South Miami
THE CITY OF PLEASANT LIVING

SOUTH MIAMI

PLACEMAKING, BRANDING & URBAN DESIGN

EXISTING CONDITIONS ANALYSIS
OCTOBER 9, 2024

TRANSPORTATION & TRAVEL MODE CHARACTERISTICS

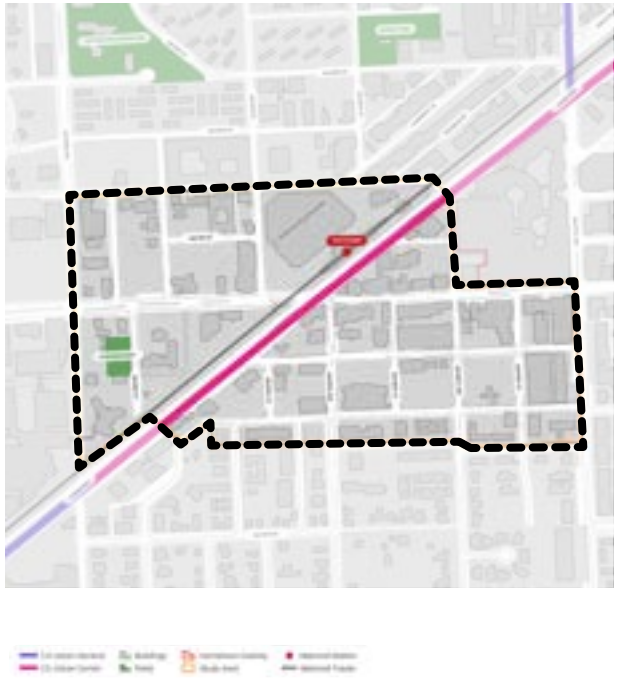
TRANSPORTATION & TRAVEL MODE CHARACTERISTICS

AREA WIDE CONDITIONS

FUNCTIONAL CLASSIFICATION / STREET HIERARCHY

The area is served by arterial and collector roads, underscoring the need for safe pedestrian crossings.

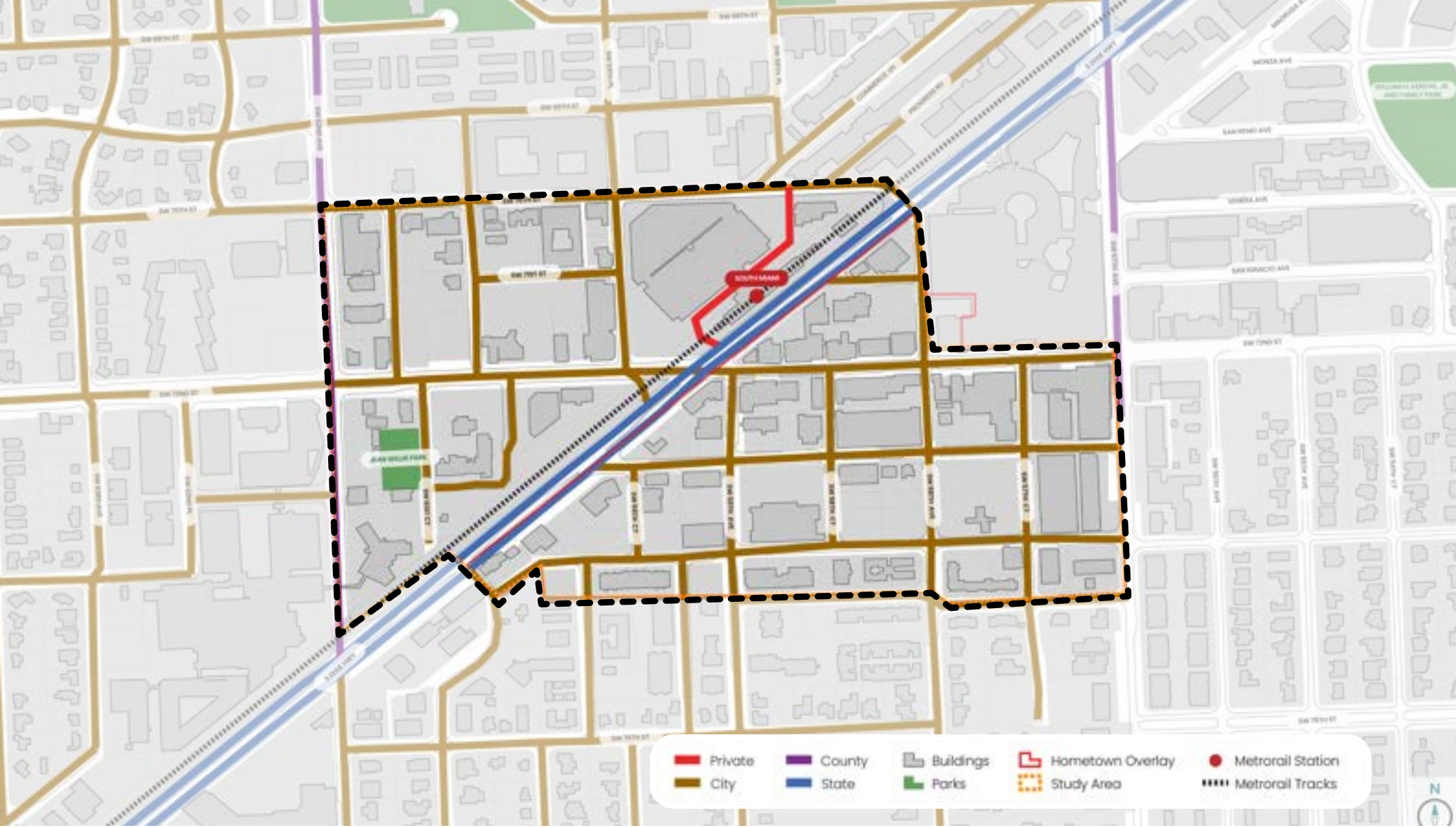
CONTEXT CLASSIFICATION



FDOT C5 context classification provides design flexibility for context sensitive design elements.

STREET NETWORK CONNECTIVITY

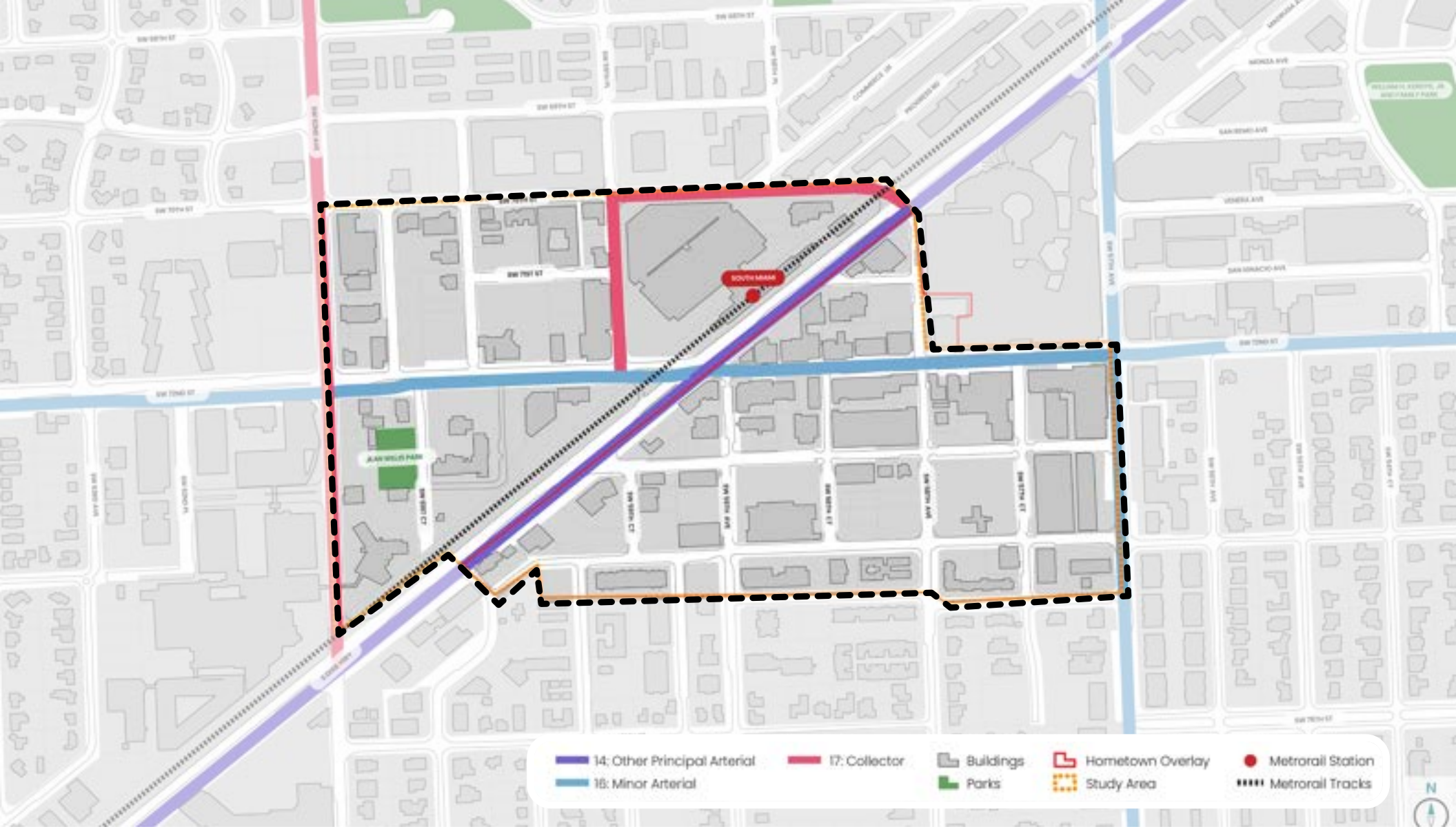
Intersection density has a direct relationship to the walkability conditions. The highest intersection density was identified between SW 62nd Ave and 59th Ave.



ROADWAY JURISDICTION

AREA WIDE CONDITIONS

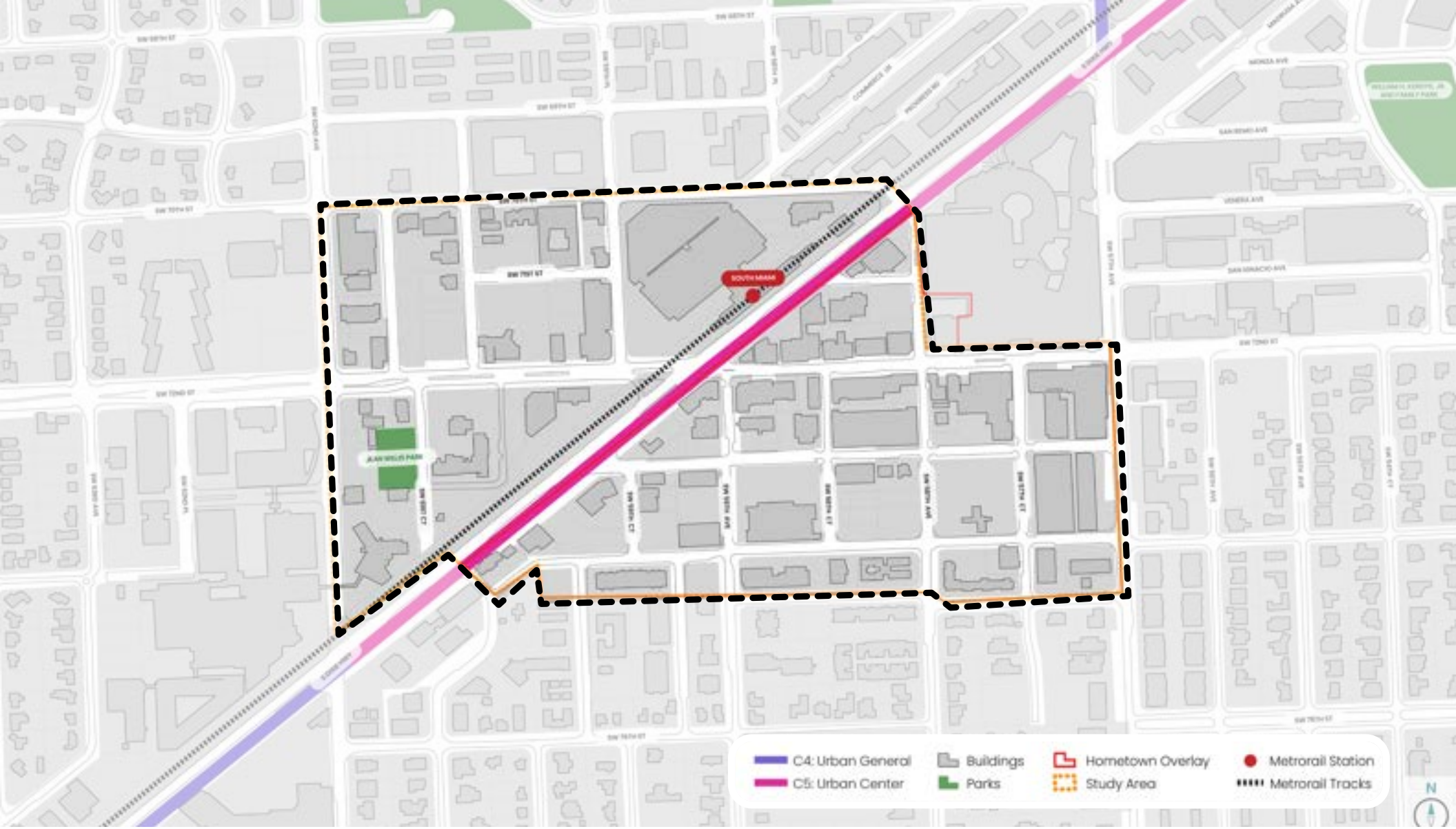
Most streets within the study area are maintained and operated by the City of South Miami. The study area is flanked diagonally by South Dixie Hwy/US 1 which is an FDOT (state) facility, bisecting the study area into east and west.



FUNCTIONAL CLASSIFICATION / STREET HIERARCHY

AREA WIDE CONDITIONS

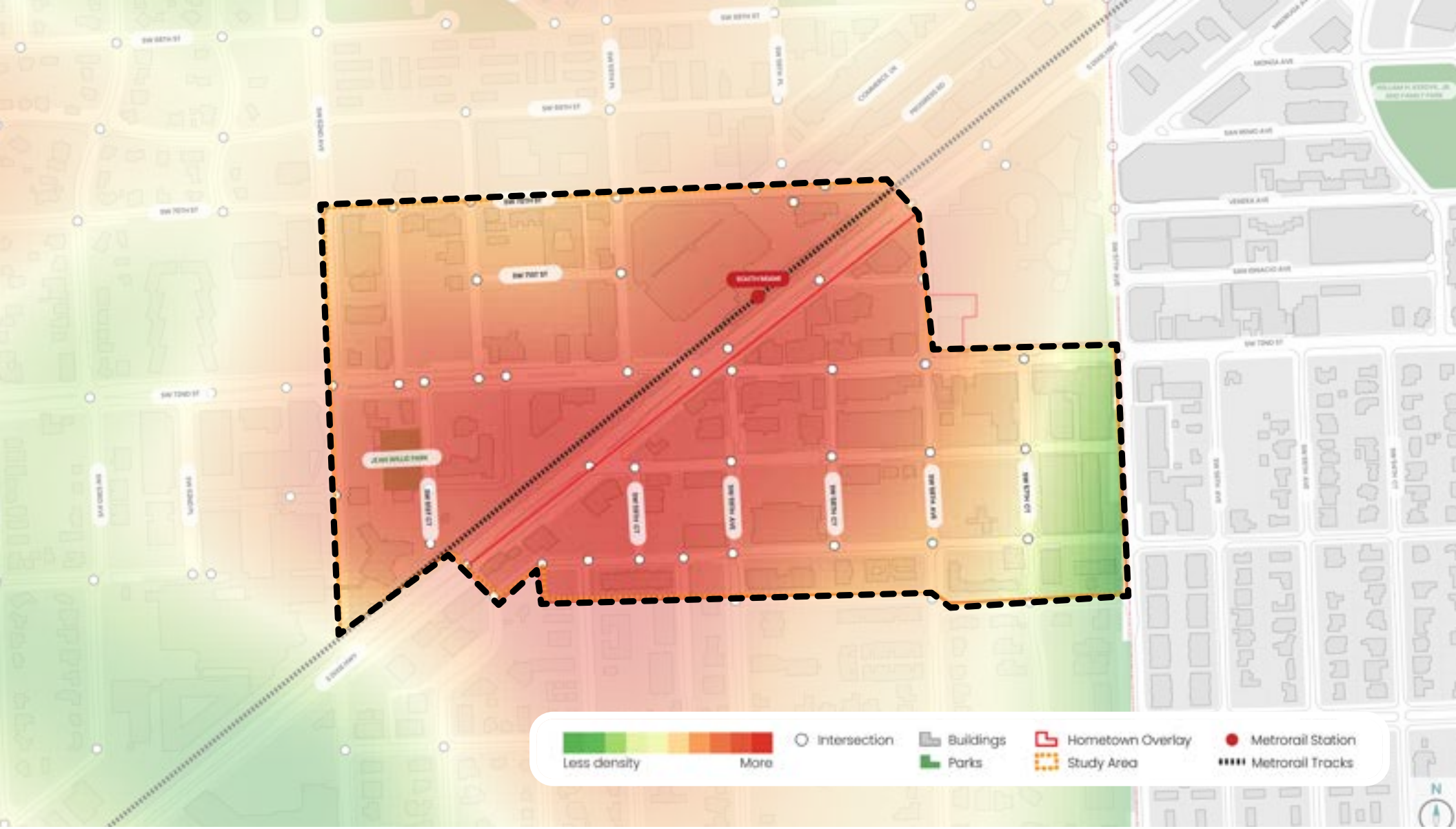
While Sunset DR/72nd AVE is only a minor arterial, the study corridor is intersected by both a major collector (62nd ST) and principal arterial (S. Dixie Hwy/ US1) roadways. For this reason, vehicles must travel trepidatiously along this roadway and, more than likely, are prone to create some distress for non-motorists. **High visibility crosswalks at related intersections are of extreme importance in corridors perpendicular to major collectors and principal arterials. These should be thought of as areas of investment, as these are often associated as economic generators.** Juxtaposed with idealistic existing land uses, areas like the Hometown Overlay display great promise for a thriving downtown and destination to many.



CONTEXT CLASSIFICATION

AREA WIDE CONDITIONS

FDOT adopts a context-based design approach aligned with national guidelines, categorizing built environments in Florida based on land use characteristics, development patterns, and roadway connectivity. These classifications guide FDOT design standards and provide predictability for street infrastructure and guidelines like maximum speed limits. **South Miami encompasses two context classifications: C4 - Urban General and C5 - Urban Center. C4 areas feature small blocks with well-connected road networks linking residential neighborhoods, while C5 areas are concentrated around civic or economic centers with intense commercial and residential activities. In C5 - Urban Center areas, mobility and safety considerations for all users are paramount.**



INTERSECTION DENSITY

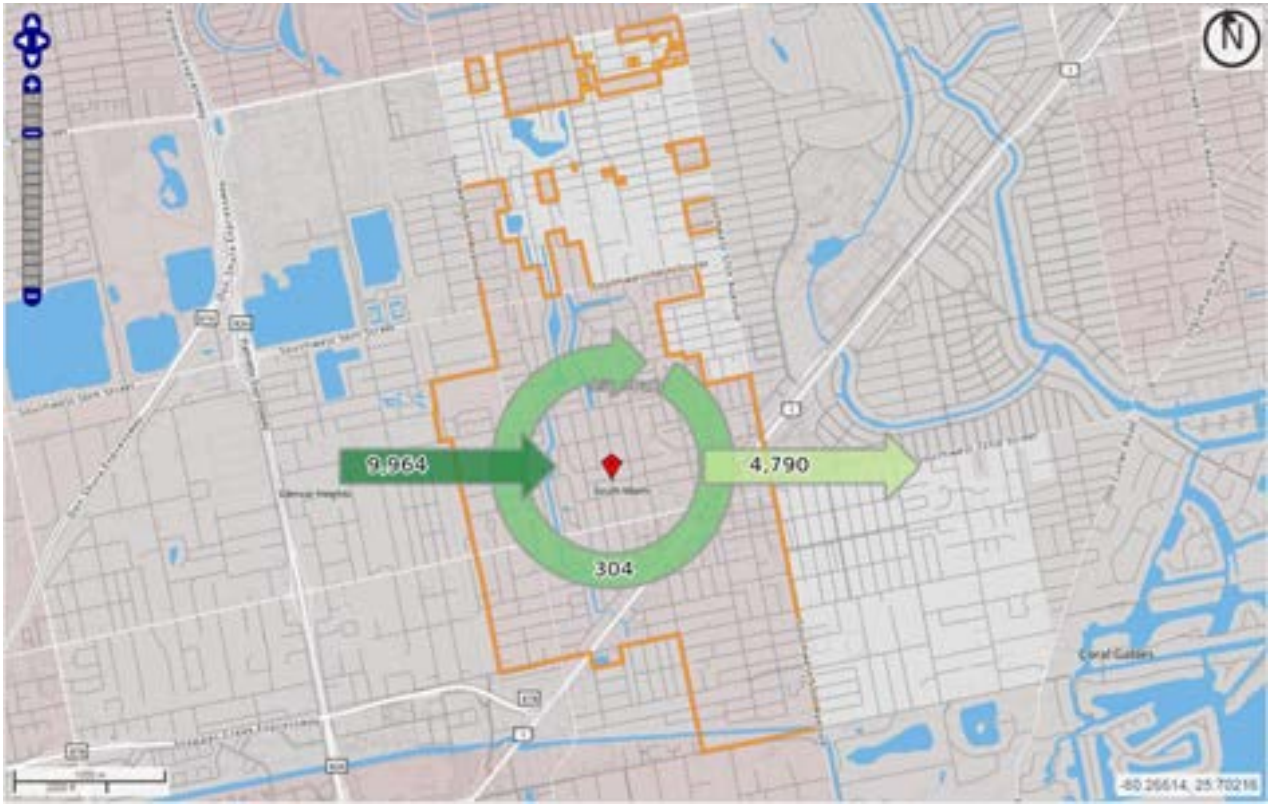
SIDEWALK NETWORK CONNECTIVITY

Intersection density refers to the number of intersections in an area. The density of intersections relays information about street design and connectivity, both of which impact walkability. It corresponds closely to block size – the greater the intersection density, the smaller the blocks. **Intersection density has a direct relationship to the walkability conditions by revealing where there is a supportive block network. The highest intersection density was identified between SW 62nd Ave and 59th Ave. Considerations should also focus on improving walkability to support the mixed-use commercial residential hub at the intersection of SW 64th Street and SW 59th Pl.** Additionally, the Hometown District exhibits a notable concentration of intersections, especially south of Sunset Dr on both, east and west sides of US1.

