X		X	X	X	X			X	
				*All 7 projects could potentially be bundled into a single grant application, depending on total cost estimates.									

Project Costing Sources: FDOT <https://www.fdot.gov/programmanagement/estimates/documents/historicalitemaveragecosts>; Contech Engineered Solutions-Florida Office (Canal Bridge); Parsons Transportation Group - Internal Design and Construction

5. Attachments