COMMUTING PATTERNS

AREA WIDE CONDITIONS

Commuting patterns were derived from the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data. Most of the residents in South Miami work outside of the city. Commuting patterns show that 9,964 people live outside South Miami and commute daily to work within the city, while 4,790 people live in South Miami and commute outside the city for work. Only 304 people live and work in South Miami. Daily commute trips show a heavy influx of daily trips in the morning and a major out-flux in the afternoon. According to the U.S. Census Bureau's 2022 American Community Survey, 60.8% of South Miami's working population commuted to work driving alone, and a very small percentage of workers used other means of transportation. With walking and biking only accounting for 4% of the commuting trips in the city. Close to 40% of the residents commute 25 minutes or less, indicating that jobs are nearby.



TRAVEL MODE

Commuting Patterns in South Miami, FL (2022)	
Means of Traveling to Work	**Percentage of Workers**
Drove Alone	60.8%
Carpooled (2+ in Vehicle)	5.6%
Walked	2.7%
Bicycle	1.3%
Taxi/Ride-Share	0.5%
Public Transportation	9.4%
Worked from Home	19.7%

6%

of South Miami workers live and work in the city.

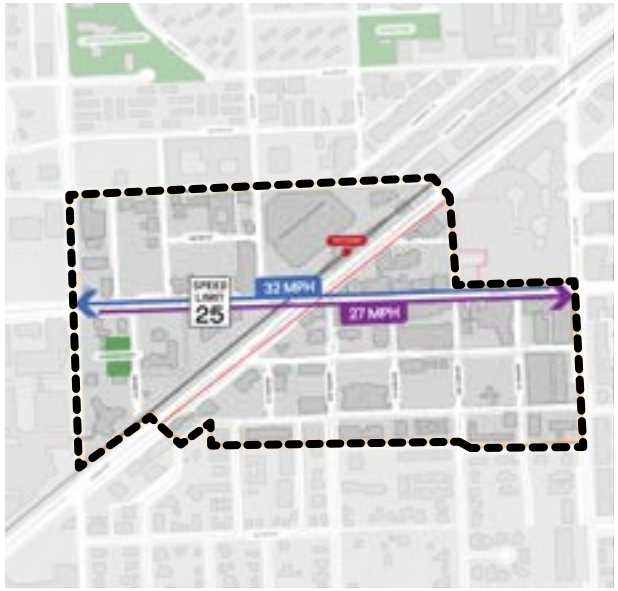
TRAFFIC CONDITIONS

TRAFFIC CONDITIONS

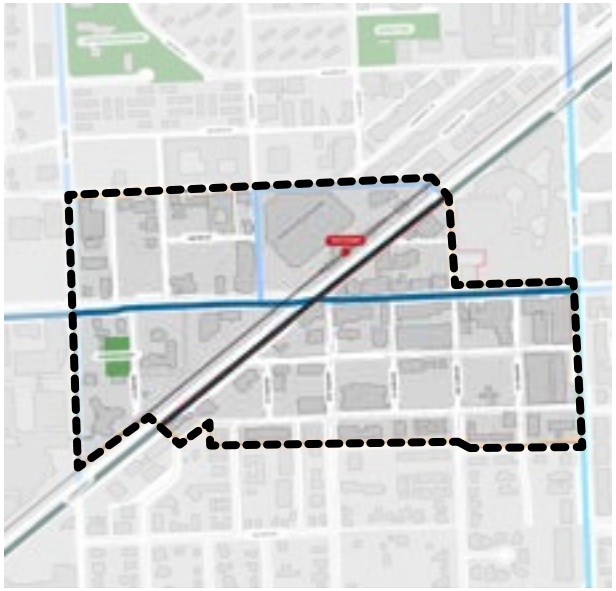
TRAFFIC CONDITIONS

SEGMENT LOS

SPEEDS



AVERAGE ANNUAL DAILY TRAFFIC (AADT)



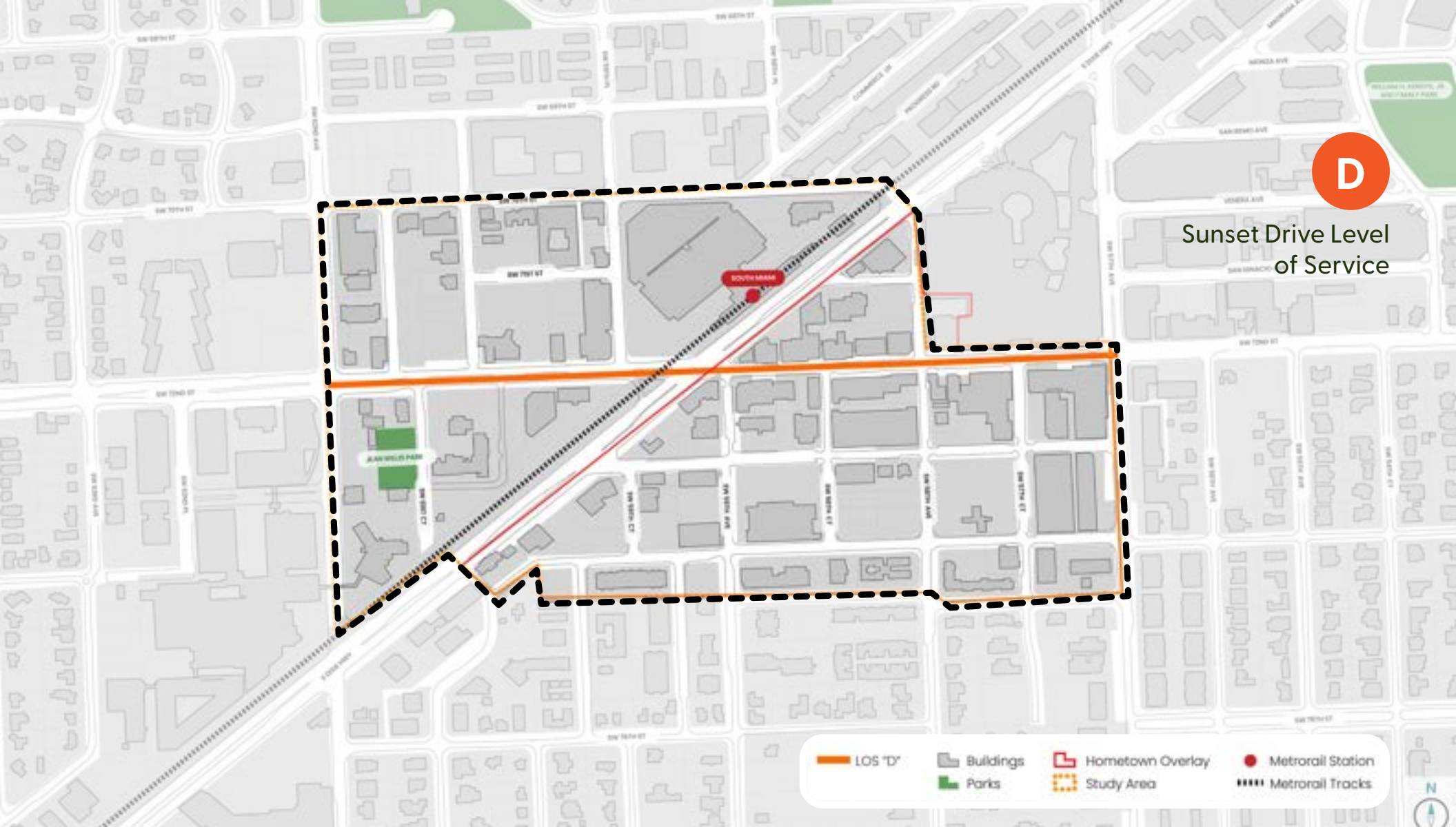
D

Sunset Drive operates at a Level of Service (LOS) D with enough existing capacity.

30 MPH

is the 85th percentile average speed of the corridor segment.

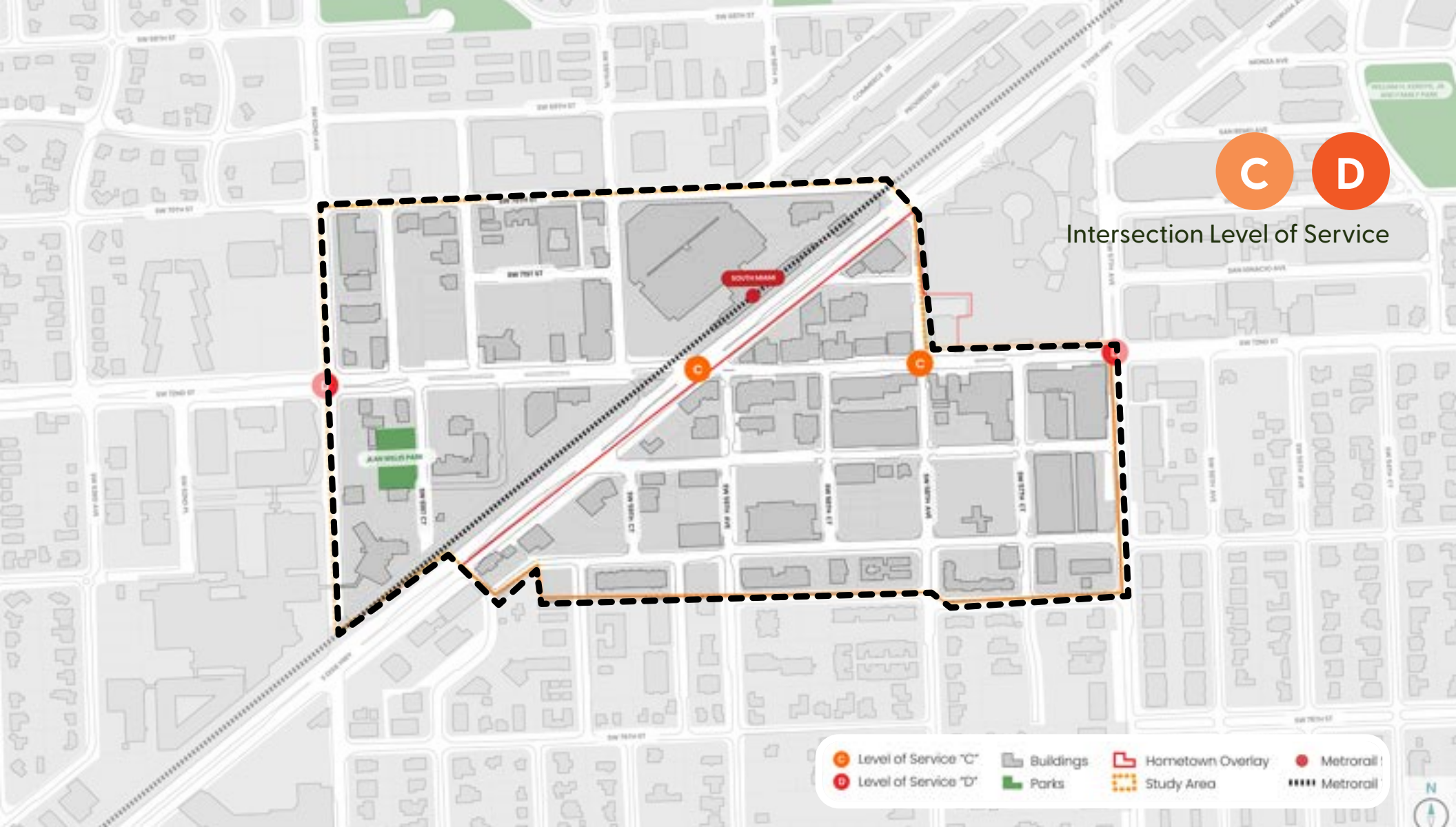
US1, 72nd Ave., 40th St. are among the highest AADT volumes in the City of South Miami.



SEGMENT LEVEL OF SERVICE (LOS)

TRAFFIC CONDITIONS

'A roadway segment link analysis was evaluated to determine the existing capacity of the Sunset Dr corridor in the study area. Roadway capacities were derived from the generalized LOS tables from the Florida Department of Transportation 2020 Quality/Level of Service Handbook and the traffic data collected along the corridor. Sunset Dr operates at a Level of Service (LOS) D with enough existing capacity to accommodate future growth. Level of Service (LOS) is a grading system used to assess the quality and operational conditions of transportation facilities, focusing primarily on roads. Grades range from A to F, with A representing free-flowing traffic and F indicating severe congestion.

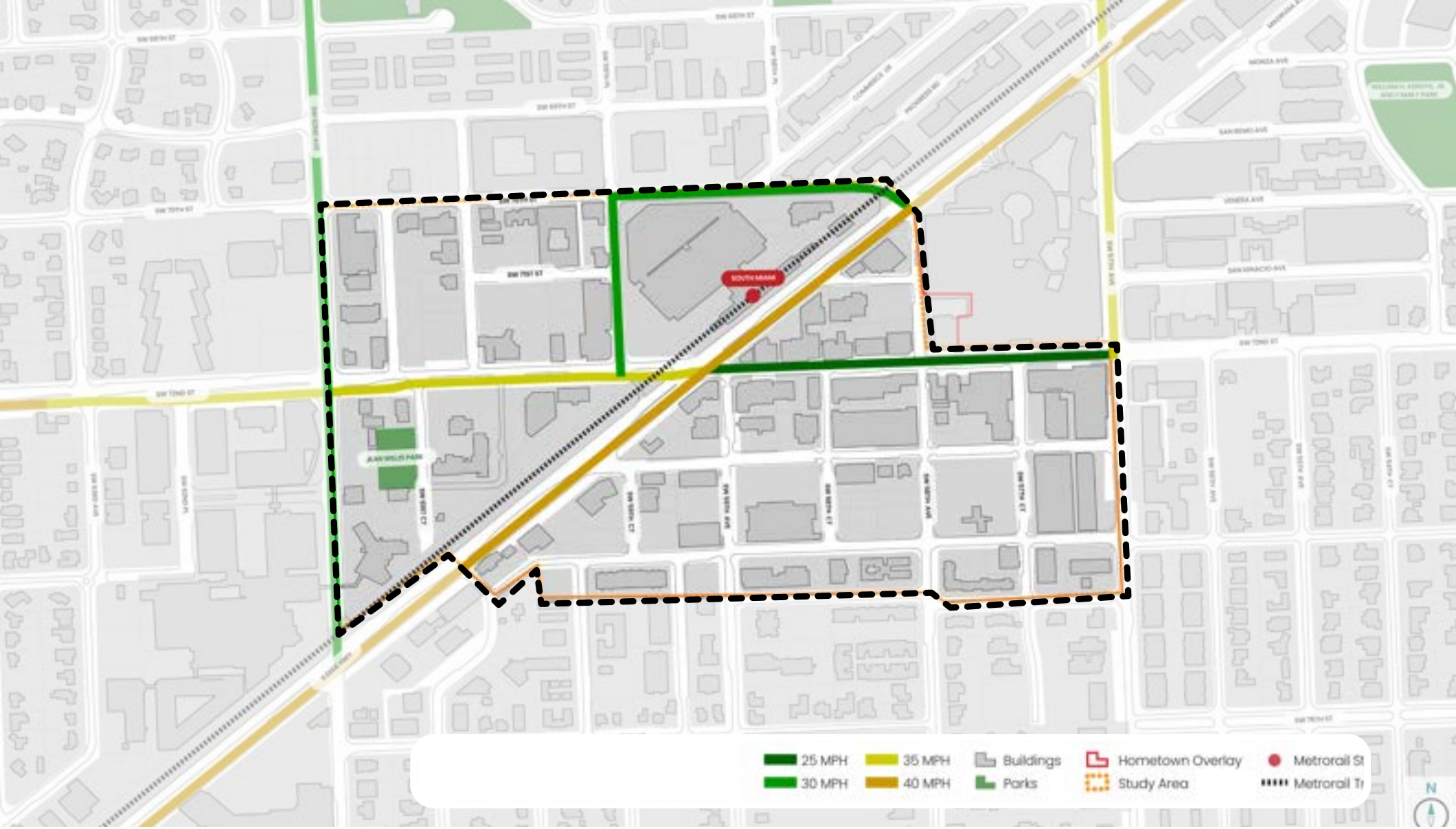


INTERSECTION LEVEL OF SERVICE (LOS)

TRAFFIC CONDITIONS

Intersection capacity analysis was conducted for four signalized intersections using Synchro 12 software based on Highway Capacity Manual (HCM) methodology, assessing morning and afternoon peak hour conditions. The analyzed scenario includes the existing year (2024). **Results indicate that all intersections operate at Level of Service (LOS) D or better during both peak hours.**

Additionally, a road segment link analysis assessed the existing capacity of the study corridor. Roadway capacities were determined using generalized LOS tables from the Florida Department of Transportation 2020 Quality/Level of Service Handbook and traffic data collected along the corridor. Results indicate that the corridor operates at LOS D with sufficient existing capacity.

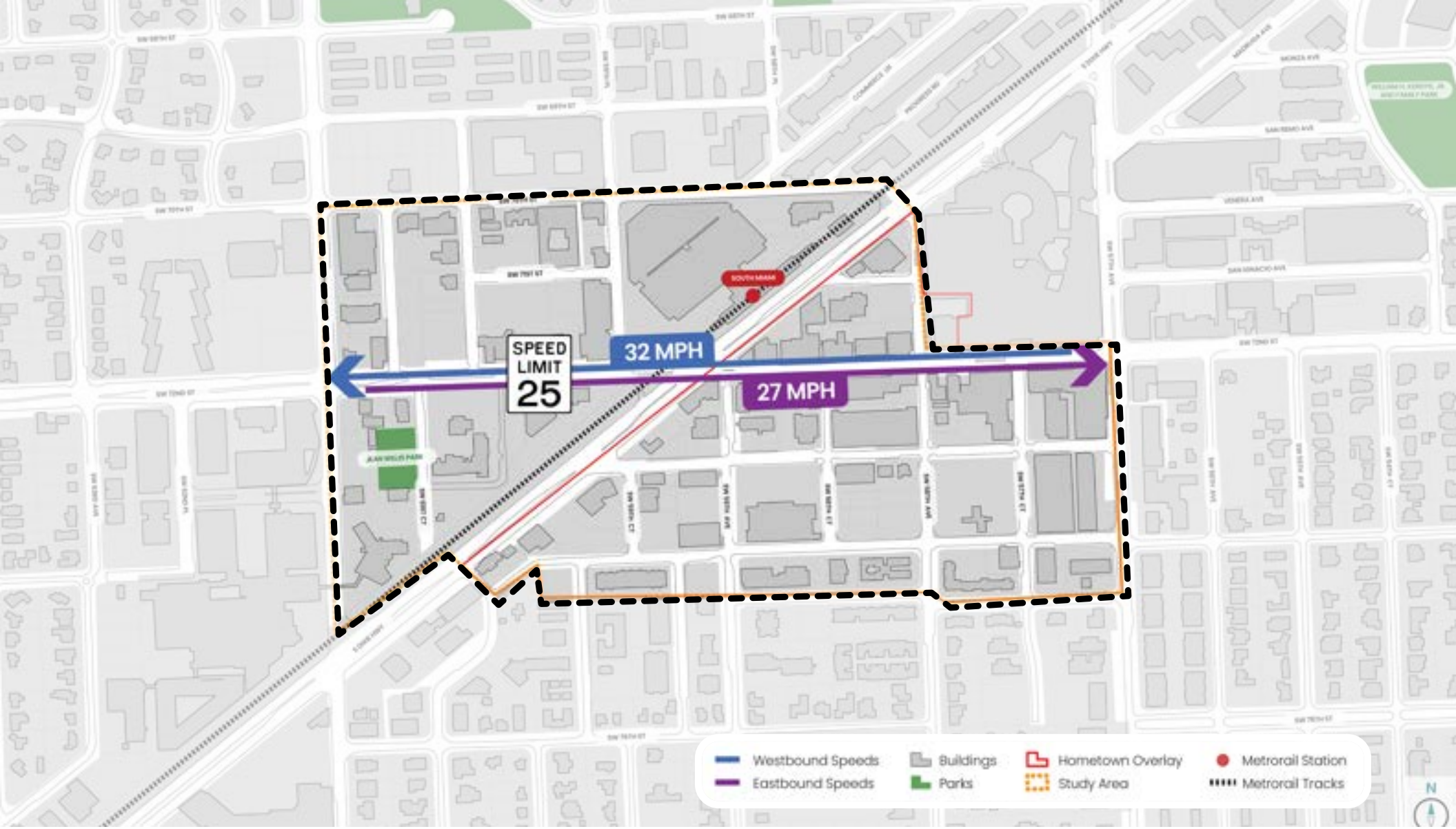


POSTED ROADWAY SPEEDS

TRAFFIC CONDITIONS

One pneumatic tube was placed along Sunset Drive between SW 61st Court and SW 61st Avenue from Tuesday April 2nd, 2024, to Thursday April 4th, 2024, to collect 72-hour of continuous bi-directional speed/volume.

The average speed and volume of the 3 consecutive days is shown in the following table. Please note that these volumes have been adjusted to represent peak season traffic conditions using the appropriate peak season factor category (PSCF) of 1.00 obtained from 2022 Florida Department of Transportation peak season category report, which is the latest version available of such report.

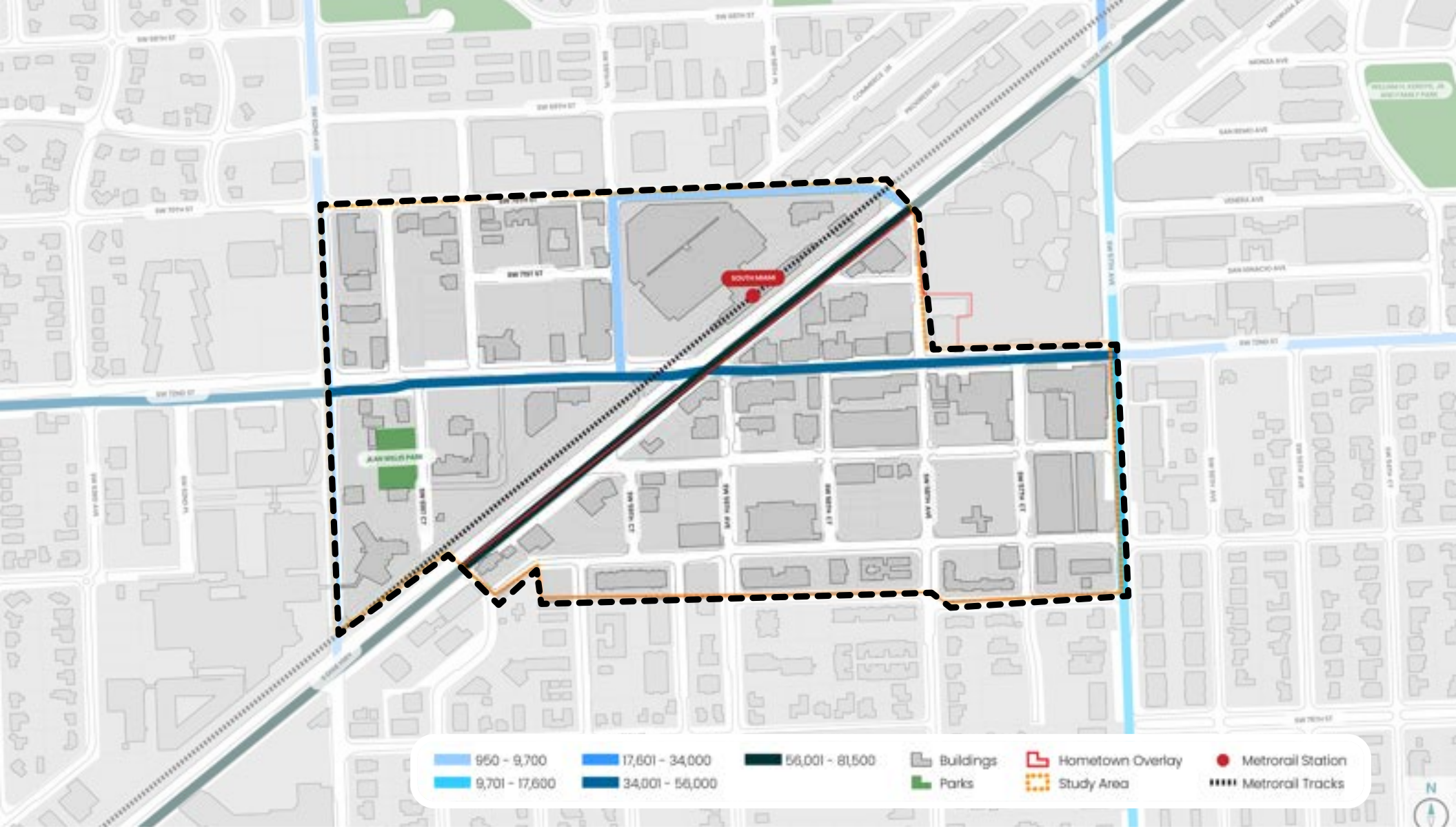


SPEEDS SUNSET DR.

TRAFFIC CONDITIONS

The 85th percentile speed is often used as a measure of the upper limit of "reasonable" speeds for the prevailing conditions. The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment. **The 85th percentile average speed of the corridor segment is 30 MPH, which is 5 MPH over the 25 MPH posted speed.**

72-HOURS AVERAGE SPEED & VOLUME				
Direction	Posted Speed	85TH Percentile Speed (MPH)	85TH Percentile Speed Above Posted Speed Limit (MPH)	ADT
Eastbound	25	27	2	9637
Westbound	25	32	7	10786
Totals	25	**30**	5	**20423**

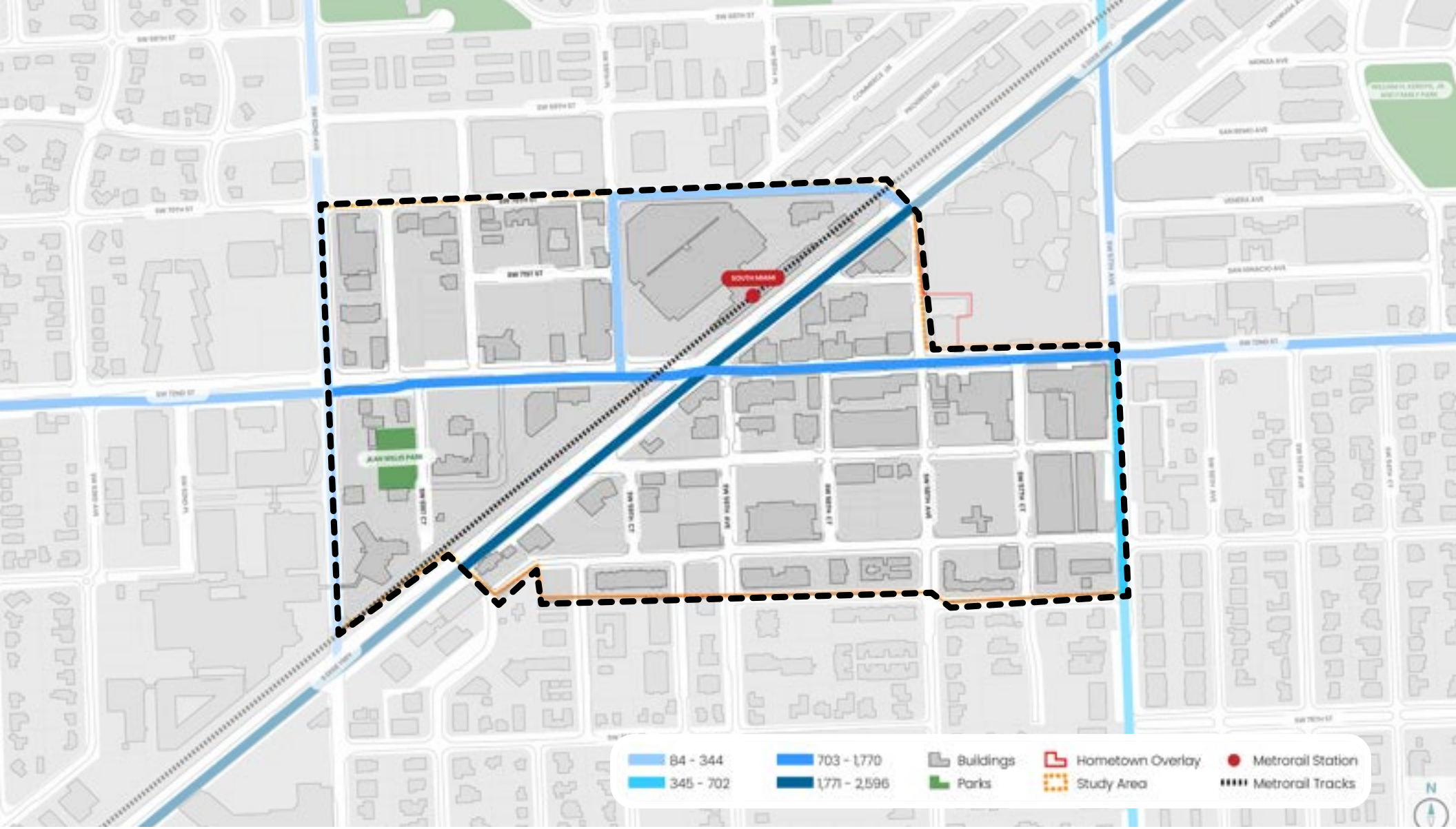


AVERAGE ANNUAL DAILY TRAFFIC (AADT)

TRAFFIC CONDITIONS

In FDOT (Florida Department of Transportation) standards, AADT stands for "Average Annual Daily Traffic." It refers to the average number of vehicles that pass a specific point on a roadway in both directions over a year, divided by the number of days in that year. AADT is a crucial metric used in transportation planning, design, and maintenance. It helps engineers and planners understand traffic volumes, determine roadway capacity, plan for future infrastructure needs, and assess the impact of various projects or developments on traffic flow.

Among the highest AADT volumes in the study area are on US1 and Sunset Dr/72nd Ave.



AVERAGE ANNUAL DAILY TRAFFIC (AADT) TRUCK

TRAFFIC CONDITIONS

Moderate truck AADT volumes were identified on US1 and Sunset Dr/72nd Ave. Among the highest AADT volumes in the study area are on US1 and Sunset Dr/72nd Ave.

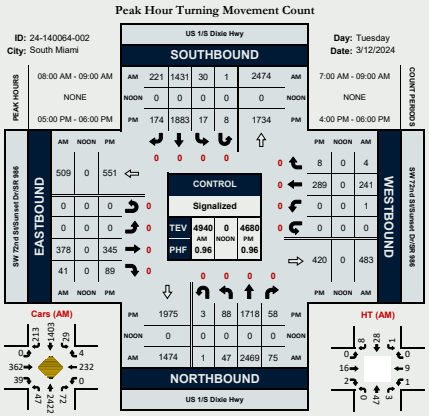
SIGNALIZATION / OPERATIONAL ANALYSIS

AM PEAK TURNING MOVEMENT COUNTS

SW 62ND AVE & SW 72ND ST SUNSET DR/SR 986

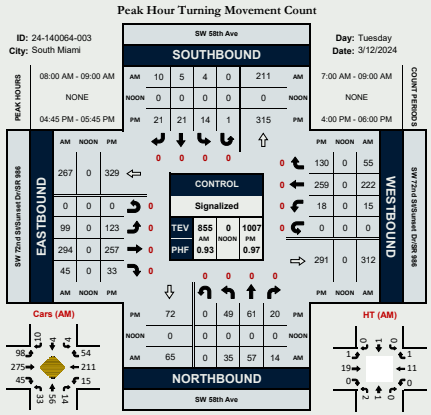
At the intersection of Sunset Drive and 62nd Avenue, 10.8% (**261 vehicles**) and 9.3 % (**225 vehicles**) of the total AM peak intersection volume (**2412 vehicles**) turn to travel northbound (NB) and southbound (SB) respectively. Also 2.4 % (**59 vehicles**) turn eastbound along Sunset Drive.

US 1/S DIXIE HWY & SW 72ND ST SUNSET DR/SR 986



At the intersection of Sunset Drive and US 1, 0.1 % (**4 vehicles**) and 0.8% (**41 vehicles**) of the total AM peak intersection volume (**4988 vehicles**) turn to travel northbound (NB) and southbound (SB) respectively. Also 2.1 % (**107 vehicles**) turn eastbound and 5.4 % (**272 vehicles**) westbound along Sunset Drive.

SW 58TH AVE & SW 72ND ST SUNSET DR/SR 986



At the intersection of Sunset Drive and SW 58h Avenue, 17.5 % (**156 vehicles**) and 6.8% (**61 vehicles**) of the total AM peak volume (**888 vehicles**) turn to travel northbound (NB) and southbound (SB) respectively. Also 2.7 % (**24 vehicles**) turn to eastbound and 6.7% (**60 vehicles**) westbound along Sunset Drive.

SW 57TH AVE & SW 72ND ST SUNSET DR/SR 986

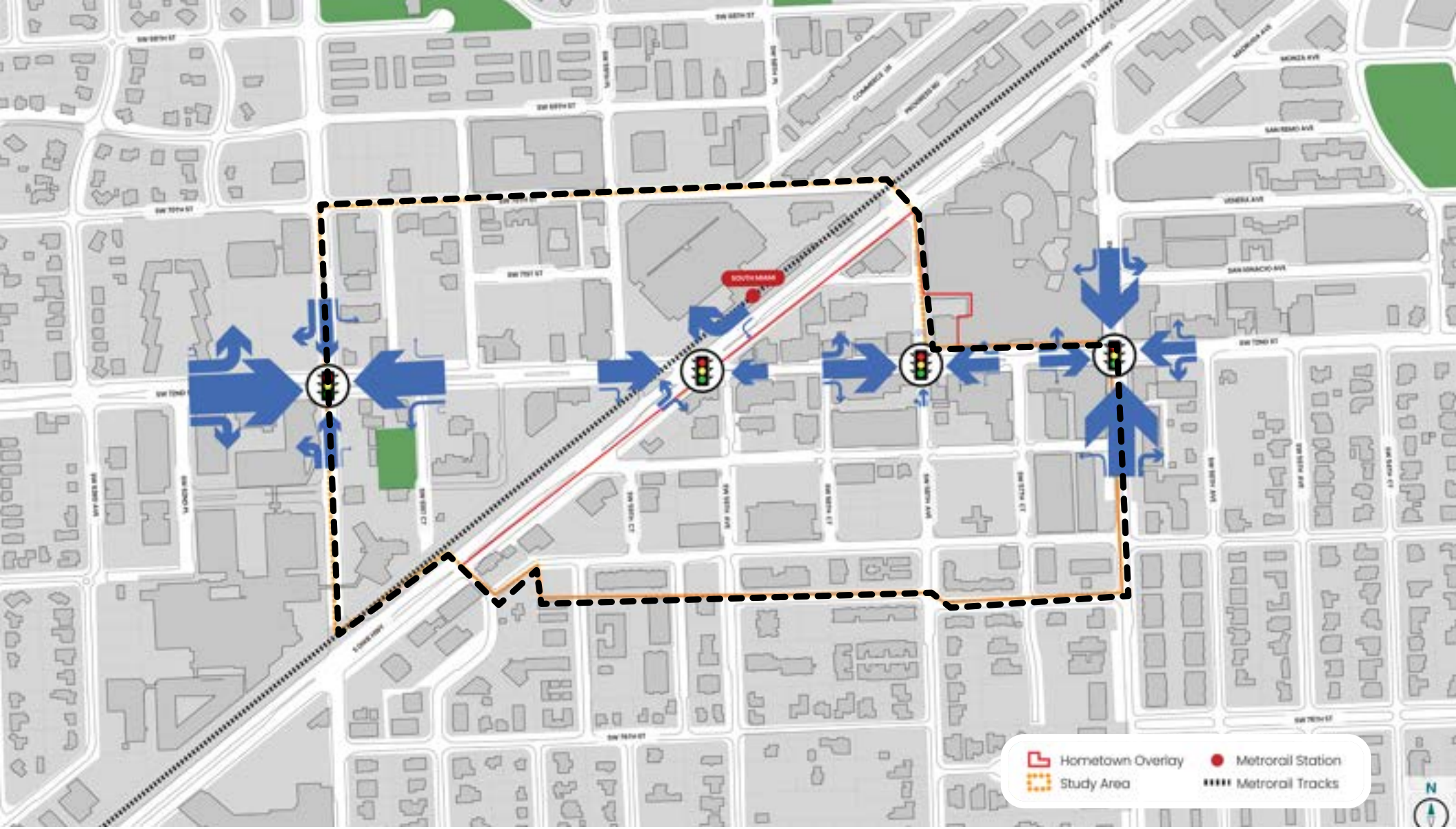
At the intersection of Sunset Drive and 57th Avenue, 7.9 % (**139 vehicles**) and 7% (**124 vehicles**) of the total AM peak volume (**1764 vehicles**) turn to travel northbound (NB) and southbound (SB) respectively. Also, 5.8 % (**102 vehicles**) turn westbound along the Sunset Drive study corridor.

TURNING MOVEMENT COUNTS

Turning movement counts were collected on Sunset Dr during the AM peak (7:00 a.m. to 9:00 a.m.) and PM peak (4:00 p.m. to 6:00 p.m.) periods on Tuesday March 12th, 2024 at the following four (4) signalized intersections along the subject corridor

- Sunset Drive and SW 62nd Avenue
- Sunset Drive and South Dixie Hwy/US 1
- Sunset Drive & SW 58th Avenue
- Sunset Drive & SW 57th Avenue

The traffic data was collected during typical traffic conditions during normal school operation and outside of any holiday or special events. The appropriate FDOT peak season conversion factor of 1.01 was applied to the traffic counts to adjust the traffic to peak season volumes.



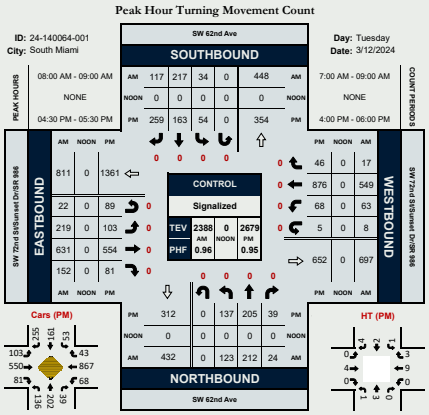
TURNING MOVEMENT COUNTS

AM PEAK

SIGNALIZATION / OPERATIONAL ANALYSIS

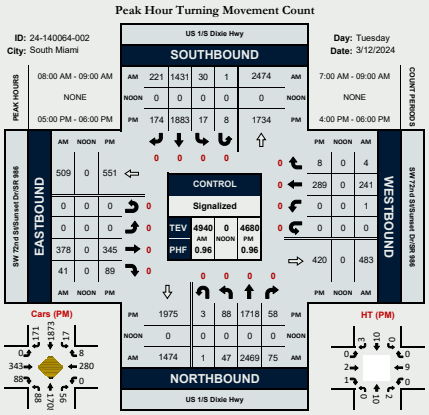
PM PEAK TURNING MOVEMENT COUNTS

SW 62ND AVE & SW 72ND ST SUNSET DR/SR 986



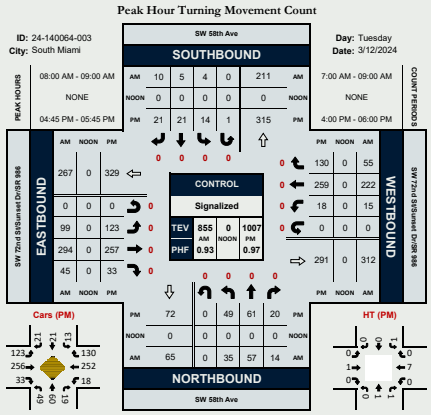
At the Sunset Drive and 62nd Avenue intersection, 8.9 % (240 vehicles) of the total PM peak intersection volume **(2706 vehicles)** turn to travel northbound (NB) and southbound (SB) respectively. Also, 2.4 % (59 vehicles) turn at the intersection to travel eastbound along Sunset Drive. .

US 1/S DIXIE HWY & SW 72ND ST SUNSET DR/SR 986



At the Sunset Drive and US 1 intersection, 0.2 % (8 vehicles) of the total PM peak intersection volume **(4727 vehicles)** turn to travel northbound (NB) and southbound (SB) respectively. Also, 1.8 % (84 vehicles) turn at the intersection to travel eastbound and 5.7% (268 vehicles) westbound along Sunset Drive.

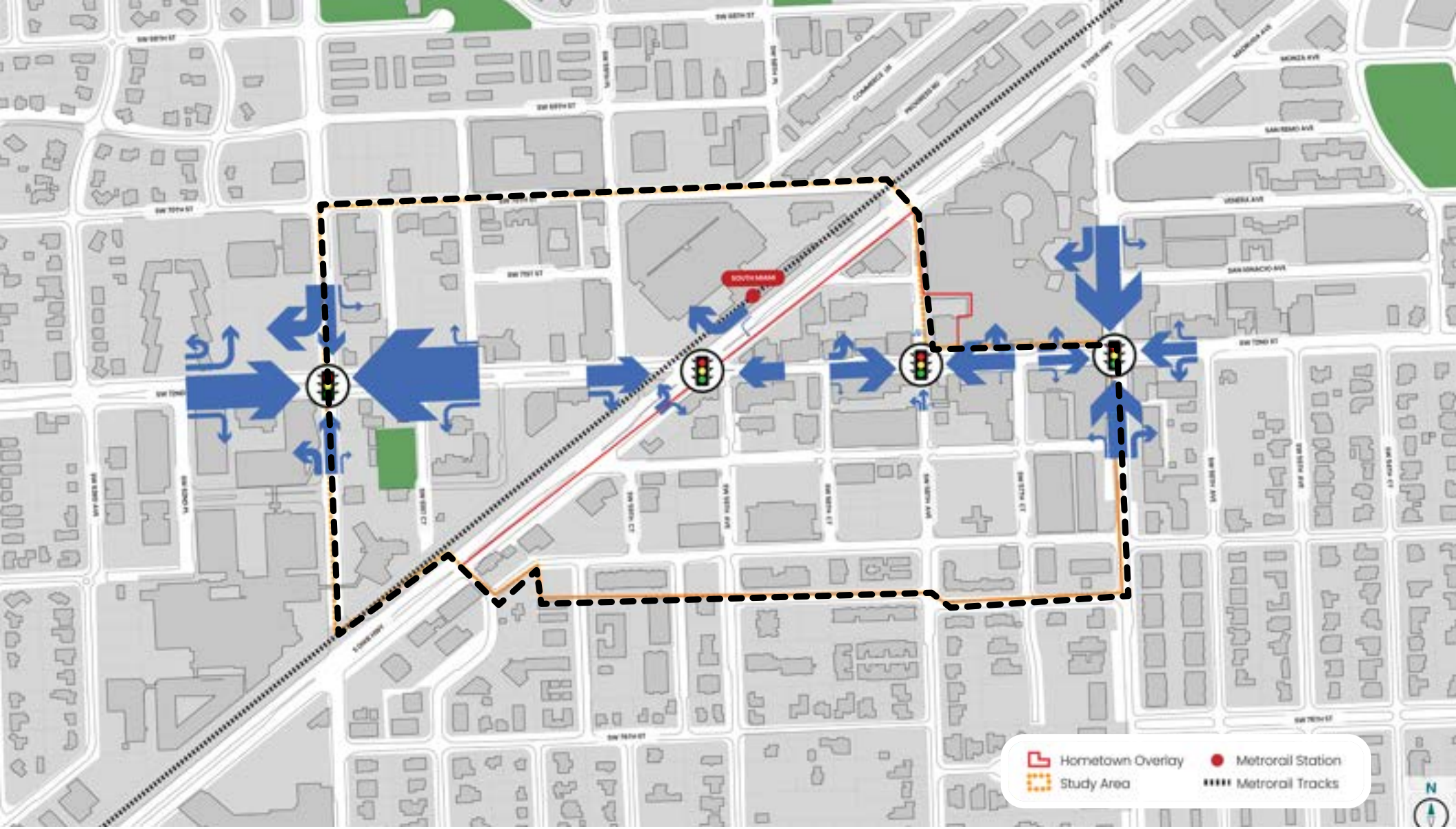
SW 58TH AVE & SW 72ND ST SUNSET DR/SR 986



At the Sunset Drive and SW 58h Avenue intersection, 25.1 % (256 vehicles) of the total PM peak intersection volume **(1017 vehicles)** turn to travel northbound (NB) and southbound (SB) respectively. Also, 3.5 % (35 vehicles) turn at the intersection to travel eastbound and 7% (71 vehicles) westbound along Sunset Drive.

SW 57TH AVE & SW 72ND ST SUNSET DR/SR 986

At the Sunset Drive and 57th Avenue intersection, 9 % (164 vehicles) of the total PM peak intersection volume **(1822 vehicles)** turn to travel northbound (NB) and southbound (SB) respectively. Also, 13.3 % (242 vehicles) turn at the intersection to travel westbound along Sunset Drive.



TURNING MOVEMENT COUNTS

PM PEAK

SAFETY CONDITIONS

SAFETY CONDITIONS

VEHICULAR CRASHES

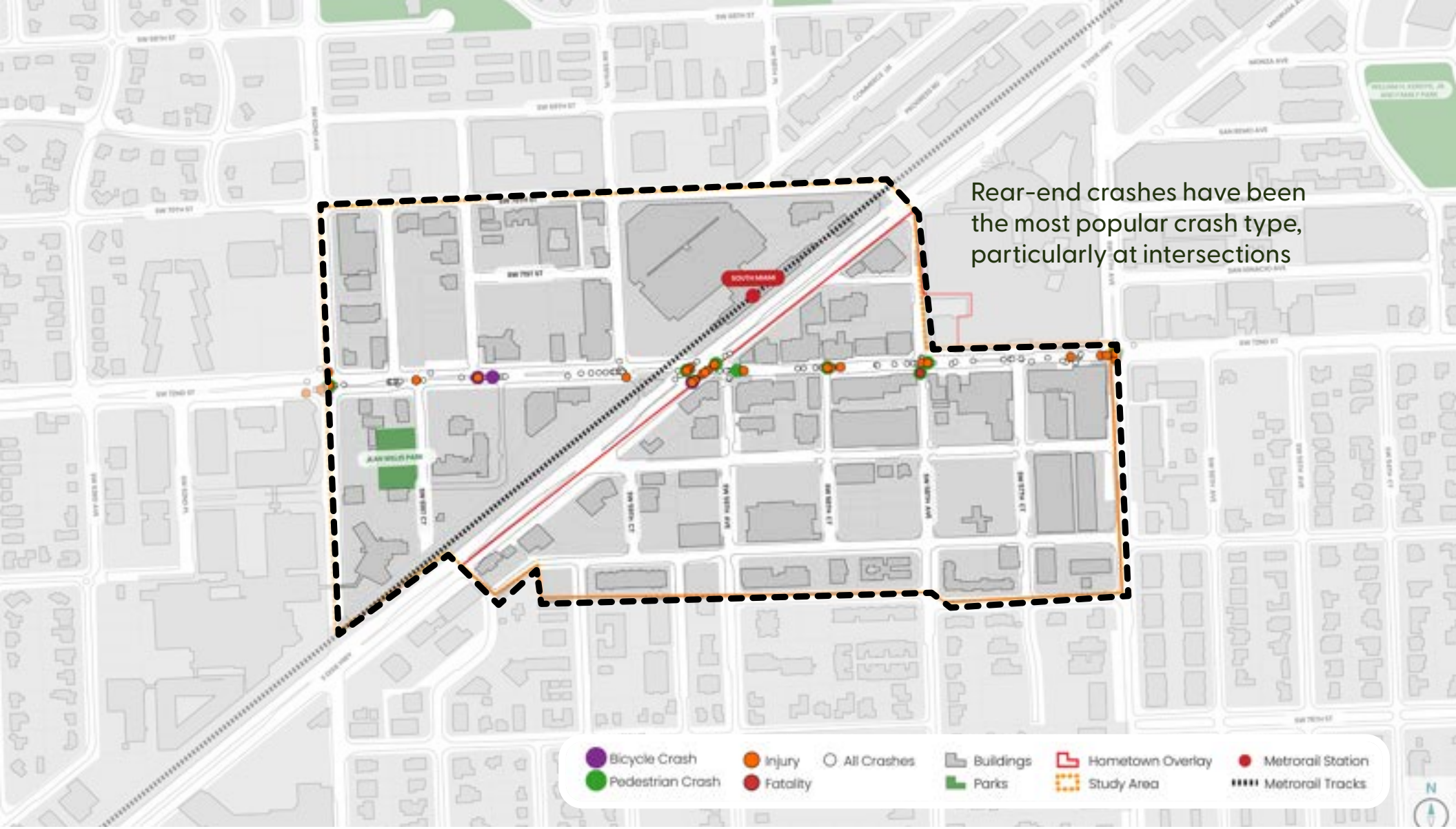
BICYCLE CRASHES

PEDESTRIAN CRASHES

401 crashes occurred within the public right of way between 2019-2023.

2% of crashes were bicycle related crashes.

2.5% of crashes were pedestrian related crashes. 1 resulted in a fatality.

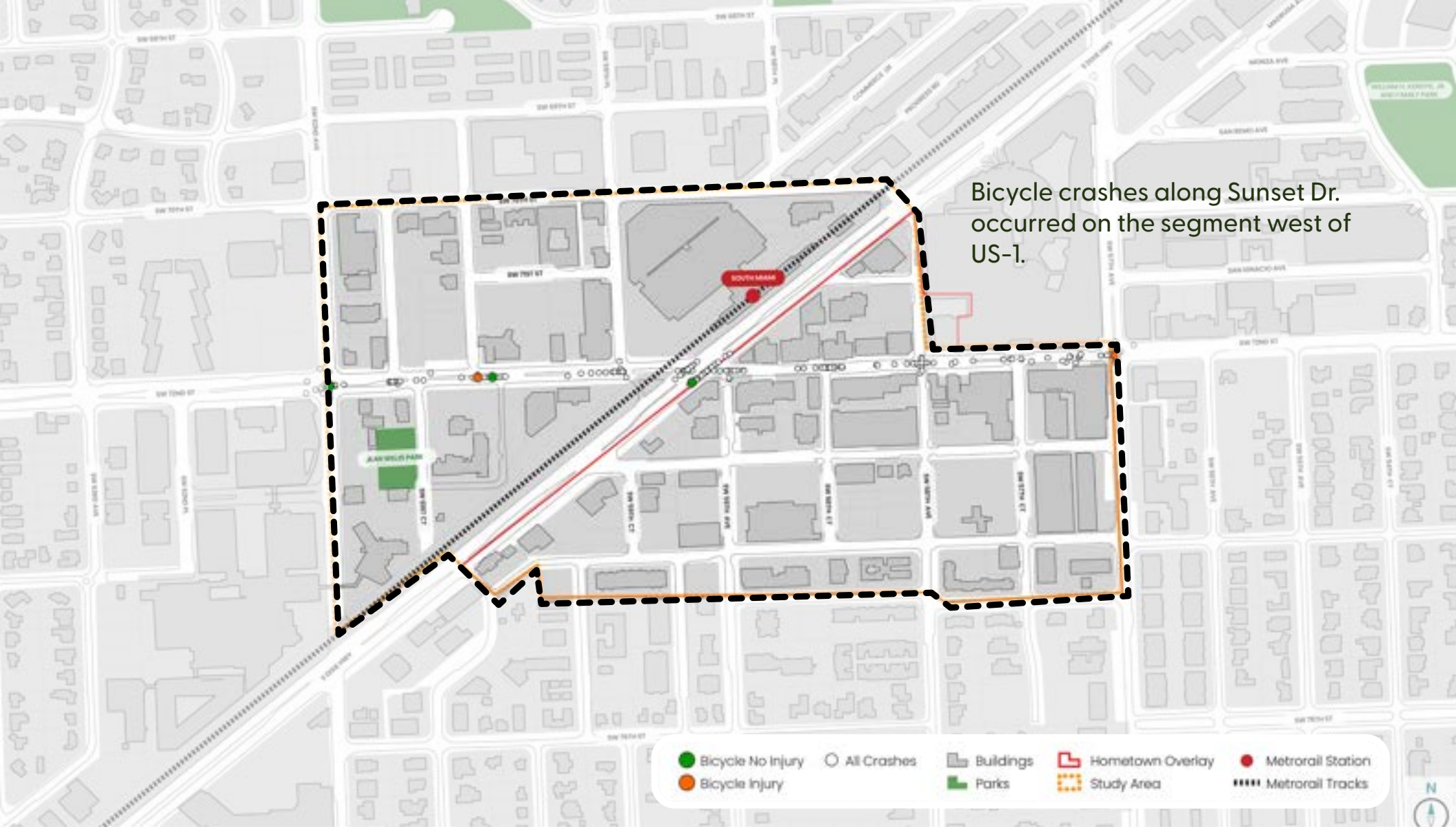


VEHICULAR CRASHES

SAFETY CONDITIONS

The results of the 5-year crash review along Sunset Dr. revealed a total of 401 documented crashes that occurred within the public right of way, of which, 10 involved pedestrians and 8 involved bicyclists.

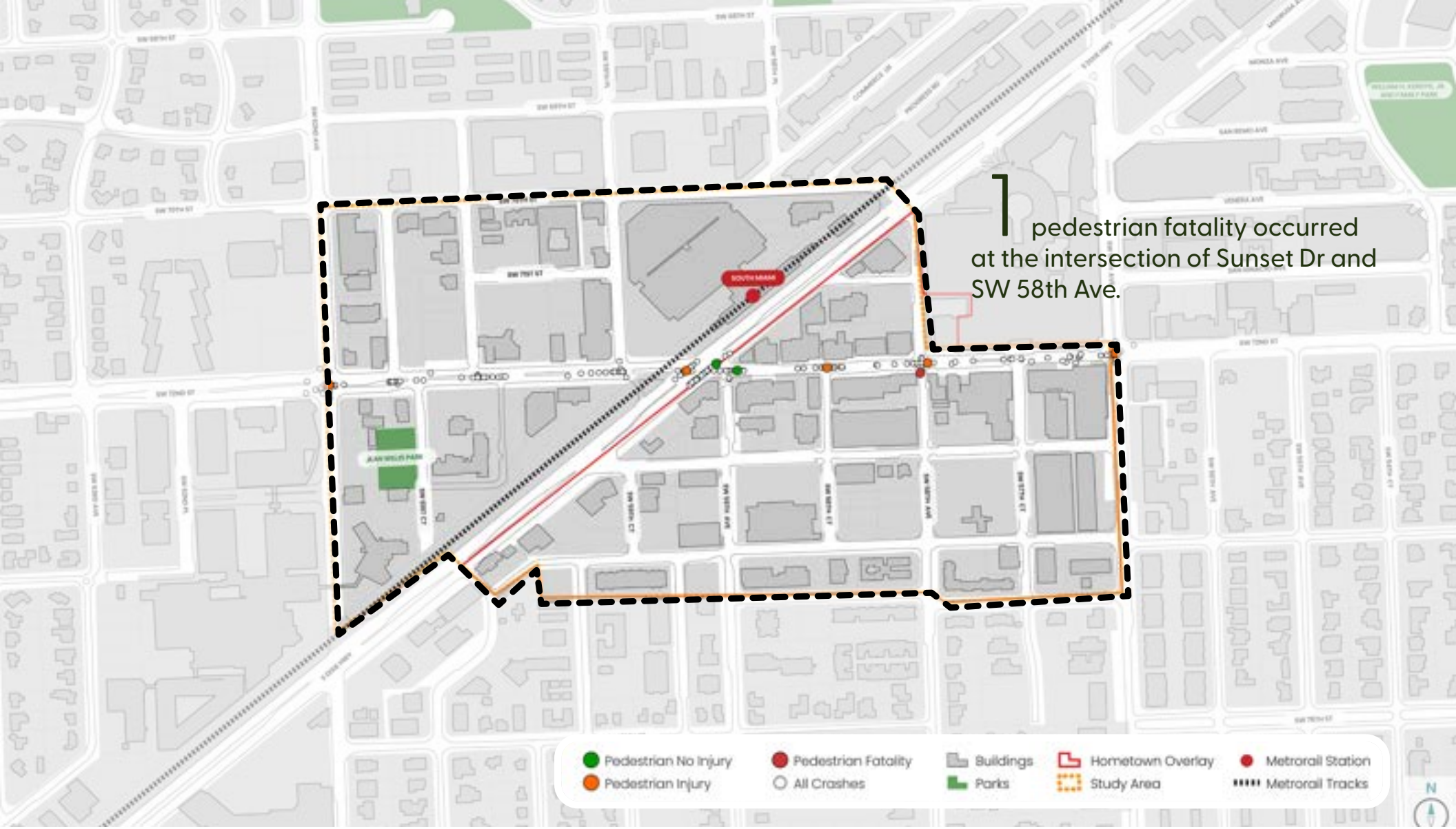
The leading cause of pedestrian and bicycle crashes is failure to yield right-of-way. Over the past five years, rear-end crashes (142) have been the most common, particularly near signalized and unsignalized intersections. Sideswipe crashes (125) are prevalent east of South Dixie Highway, while angle crashes (90) occur primarily at signalized intersections. Out of 401 documented crashes, one resulted in a pedestrian fatality. This pedestrian fatality occurred at the signalized intersection of Sunset Dr and SW 58th Ave.



BICYCLE CRASHES

SAFETY CONDITIONS

08 bicyclists crashes in total between 2019-2023.



PEDESTRIAN CRASHES

SAFETY CONDITIONS

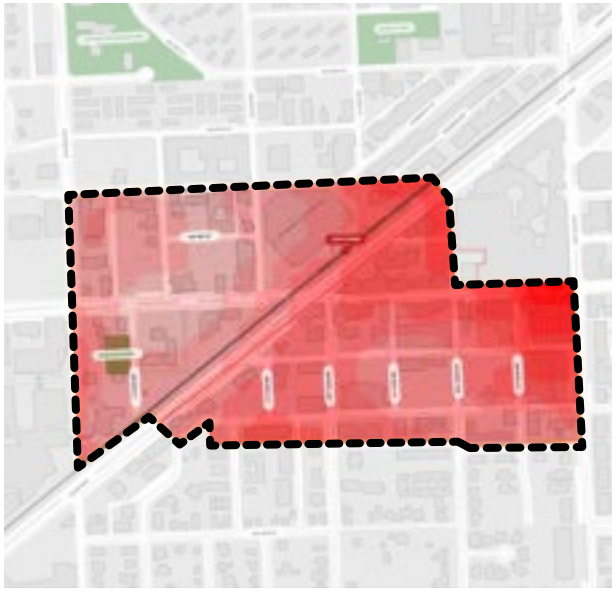
10 pedestrians crashes in total between 2019-2023.

RIGHT-OF-WAY CONDITIONS

TREE CANOPY ASSESSMENT

RIGHT-OF-WAY CONDITIONS

URBAN HEAT ISLAND

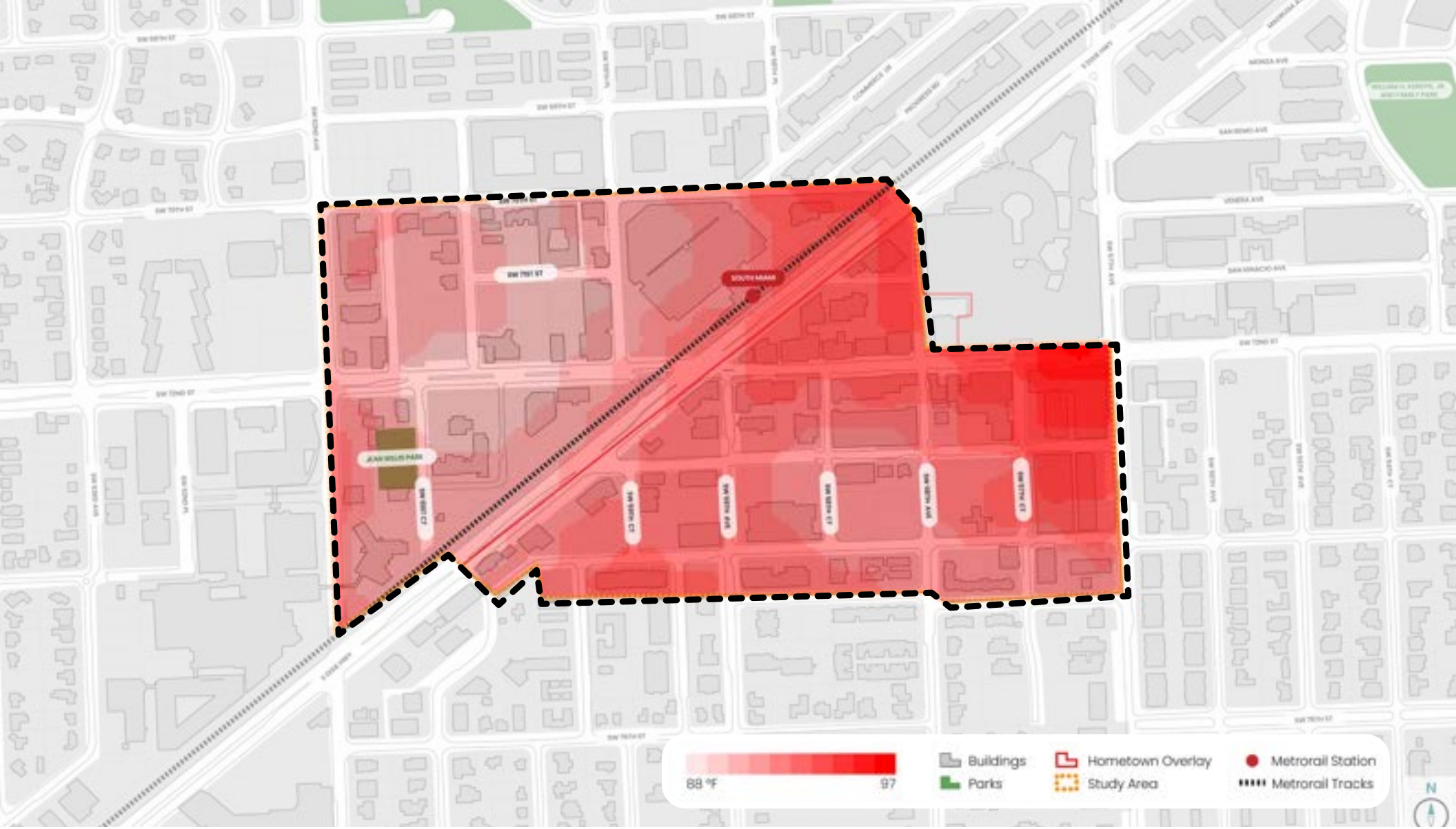


TREE CANOPY MAP

A tree canopy assessment conducted in ArcGIS Pro using NOAA aerial imagery from 2020 to 2021 provided standardized land cover distribution data, highlighting canopy coverage across the project area. In parallel, an urban heat island assessment in ArcGIS Pro utilized Landsat 8 and 9 imagery from 2015 to the present, depicting average land surface temperatures. The resulting data, resampled to a 5-meter resolution, revealed cooler temperatures west of US-1, with significant canopy coverage in the southwest corner, contributing to a cooling effect. Conversely, the eastern areas showed higher temperatures corresponding to increased building density. Notable heat emissions were observed from developments like Sunset Place in the northeast. On-site evaluation highlighted large canopy trees mostly confined to limited planting areas, limiting their potential for canopy growth and overall health. Palms, while suitable for constrained planting areas, offer less shade and cooling effect. However, clustered planting, as seen at SW 72nd Street and 57th Avenue, enhances shade coverage. Overall, the assessment emphasizes the need for more tree planting, especially in areas with limited canopy, to mitigate urban heat island effects and enhance pedestrian comfort.

97° recorded temperature corner of Sunset Dr. and SW 57 Ave. The eastern area experiences higher temperatures as a result of increased building density and limited tree canopy.

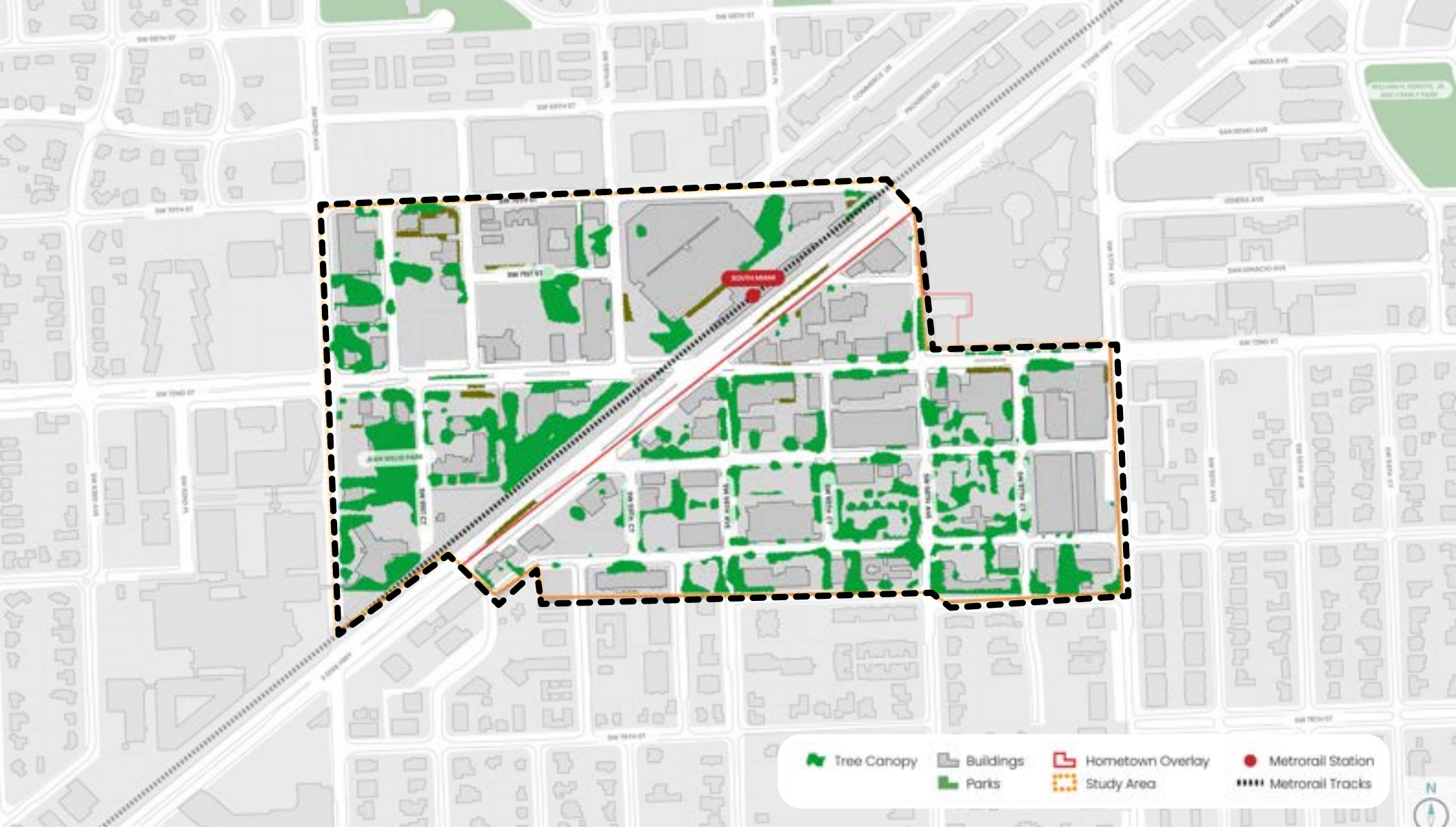
17% of the of the study area is covered by canopy.



URBAN HEAT ISLAND

RIGHT-OF-WAY CONDITIONS

Land surface temperature visualizations indicate that areas west of US-1 are cooler than those to the east. The southwest corner of the study area, where Jean Willis Park, South Miami City Hall, and the South Miami Branch Library are located, shows significant canopy coverage, resulting in a cooling effect. Conversely, temperatures rise to the east due to increased building density and impervious surfaces. Sunset Place development, though outside the study area, contributes heat to the northeast corner. Trees in the parking lot along the southern limits of the study area, west of SW 58th Avenue, provide a slight cooling effect.



TREE CANOPY

RIGHT-OF-WAY CONDITIONS

The on-site evaluation revealed that most large canopy trees are growing within limited planting areas. Consequently, their root systems are likely constricted and lack appropriate organic matter (nutrients), limiting the potential for a more substantial overhead canopy and generally healthier trees. Palms, due to their limited canopy, do not provide the same cooling effect from the sun. However, in instances where feasible planting areas are limited, they are more appropriate for the current Right of Way (ROW) conditions. Notably, when palms are planted in clusters, such as at the corner of SW 72nd Street and 57th Avenue, the shade cast is much greater.

TREE CANOPY

RIGHT-OF-WAY CONDITIONS

SOME LARGE CANOPY TREES ARE GROWING WITHIN LIMITED PLANTING AREAS.

PALMS, DUE TO THEIR LIMITED CANOPY, DO NOT PROVIDE THE SAME COOLING EFFECT FROM THE SUN.

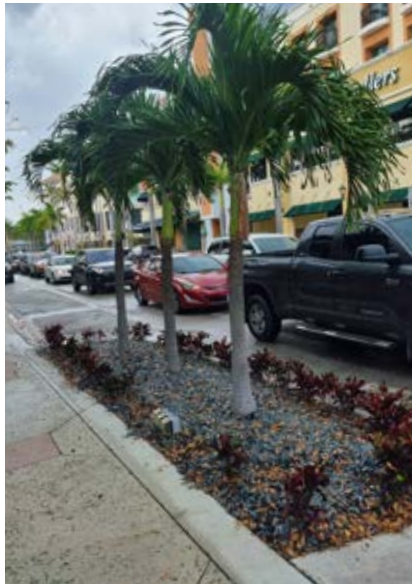
WHEN PALMS ARE PLANTED IN CLUSTERS, SUCH AS AT THE CORNER OF SW 72ND STREET AND 57TH AVENUE, THE SHADE CAST IS MUCH GREATER.

SUNSET DRIVE INVENTORY

(SW 72ND STREET)

An on-site inventory of SW 72nd Street was conducted on March 18th, 2024 to identify the presence and general locations of the following streetscape elements:

- Landscaping / Street trees
- Furnishings such as trash/recycling receptacles & benches
- Bus stops
- On-Street Parking
- Street lighting



LANDSCAPING / STREET TREES

WAYFINDING

FURNISHINGS

BUS STOPS

ON-STREET PARKING

STREET LIGHTING

WEST OF US-1

EAST US-1

Large Palm
Small Palm
Large Tree
Small Tree
Buildings
Parks
Hometown Overlay
Study Area
Metrorail Station
Metrorail Tracks

LANDSCAPING & STREET TREES

INVENTORY

Most canopy species consist of Black Olive trees east of US-1 and Live Oak trees west of US-1, with a mix of Royal Palm, Date Palm, and Christmas Palms for palms. Many canopy trees have undergone pruning to remove inner branches and elevate the canopy above adjacent building facades, resulting in "lions-tailing." However, this practice increases the load on remaining branches during high wind events.

WEST OF US-1

EAST OF US-1

Trash Can
Recycling
Bench
Bus Stop
Buildings
Parks
Hometown Overlay
Study Area
Metrorail Station
Metrorail Tracks

FURNISHINGS

INVENTORY

Trash and Recycling receptacles came in two different styles, one was a single dark green poly-coated steel with an arched top, these were often found in isolation. While newer ones were made of cream-colored stone with South Miami logo embedded on the front, these came in pairs with a green/blue domed top to denote the separation of waste streams.

WEST OF US-1

EAST OF US-1

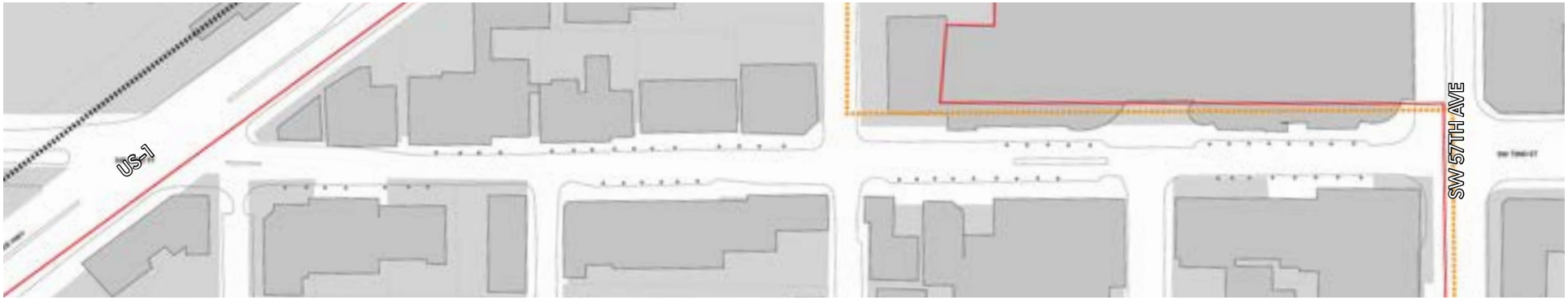
Streetlight
Buildings
Hometown Overlay
Metrorail Station
Parks
Study Area
Metrorail Tracks

STREETLIGHTS

INVENTORY

Three styles of street lighting were found along the corridor, East of US-1 were classic ones that matched the dark green style of benches and receptacles, to the West were slightly modern ones in grey. Scattered across were also the standard high mast roadway lighting.

WEST OF US-1



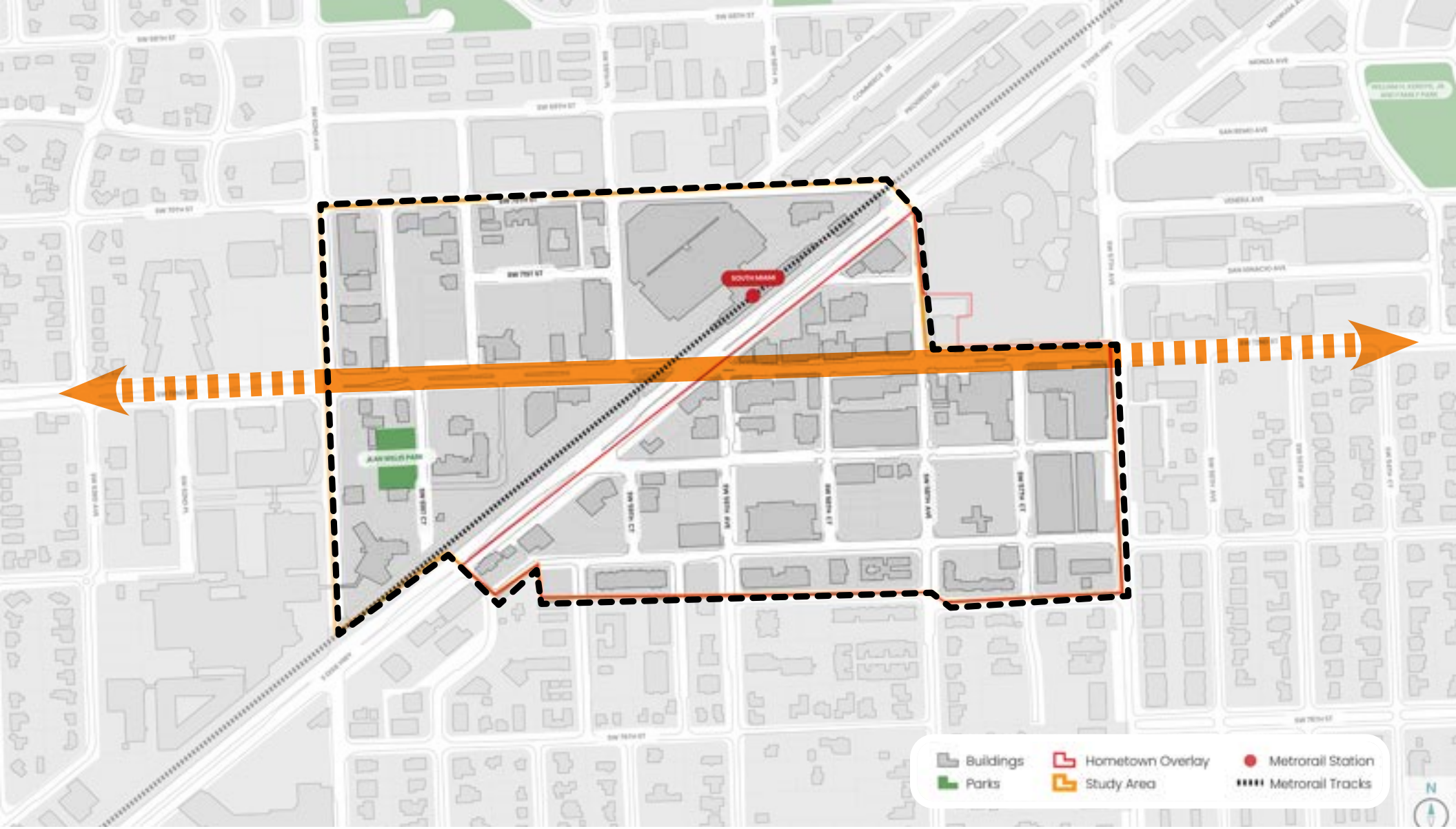
EAST OF US-1

On-Street Parking
Buildings
Parks
Hometown Overlay
Study Area
Metrorail Station
Metrorail Tracks

ON-STREET PARKING

INVENTORY

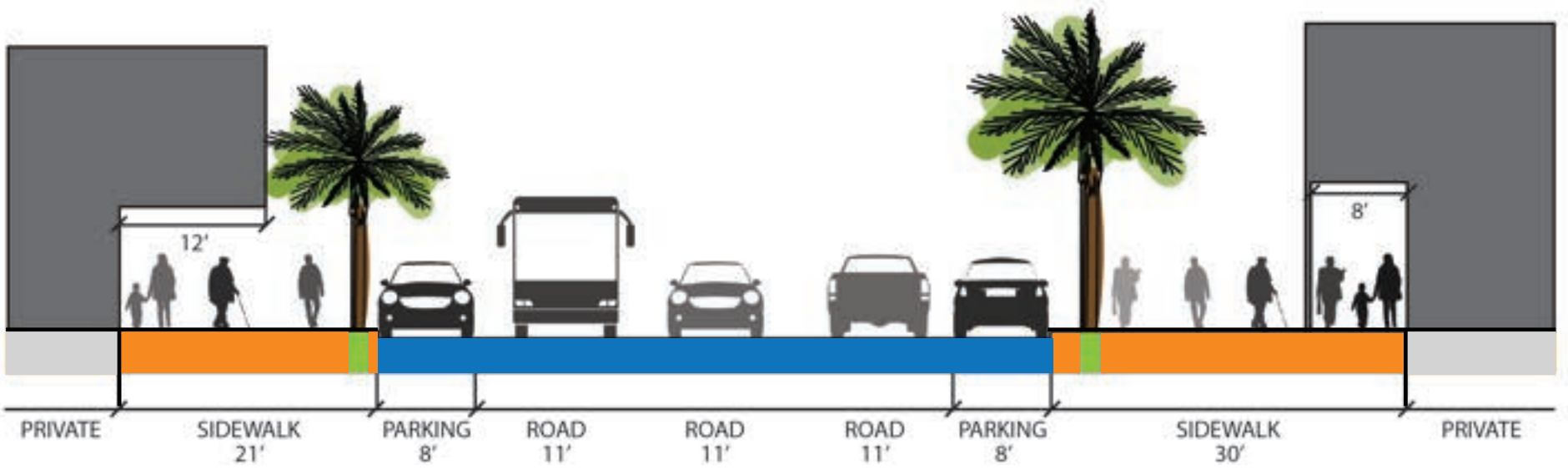
Street parking is primarily available along the roadway to the East of US-1. On the west, these portions of ROW serve as travel lanes and turn lanes for on and off access to US-1.



SUNSET DRIVE ROW ASSESSMENT

(SW 72ND STREET)

The ROW across SW 72nd Street varies significantly. Eight unique portions exist along each segment of the roadway. Four to the East of US-1 and four on the West. Overall, larger sidewalks, street parking, arcades were found on the East side, which contributed to a livelier pedestrian realm. The portion to the West acts more as a vehicular thoroughfare, with less activation of the pedestrian realm. The mid-rise development along the western portion does create some activation, but the sidewalk closest to the roadway is not as welcoming to pedestrians. While medians along both portions created a sense of continuity across US-1, the brick on the Western end created connection to city hall and the clock tower and provided a sense of arrival into a distinct place.



SUNSET DRIVE

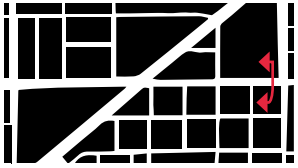
BETWEEN SW 57 AVE & SW 57 CT

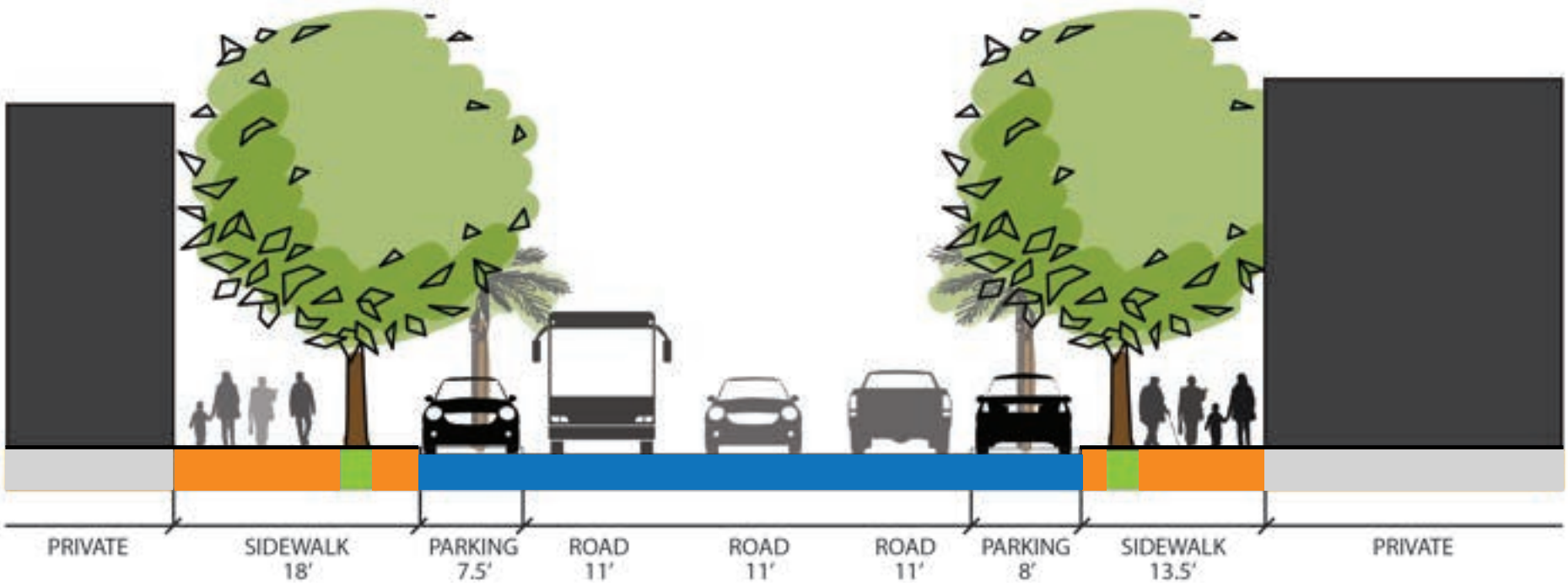
LEGEND

Vehicular	49%	Landscape	4%
People	47%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

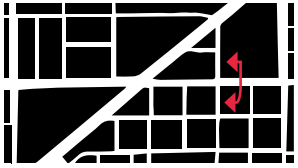
BETWEEN SW 57 CT & SW 58 AVE

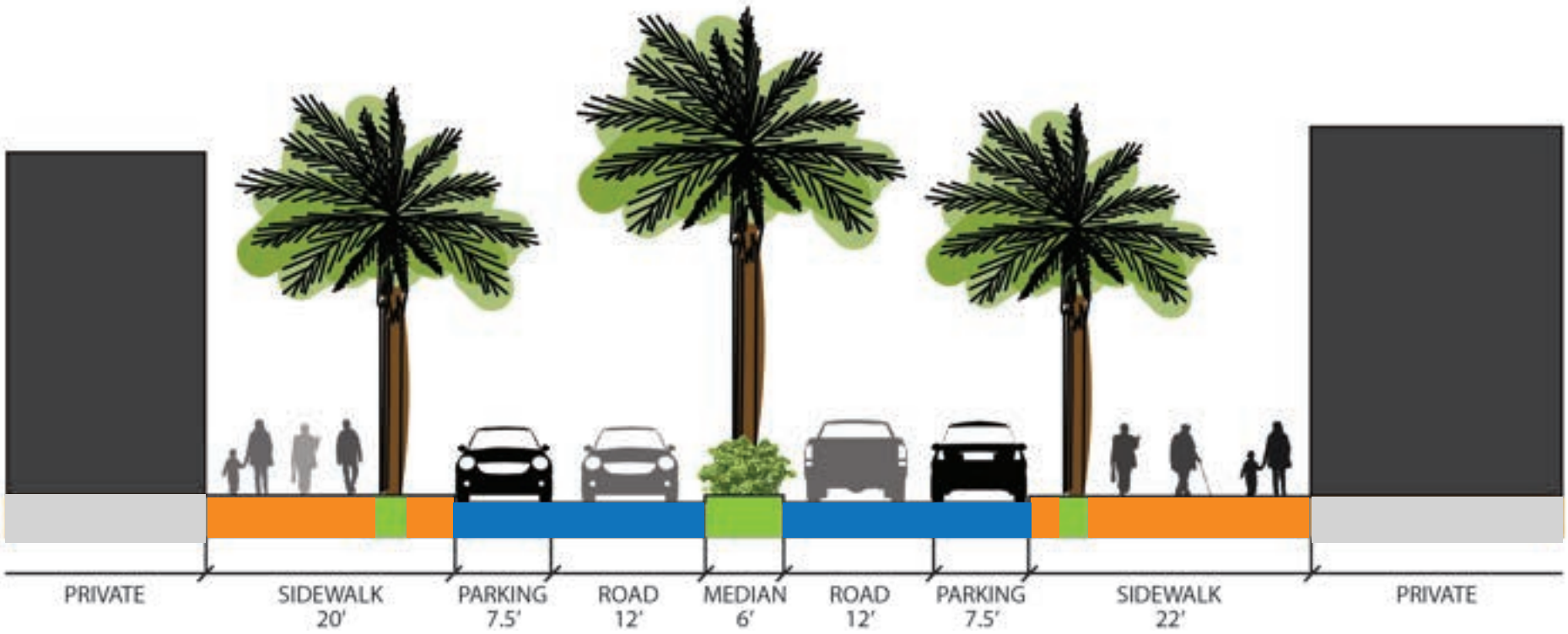
LEGEND

Vehicular	60%	Landscape	5%
People	35%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

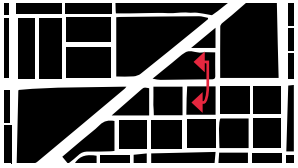
BETWEEN SW 58 AVE & SW 58 CT

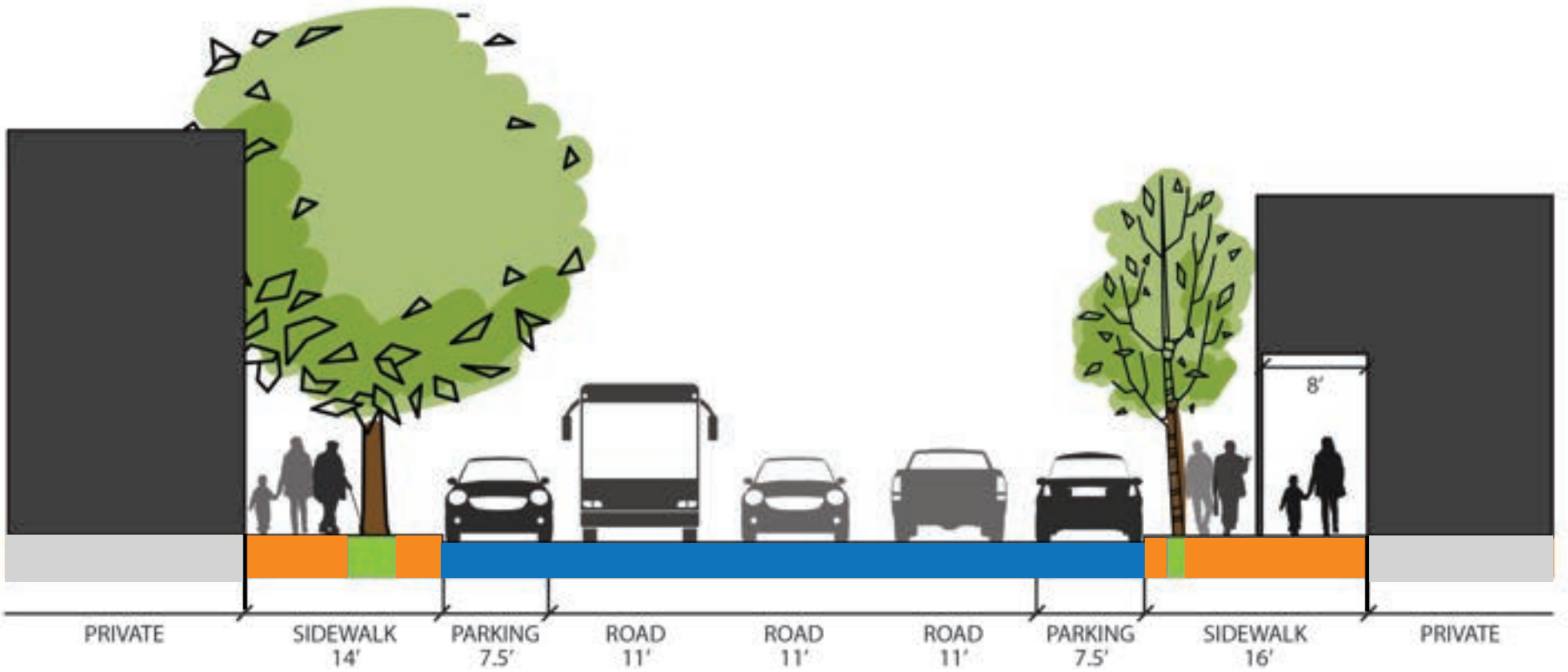
LEGEND

Vehicular	45%	Landscape	11%
People	44%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

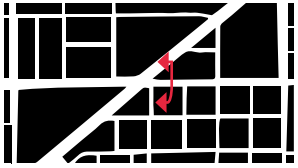
BETWEEN SW 58 CT & SW 59 AVE

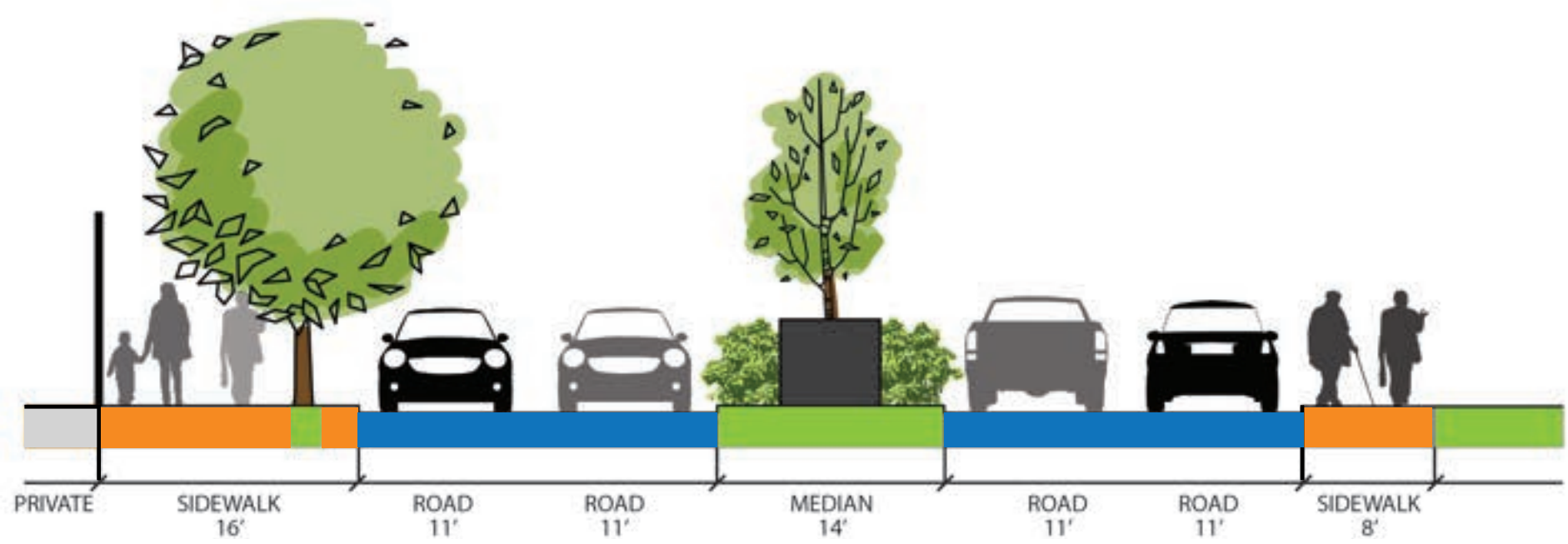
LEGEND

Vehicular	62%	Landscape	8%
People	30%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

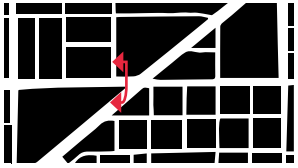
BETWEEN SW 59 AVE & SW 59 PL

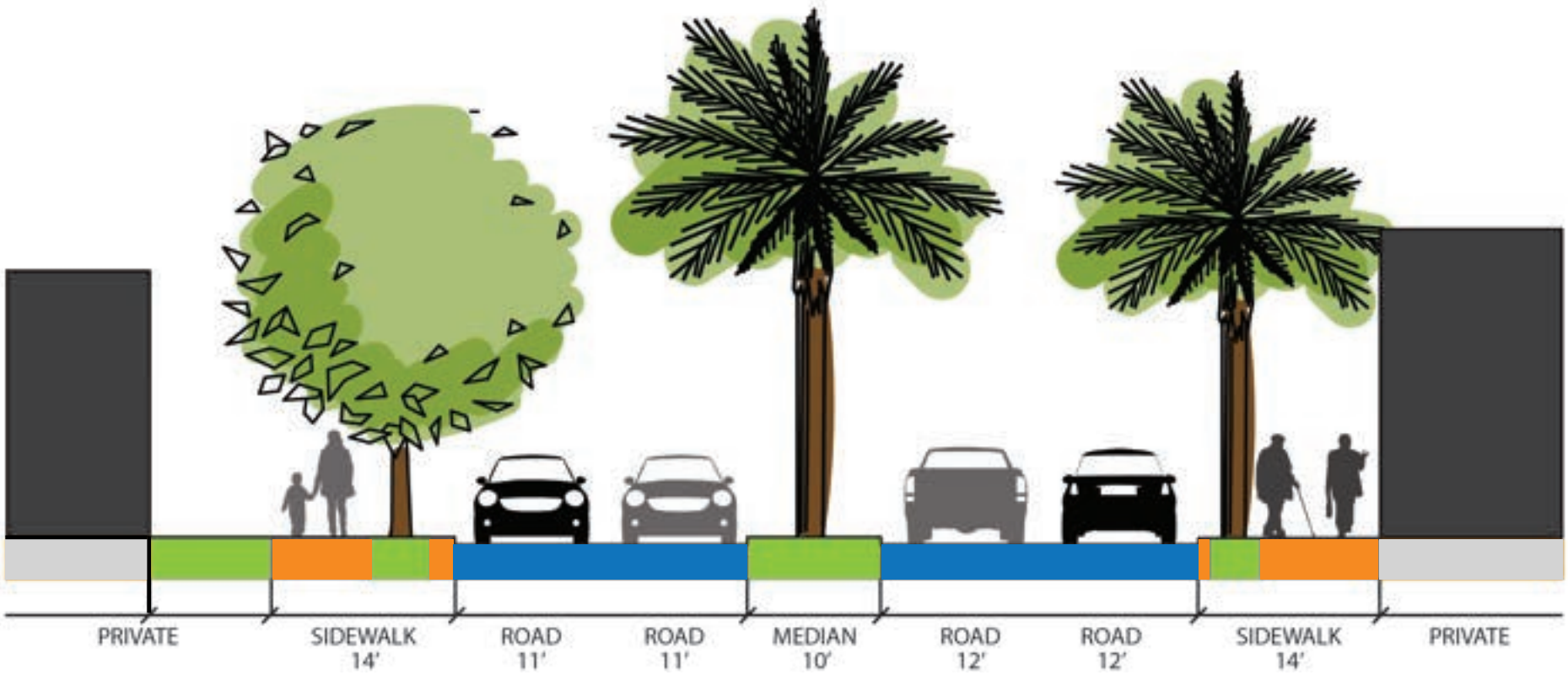
LEGEND

Vehicular	54%	Landscape	20%
People	26%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

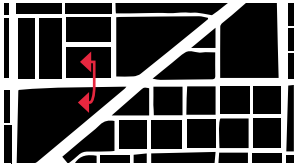
BETWEEN SW 59 PL & SW 61 AVE

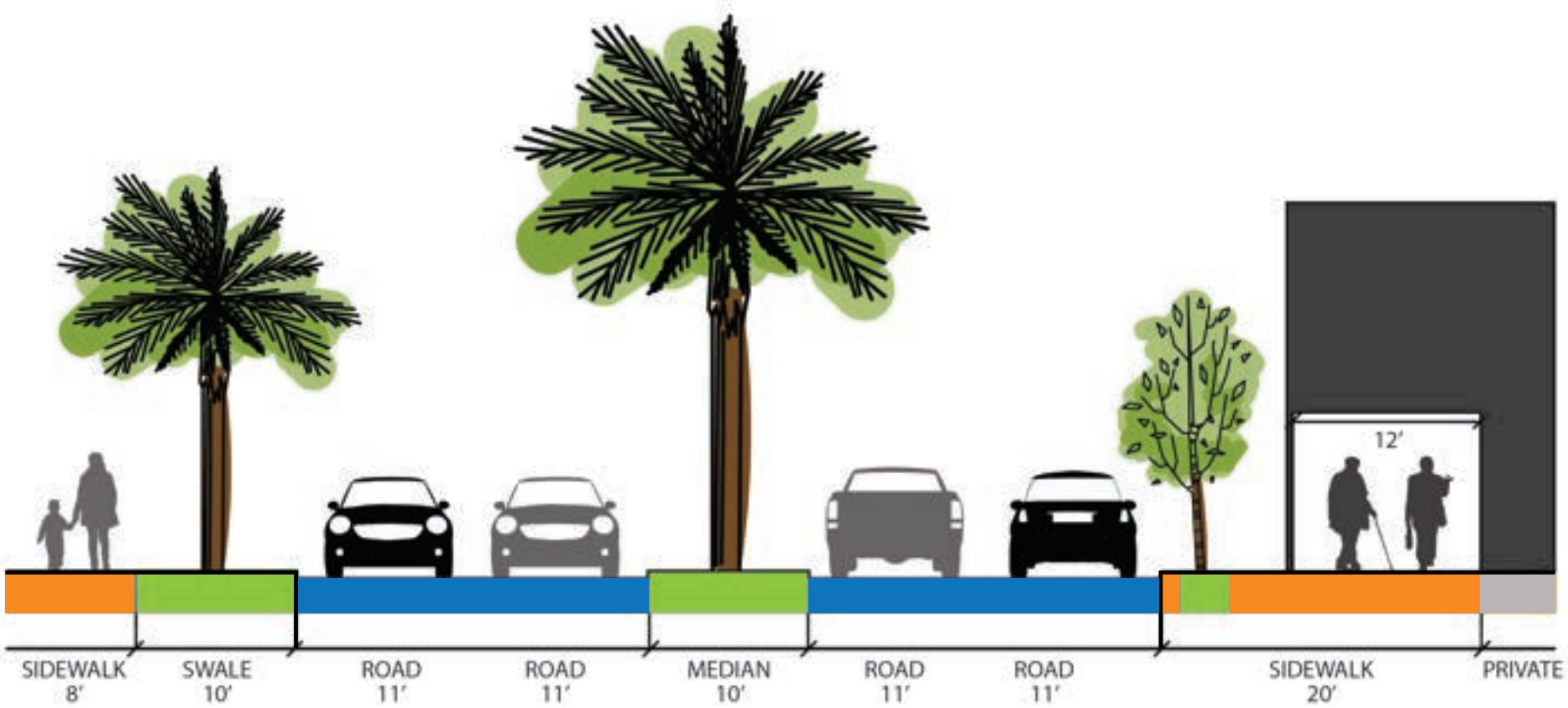
LEGEND

Vehicular	55%	Landscape	19%
People	26%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

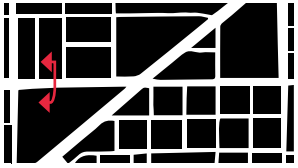
BETWEEN SW 61 AVE & SW 61 CT

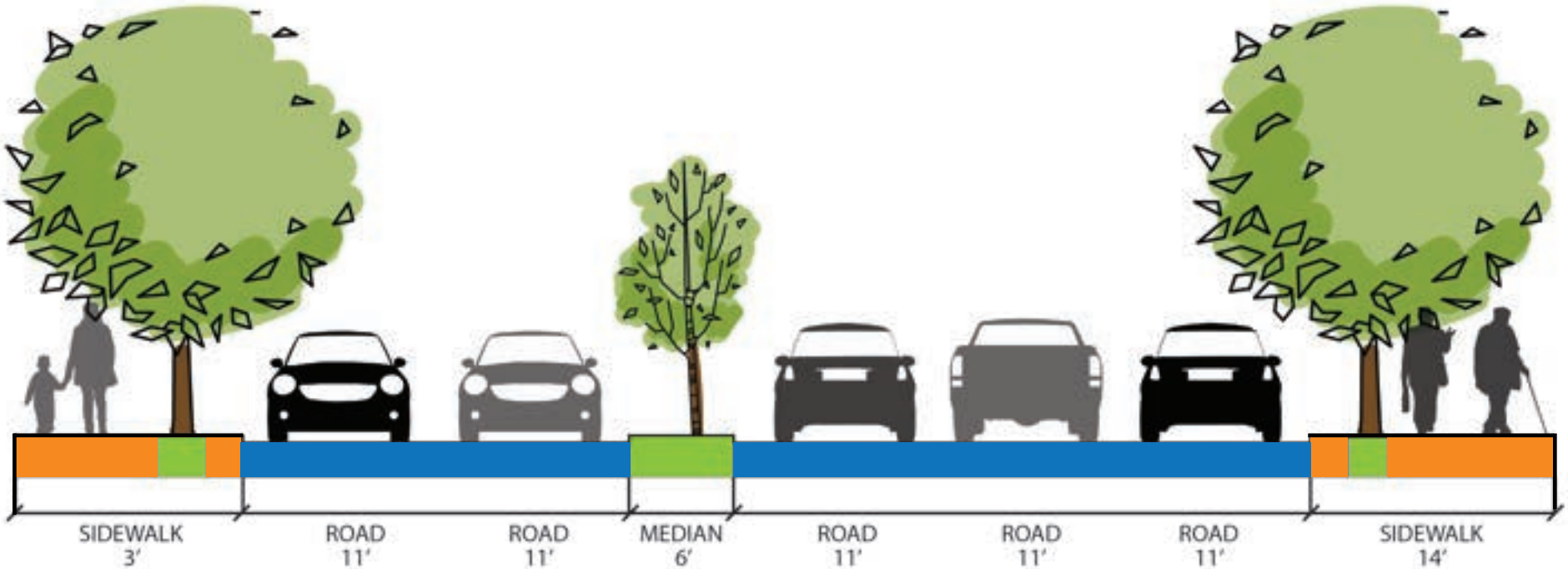
LEGEND

Vehicular	48%	Landscape	24%
People	28%	Transit	00%
Bike	00%		

SNAPSHOT

KEY MAP





SUNSET DRIVE

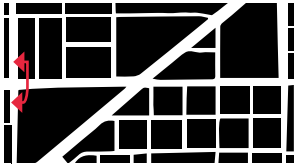
BETWEEN SW 61 CT & SW 62 AVE

LEGEND

Vehicular	63%	Landscape	11%
People	26%	Transit	00%
Bike	00%		

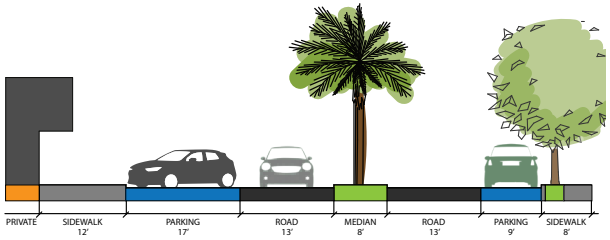
SNAPSHOT

KEY MAP



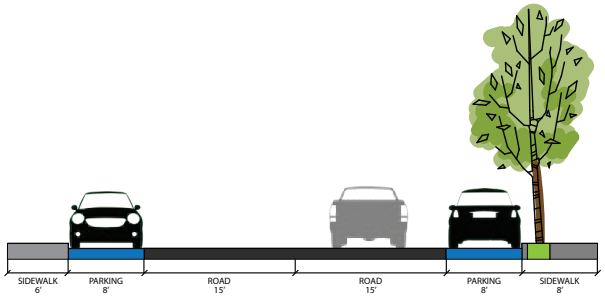
57 AVE

BETWEEN 73RD ST AND SUNSET DRIVE



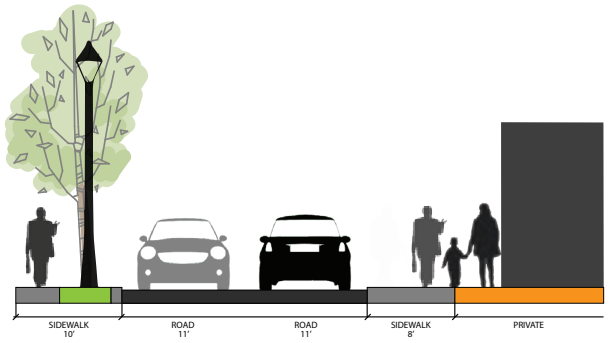
57 CT

BETWEEN 73RD ST AND SUNSET DRIVE



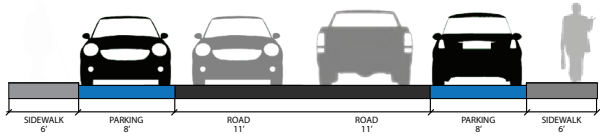
58 CT

BETWEEN 73RD ST AND SUNSET DRIVE



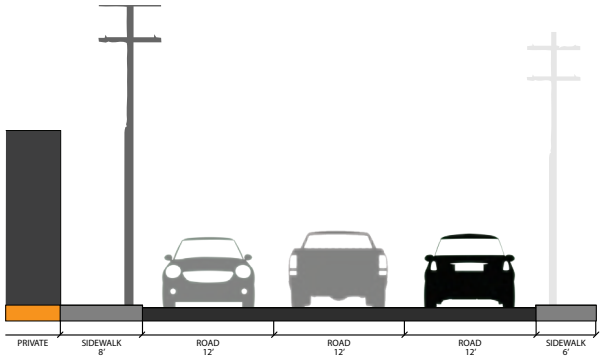
58 CT

BETWEEN 73RD ST AND 74TH ST



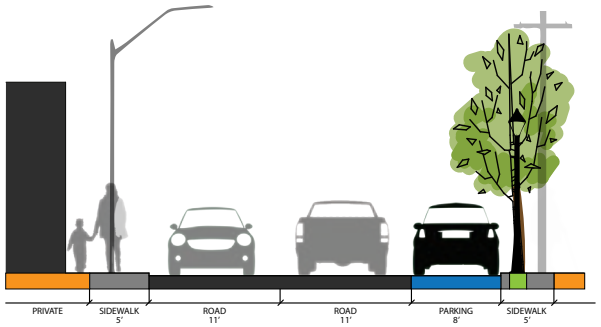
58 AVE

BETWEEN SUNSET DRIVE AND US 1



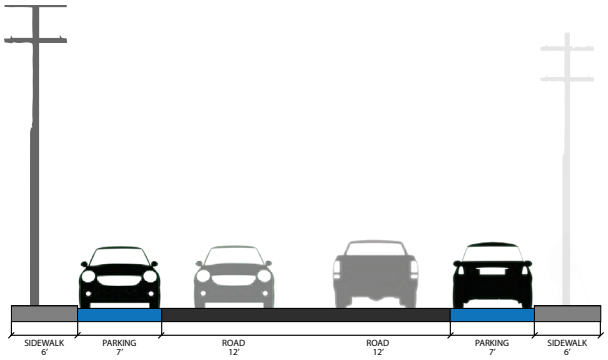
58 AVE

BETWEEN 73RD ST AND SUNSET DRIVE

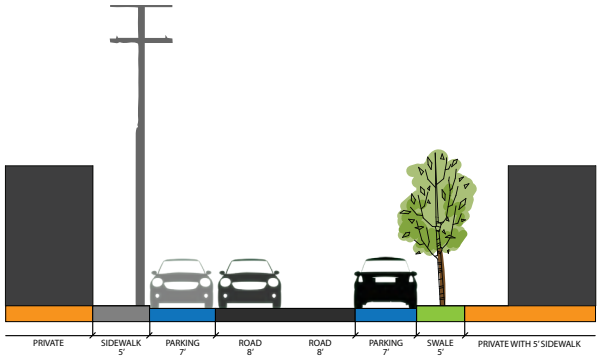


STREET SECTIONS

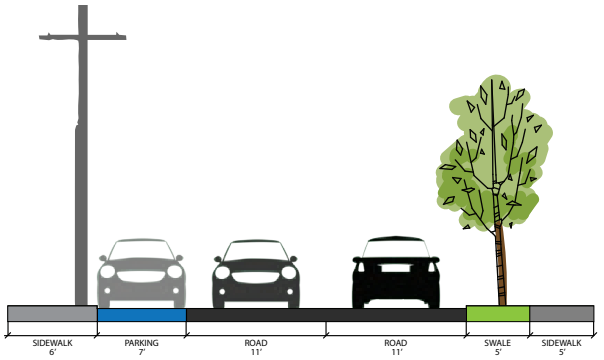
58 AVE
BETWEEN 74TH ST AND 73RD ST



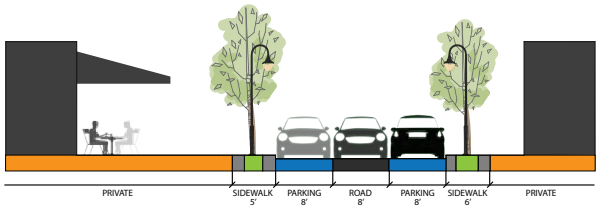
59 CT
BETWEEN 73RD ST AND 74TH ST



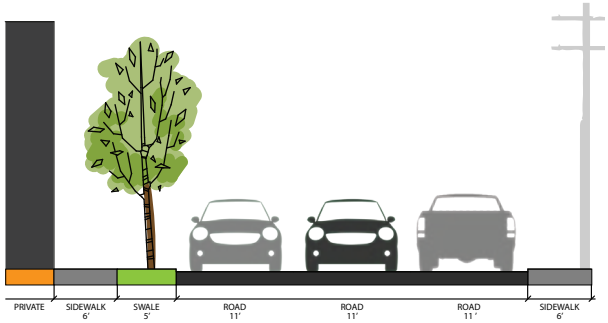
59 AVE
BETWEEN 74TH ST AND 73RD ST



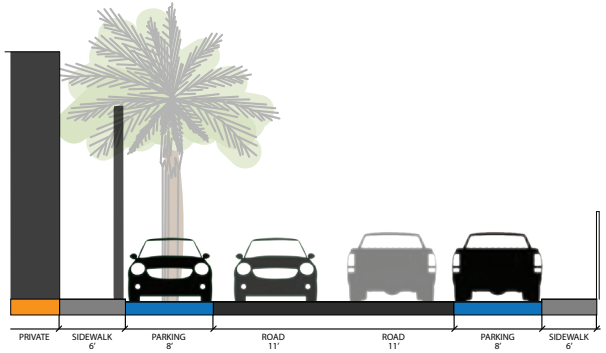
59 AVE
BETWEEN 73RD ST AND SUNSET DRIVE



59 PL
BETWEEN 70TH ST AND SUNSET DRIVE

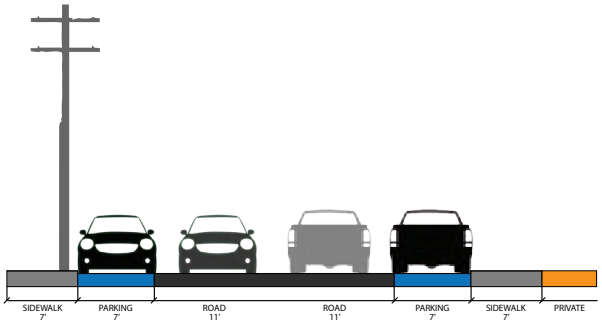


61 AVE
BETWEEN SUNSET DRIVE AND 70TH ST

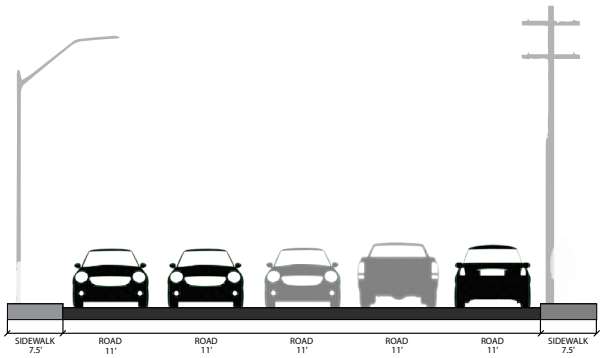


STREET SECTIONS

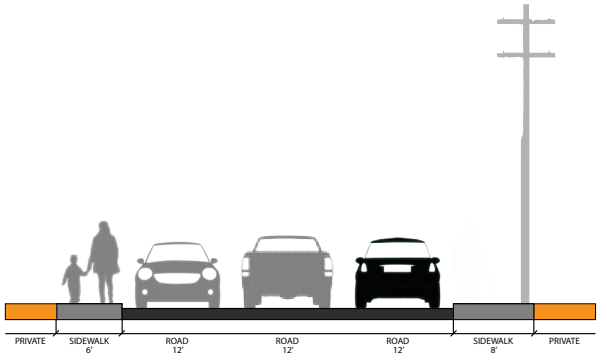
61 CT
BETWEEN SUNSET DRIVE AND 70TH ST



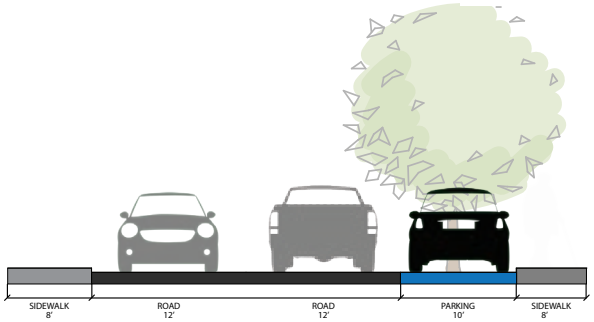
62 AVE
BETWEEN SUNSET DRIVE AND 70TH ST



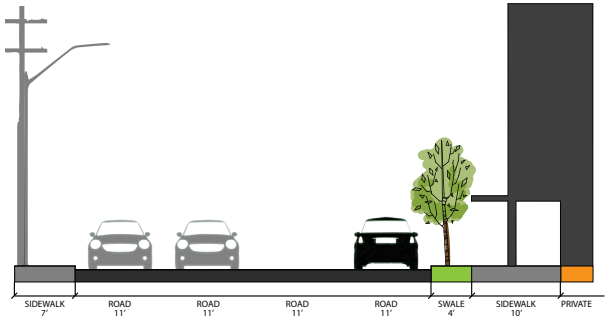
70TH ST
BETWEEN 61ST CT AND 62ND AVE



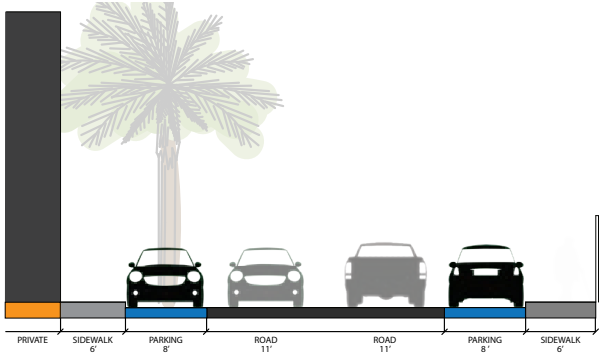
70TH ST
BETWEEN 59TH PL AND 61ST AVE



70TH ST
BETWEEN 59TH PL AND US-1

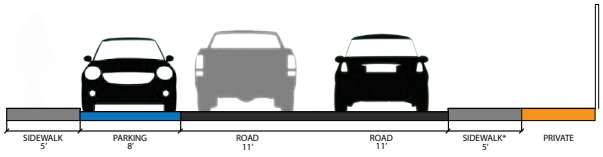


71ST ST
BETWEEN 61ST AVE AND 59TH PL



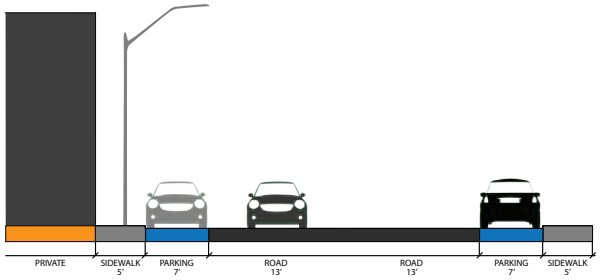
STREET SECTIONS

71ST ST
BETWEEN 58TH AVE AND US-1

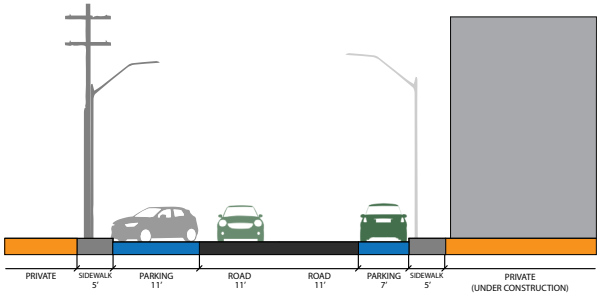


* Currently being used for loading - although it was built as a sidewalk.

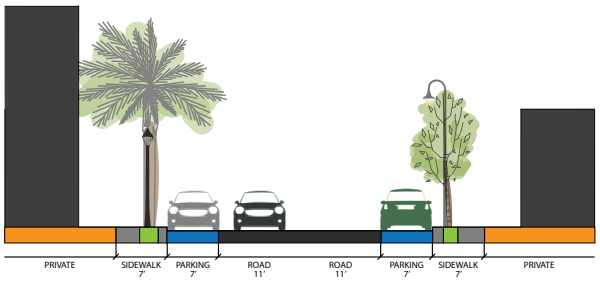
73RD ST
BETWEEN 59TH AVE AND 59TH CT



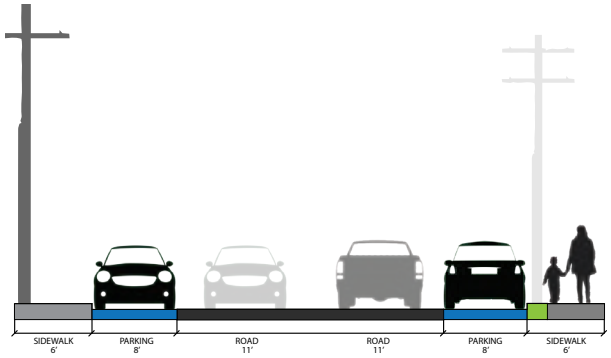
73RD ST
BETWEEN 59TH AVE AND 58TH CT



73RD ST
BETWEEN 58TH AVE AND 57TH AVE



74TH ST
SECTION (TYP)



STREET SECTIONS

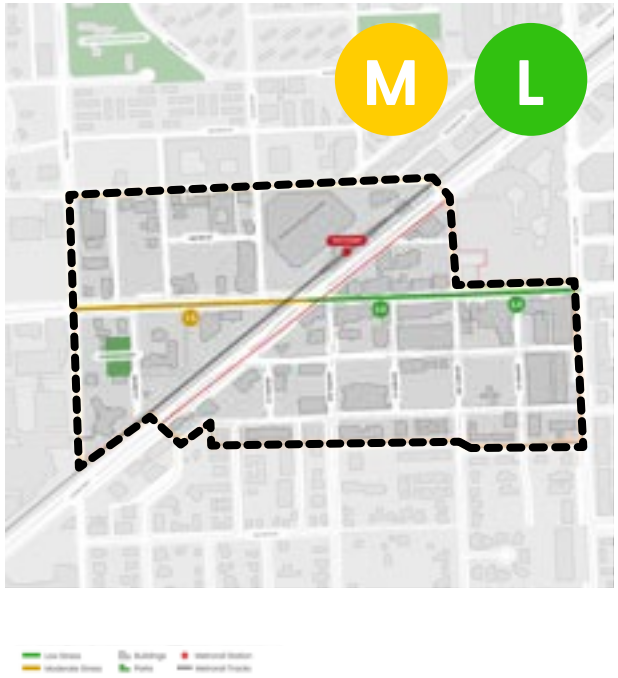
BIKE/PED INFRASTRUCTURE CONDITIONS

BIKE/PED INFRASTRUCTURE CONDITIONS

INTERSECTION & CROSSING CONDITIONS

80% of the inventoried crosswalks within the study area are characterized as low visibility.

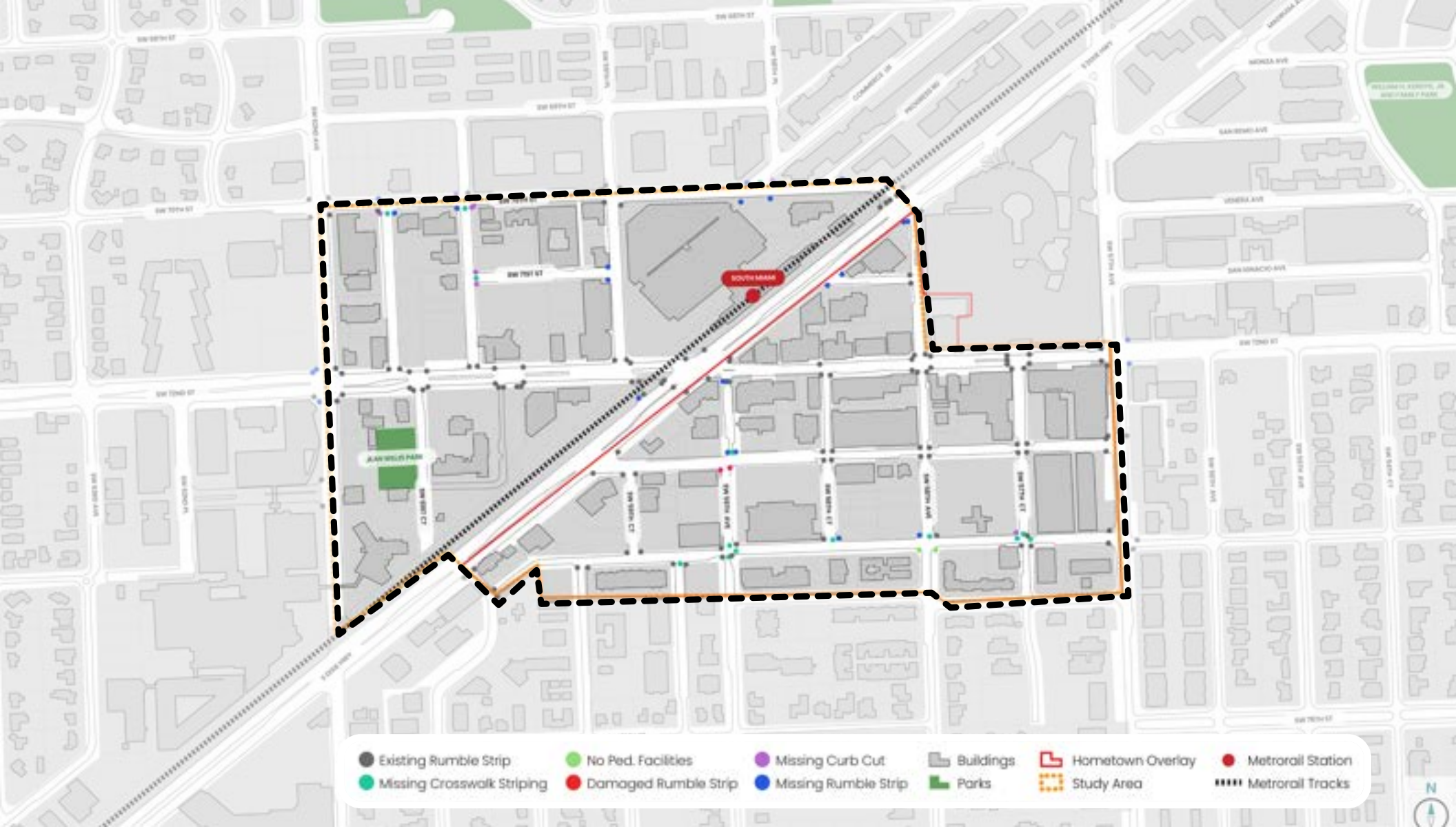
LEVELS OF TRAFFIC STRESS (LTS)



With no dedicated bicycle facilities along Sunset Dr, the segment west of US 1 provides a less comfortable environment for bicycle users than the east side.

SIDEWALK GAPS

The majority of streets in the study have sidewalks, however, some gaps were identified.



INTERSECTION & CROSSING CONDITIONS

BIKE/PED INFRASTRUCTURE CONDITIONS

Within the study area the missing features identified were for the corners and intersections analyzed.

- 29 Intersection Corners are missing Detection Warning Strips of these 2-need repair
- 8 Intersection Corners have no Curb Cut
- 1 intersection has no sidewalk or pedestrian facilities
- 14 Intersections are missing Crosswalk Striping

Given the pedestrian-friendly nature of the area, enhancing walkability features to connect with community resources could be advantageous. Additionally, considerations should be made to make this area more walkable to support the mixed-use commercial residential node at the intersection of SW 64th Street and SW 59th Place.

CROSSWALK ANALYSIS

PEDESTRIAN INFRASTRUCTURE CONDITIONS

Within this area, low visibility crosswalks predominate, constituting approximately 80% (66 out of 82) of the inventoried crosswalks, followed by medium visibility at 17% (14 out of 82), and high visibility at 2% (2 out of 82).

LOW VISIBILITY CROSSWALK

MEDIUM VISIBILITY CROSSWALK

80% of the inventoried crosswalks within the study area are characterized as low visibility.

CROSSWALK ANALYSIS

PEDESTRIAN INFRASTRUCTURE CONDITIONS

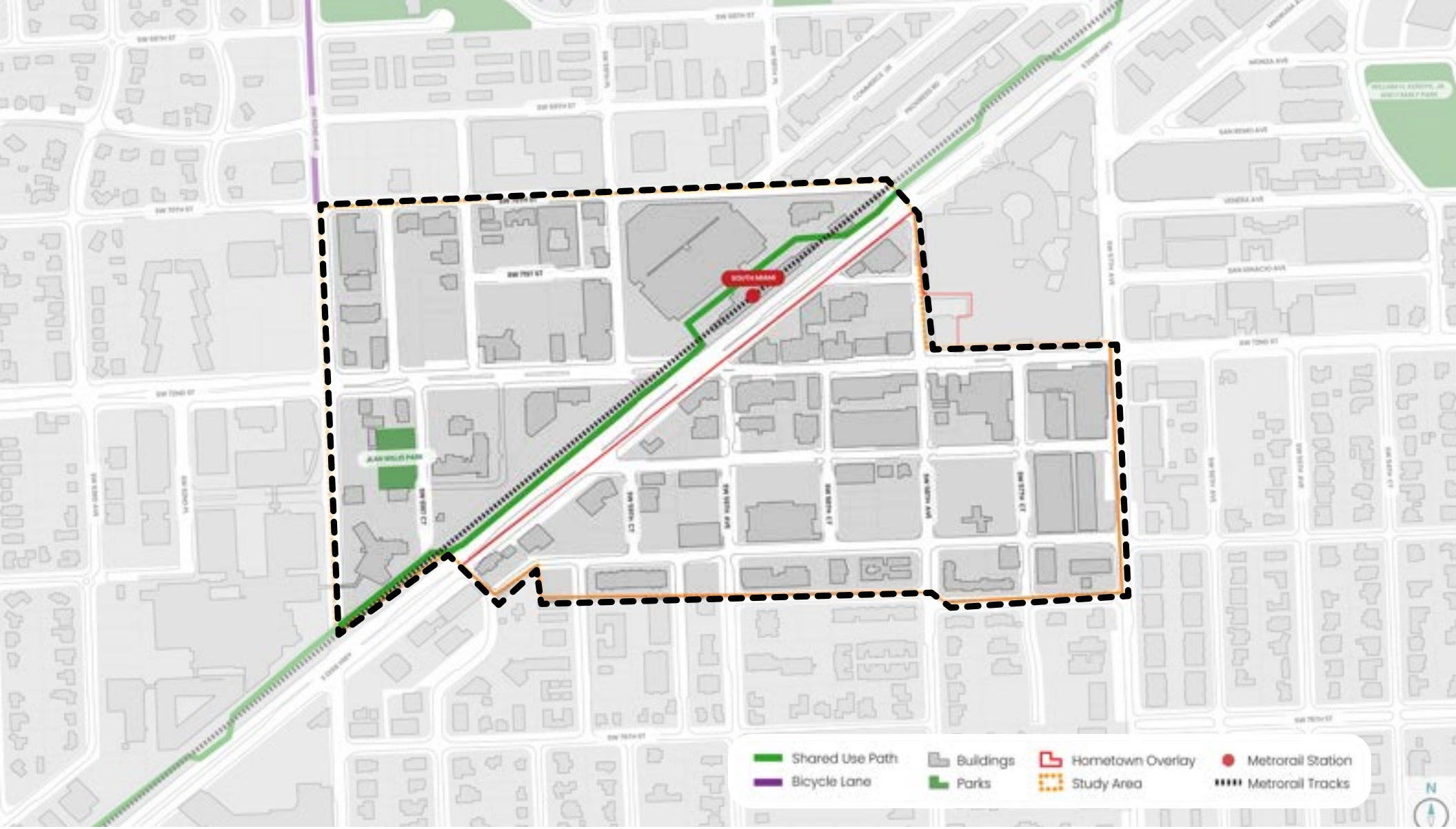
The intersection analysis was further enhanced with a gap analysis to identify missing crosswalk elements. We assessed the presence of curb cuts, Detection Warning Strips, absence of crosswalk striping, and any intersections lacking pedestrian facilities such as sidewalks and curb cuts.

HIGH VISIBILITY CROSSWALK

CORNERS HAVE NO CURB CUT

2% of the inventoried crosswalks within the study area are characterized as high visibility.

8 intersection corners have no curb cut.



TRAIL CONNECTIONS

BIKE/PED INFRASTRUCTURE CONDITIONS

TRAIL CONNECTIONS

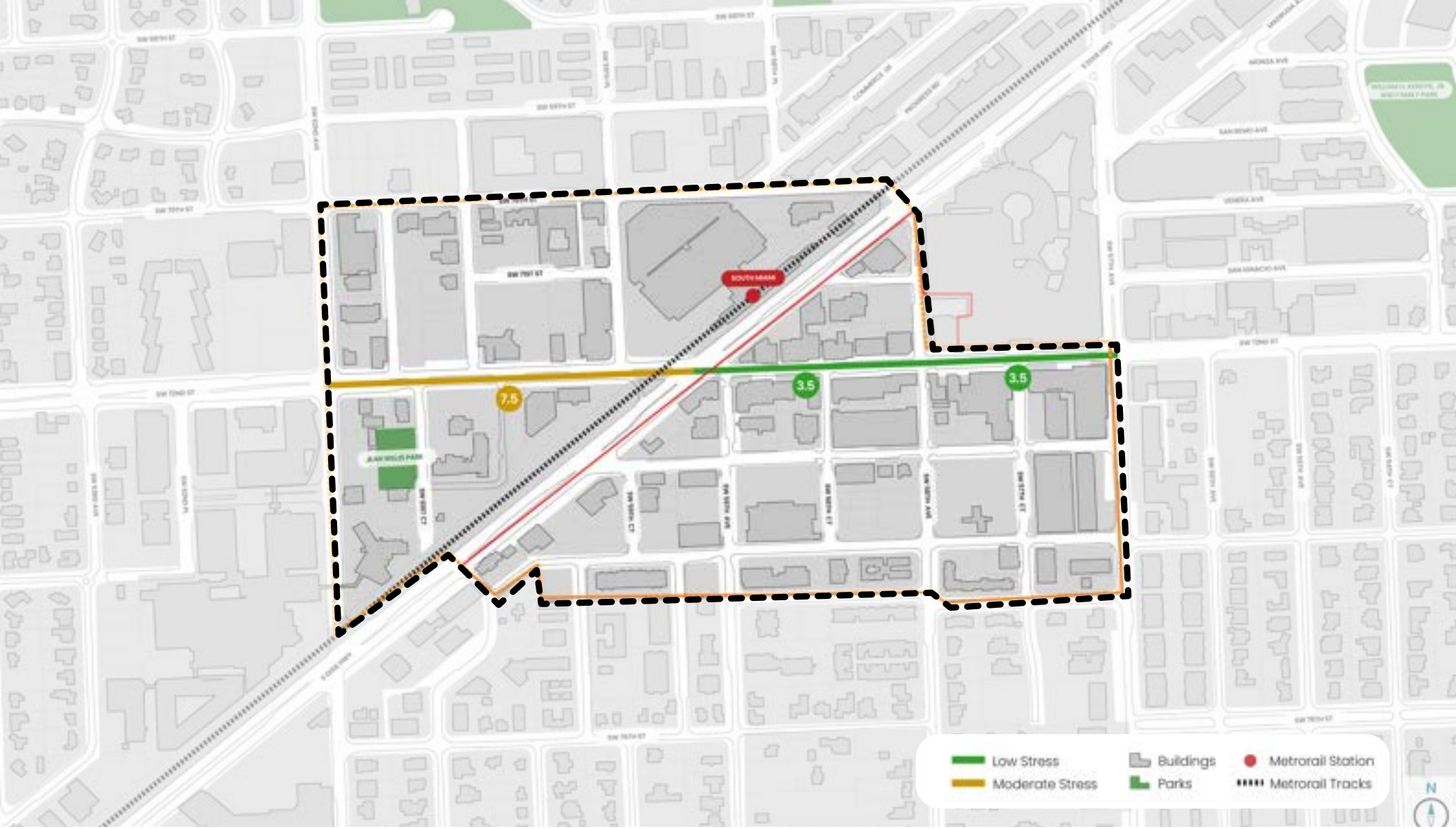
BIKE/PED INFRASTRUCTURE CONDITIONS

Within the City, there are limited facilities dedicated solely to pedestrian and bicycle use, however, the city is bisected by the Underline, a major trail providing a shared use path for cyclist and pedestrians, that connects South Miami-Dade with Downtown Miami.

On SW 62nd Avenue, the City has a bike lane facility that runs from SW 64th Street to SW 70th Street, approximately 0.34 miles in length on both road directions providing north and south access. Biking facilities, in the form of sharrows and conventional on-street bicycle lanes, are also provided on NW 57th Avenue, from SW 8th Street to US 1. These facilities help to connect the northern portions of the city that are more fragmented with the Hometown District. Consideration should be made to connect the existing network with facilities providing east /west access. Strava findings suggest SW 56th Street, SW 64th Street and SW 72nd Street are high frequency routes for east/west movements through the city. On the Underline trail, there's a point where it splits into two paths: one leading to the library for those who want to access it, and the other allowing users to continue their journey along the trail. However, the path currently terminates at the rear of the library without connection to the sidewalk. Activating this area could encourage active mobility and better connectivity in the study area.

UNDERLINE TRAIL CONNECTION

REAR OF LIBRARY



LEVEL OF COMFORT ASSESSMENT

BIKE/PED INFRASTRUCTURE CONDITIONS

The pedestrian/bicyclist LTS for Sunrise Drive varies from low to moderate, with Segment west of US-1 having the highest stress rate. The low levels of stress can be attributed to the road's low 20-25 mph speed limits and a high number of pedestrian street crossings.

M L

Levels of traffic stress

LEVEL OF COMFORT ASSESSMENT (LTS)

BIKE/PED INFRASTRUCTURE CONDITIONS

LEVEL OF COMFORT ASSESSMENT (LTS)

Bicycle facilities in the study area have been ranked in their level of traffic stress in a range from 1 to 4, from lowest stress to highest stress. These rankings have a direct relationship with the amount and type of ridership a facility attracts. A bicycle facility ranked highest will attract a “highly confident” type of user, consisting of only 10% of the cycling population. A bicycle facility ranked lowest will likely attract over 50% of the cycling population, with users of a wide range of ages and abilities.

Criteria to determine the level of traffic stress of a bicycle facility is determined by the facility type and five major criteria that will impact a user’s comfort. Total separation from vehicular traffic achieves the lowest level of stress (LTS 1), regardless of the road facility’s characteristics, such as with shared-use paths. Five road criteria must be analyzed to understand the level of traffic stress when bicycle traffic mixes with vehicular traffic. These criteria include prevailing vehicular speeds, number of vehicular lanes, average daily traffic volumes, physical separation or buffer, and on-street parking widths.

Running underneath the Metrorail lines, the Underline is a comfortable and separated shared-use path that connects the study area with the rest of the region.

SIDEWALK GAP

BIKE/PED INFRASTRUCTURE CONDITIONS

A neighborhood sidewalk gap analysis conducted in the Hometown District uncovered that the majority of primary roads within the area are equipped with sidewalks, ensuring pedestrian accessibility. However, the assessment highlighted specific gaps in sidewalk coverage along sections of SW 74th St. and SW 58th Ave., as well as on side streets like SW 61st Ct. These findings emphasize the importance of addressing these identified gaps to enhance the overall connectivity and safety for pedestrians in these targeted areas.

SIDEWALK GAP

PEDESTRIAN INFRASTRUCTURE CONDITIONS

1
intersection has no sidewalk or pedestrian facilities.

14 intersections are missing Crosswalk striping.

NO SIDEWALK OR PEDESTRIAN FACILITIES

MISSING CROSSWALK STRIPING

WALKING/ RUNNING ROUTES

BIKE/PED INFRASTRUCTURE CONDITIONS

Walking hotspots were identified between SW 62nd Ave and 59th Pl, and between SW 69th Ave and SW 72nd St. This area is primarily characterized by medical and office uses, with some multi-family development.

Another hotspot is south of 72nd St between 57th Ave and US1. We can infer that this activity is a result of the variety of active ground floor uses. Notably, there are various routes from the south leading north to SW 72nd Street.

A major running route is The Underline, providing north-to-south access. Additionally, a route on SW 62nd Ave was identified, similar to a hotspot route for walkers. There also seems to be a higher use of the intersection of 57th Ave than 72nd St to cross US1.

BIKING ROUTES

BIKE/PED INFRASTRUCTURE CONDITIONS

There is currently no dedicated bicycle infrastructure along Sunset Dr. Mostly sharrows were identified in the study area, where cyclists share the road with vehicles. The level of stress (LTS) experienced by cyclists is heightened within sharrow lanes and often discourages the interested but concerned cyclists. Cycling hotspots were predominantly noted along SW 72nd St, SW 57th Ave, and The Underline. SW 62nd Ave, equipped with the city's only bicycle lane, also showed significant cycling activity. Another notable north-south route west of US1 is SW 63rd Ave, which appears to be a hotspot for north/south access south of SW 72nd St.

TRANSIT CONDITIONS

TRANSIT CONDITIONS

TRANSIT SERVICE TYPES, FACILITIES, ROUTES, AND LOCATIONS

Knowing the location of transit facilities and routes in the city is crucial for understanding accessibility, mobility, and for reducing traffic congestion. Bus stops and Metro Stations in the study corridor provide essential access to public transportation, allowing people to travel conveniently within the city, as well to connecting neighborhoods, residential areas, commercial centers, and other areas and destinations throughout Miami-Dade County. Having these infrastructures in place enhances mobility options for commuting to work, school, shopping, and recreational activities, while also reducing traffic congestion and travel times. Generally, a well-utilized public transportation system encourages people to use buses instead of private vehicles, benefiting the environment by decreasing fuel consumption and emissions.

TRANSIT CONDITIONS

METROBUS STOPS WITHIN THE DISTRICT

4

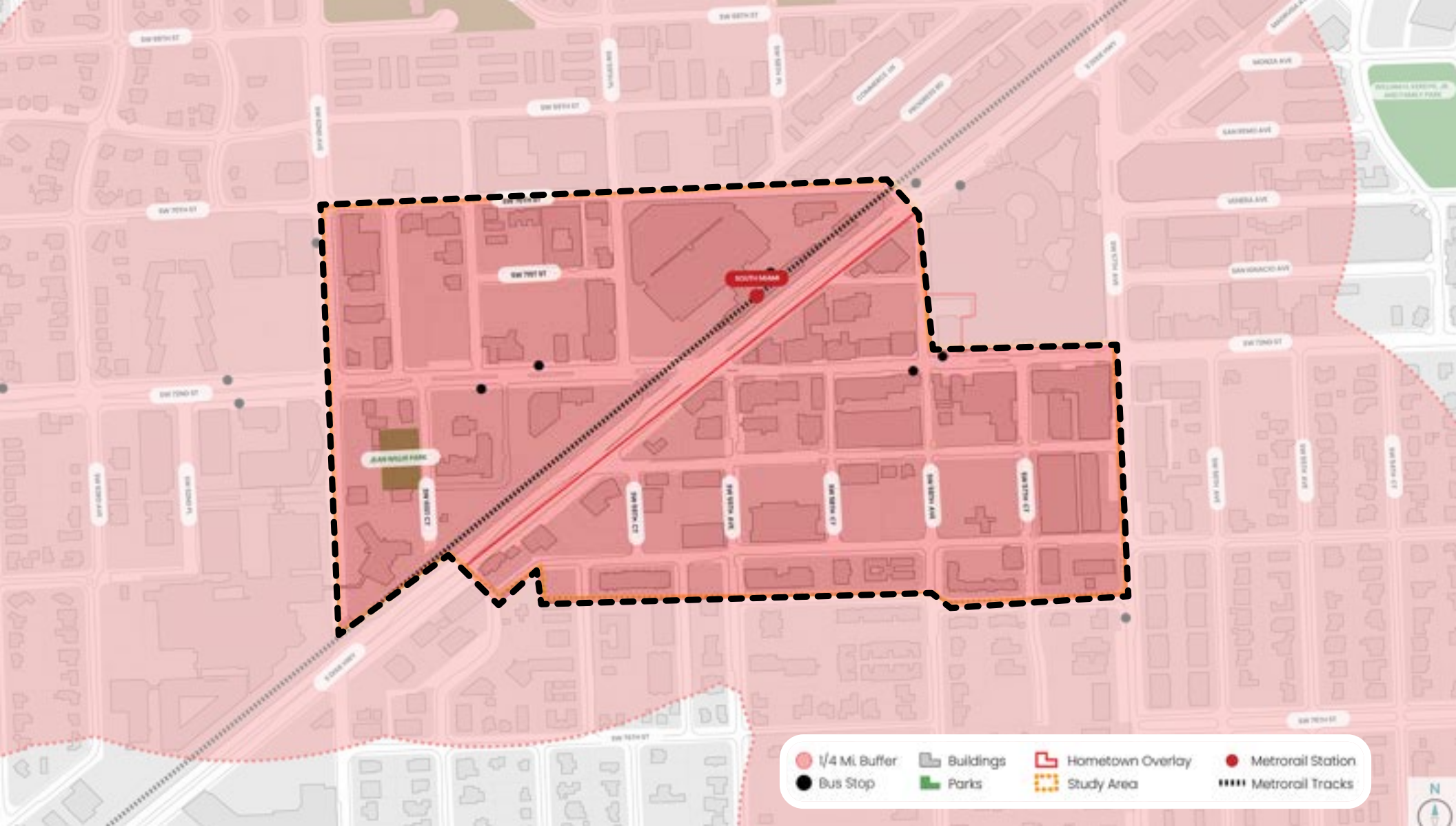
stops within the district.

METROBUS LINES, STOPS, AND SHELTERS

3

bus routes serve the district.

METRORAIL STATIONS WITH 1/4 MI. AND 1/2 MI. BUFFER



METROBUS STOPS WITH 1/4 MI. BUFFER

TRANSIT CONDITIONS

Knowing the location of transit facilities and routes in the city is crucial for understanding accessibility, mobility, and for reducing traffic congestion. Bus stops and Metro Stations in the study corridor provide essential access to public transportation, allowing people to travel conveniently within the city, as well to connecting neighborhoods, residential areas, commercial centers, and other areas. Having these infrastructures in place enhances mobility options for commuting to work, school, shopping, and recreational activities, while also reducing traffic congestion and travel times. A well-utilized public transportation system encourages people to use buses instead of private vehicles, benefiting the environment by decreasing fuel consumption and emissions.

TOTAL RIDERSHIP FOR METROBUS AND METRORAIL

TRANSIT CONDITIONS

METROBUS AND METRORAIL FREQUENCY OF SERVICE

The Routes by Monthly Ridership table presents Metrobus ridership data for bus routes catering to South Miami residents. Three primary bus routes have been identified, playing a crucial role in connecting South Miami with the wider region.

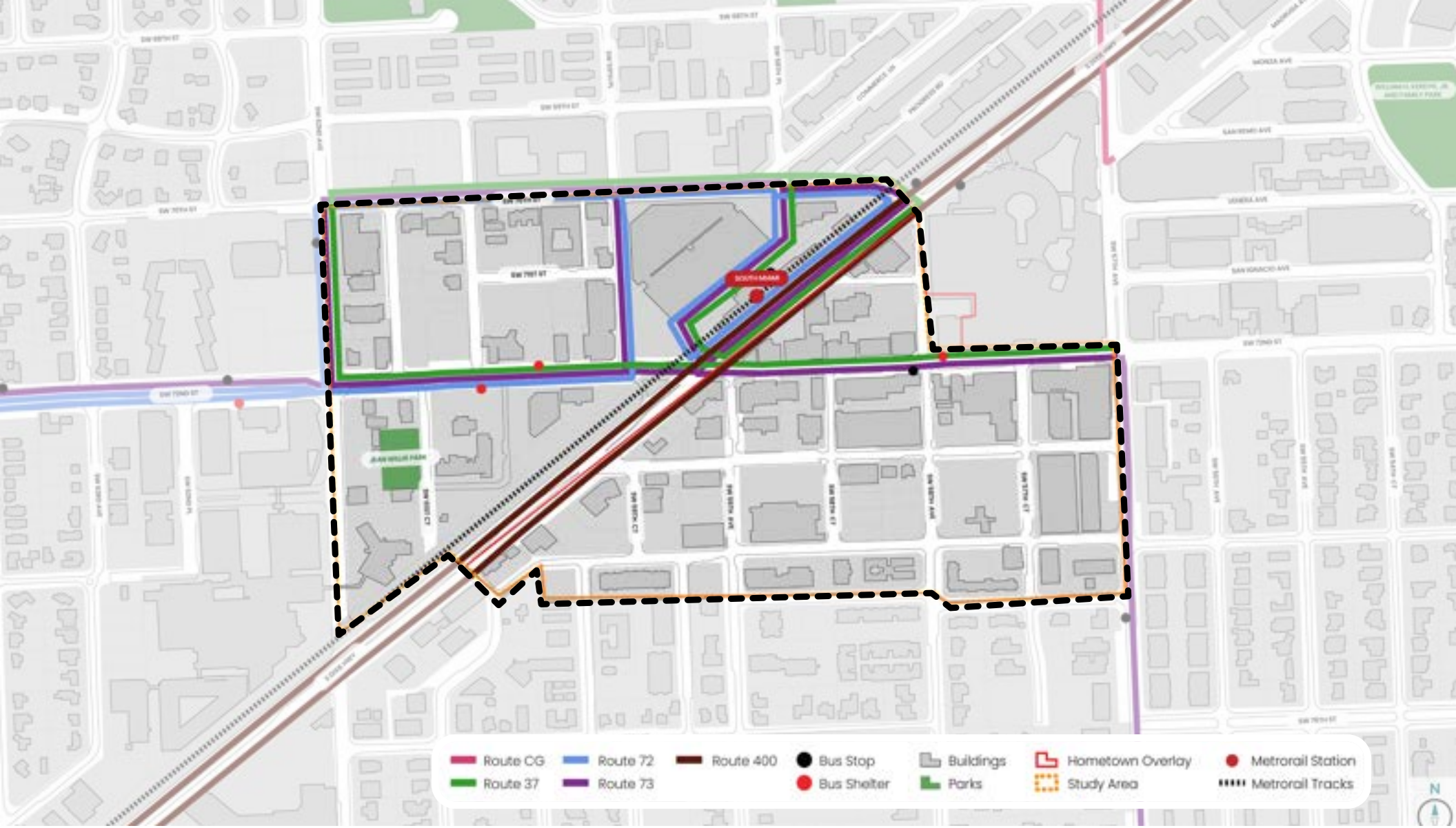
- **Route 72:** Provides service seven days a week and travels from South Miami Metrorail Station to West Kendall Transit Terminal along SW 72 ST/Sunset Drive. This route saw a total ridership of 206,852 passengers during 2022-2023. Approximately 14 bus stops were identified within the City.
- **Route 73:** Provides service seven days a week and travels from Dadeland North Metrorail station to Okeechobee Metrorail station along SW 67 Ave and NW 72 Ave. Select weekday and Saturday peak hour trips travel from SW 152 St/US1 through South Miami Metrorail station along SW 77 Ave and SW 57 Ave. IN 2022-2023 this route had a total ridership of 812,462. 33 route stops within the city were observed for Route 73.
- **Route 56:** Provides weekday and Saturday service. Travels from SW 162 Ave / SW 56 St to Miami International Airport station along SW 56 ST. Stops include Douglas Road Metrorail station and Nicklaus Children's Hospital. 88,005 rides were recorded for the 2022-2023 period. Three stops within South Miami's boundaries were noted for this route along SW 56th Street.

In addition to the three major routes, there are also supplementary routes identified that contribute to serving South Miami residents and enhancing connectivity within the region.

- **Route 24:** Local and limited-stop service seven days a week. Travels from FIU Maidique Campus to the Brickell Metrorail/Metromover station along Coral Way. Select limited-stop trips travel from Coral Gables. Stops include Vizcaya Metrorail station.
- **Route 37:** Local service seven days a week. Travels from Miami Lakes to South Miami along Palm Ave, LeJeune Rd, and Douglas Rd. Stops include Hialeah Metrorail station, Miami International Airport Metrorail station, Douglas Road Metrorail station, and South Miami Metrorail station.
- **Routes 40:** Local service seven days a week. Travels from SW 152 Ave to Douglas Road Metrorail station along SW 40 St (Bird Rd).

METROBUS ROUTES BY MONTHLY RIDERSHIP (FY 2022-2023)

	24	37	40	56	72	73
Oct	59,693	95,439	53,384	7,401	16,578	72,603
Nov	56,666	90,962	51,652	7,421	15,711	69,328
Dec	59,656	93,878	51,445	7,132	15,561	69,535
Jan	62,339	97,215	54,803	7,702	17,606	77,908
Feb	57,468	92,553	52,878	8,053	18,802	72,937
March	67,217	104,841	63,243	8,500	19,686	19,686
April	59,289	91,595	54,813	7,120	18,299	74,441
May	63,559	97,713	59,141	8,264	19,220	79,733
June	58,338	91,276	54,925	4,377	14,118	72,190
July	56,923	87,471	52,712	6,564	16,070	65,613
Aug	59,645	92,134	56,429	7,995	17,498	72,942
Sept	55,632	86,306	52,436	7,476	17,703	65,546



METROBUS LINES, STOPS, AND SHELTERS

TRANSIT CONDITIONS

Metrobuses 73, 400, 24, and 37 are the primary means of access. Principal stops are located on either side of US1 and Sunset Dr/72nd AVE. Challenges for existing bus stops within the city are 50th ST and 52nd ST, residents adjacent northeast of 64th AVE, south along 62nd AVE, and some adjacent to 44th ST (north-end of city). Therein lies the opportunity to improve access to and from these neighborhoods. A circulatory route could serve beneficial in improving access to the study area. Improvement of multimodal facilities for comfort and safety is also recommended. Comfortability can be improved by the installation of an urban tree canopy network for better climate control, drinking fountain installations near bus stops, and public art features in areas of interest.

FY 2022-2023: TOTAL METRORAIL BOARDINGS BY STATION

Station	Total
South Miami	556,524
University	487,588
Dadeland North	1,076,987

METRORAIL STATIONS WITH 1/4 MI. AND 1/2 MI. BUFFER

TRANSIT CONDITIONS

South Miami is at the advantage of having 2 Metrorail stations within a ½ mile radius of the city (Dadeland North and South Miami Stations), and a third (University Station) within a ¾ mile radius the city. We can observe that north and north-west areas of the city have limited mobility options for rail usage; transfer options to and from stations could be well-suited for these areas. As well, providing comfortable bicycle and pedestrian facilities for potential passengers to encourage greater activity to the Hometown Overlay.

FREEBEE SHUTTLE

TRANSIT CONDITIONS

FreeBee Shuttles is a community-based shuttle service in South Miami, offering complimentary rides to passengers to save on transportation costs. Operating throughout all of the city, the South Miami FreeBee shuttle covers all of its neighborhoods, to drop-off passengers in areas with high foot traffic for easy access to amenities. With frequent stops along its route, passengers can conveniently hop on and off for short trips within the city-wide service area. The fleet consists of electric or environmentally friendly vehicles, contributing to sustainability efforts. To increase the desirability of FreeBee services in the City of South Miami, the city should focus on improving areas of interest and provide marketing materials targeting elderly populations for better service effectiveness.

FY 2023-2024: TOTAL MONTHLY FREEBEE RIDERSHIP														
Year		**Jan**	**Feb**	**March**	**April**	**May**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Total**
2023	**Passengers**	2,338	2,343	2,210	2,625	2,630	2,240	2,056	2,130	2,329	2,653	2,954	3,186	**29,744**
	Completed Rides	1,725	1,655	1,617	1,934	1,744	1,662	1,577	1,637	1,646	1,887	2,200	2,350	
2024	**Passengers**	3,220	3,111	2,777	3,118									**12,226**
	Completed Rides	2,381	2,419	2,158	2,380									

28% increase in passengers from January to April in 2024 compared to 2023.