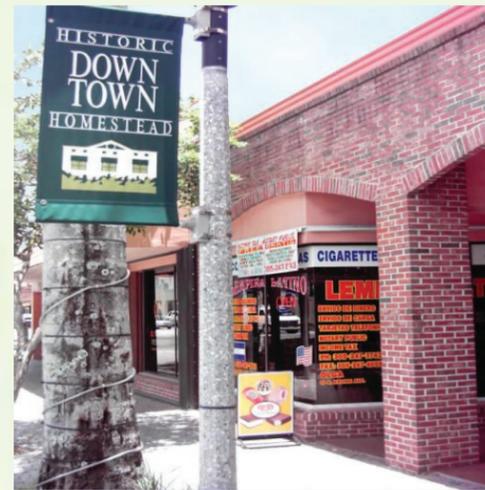


City of Homestead
Transportation and Transit Master Plan

August 2006



City of Homestead
Transportation and Transit Master Plan



August 2006

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City of Homestead Transportation and Transit Master Plan



Executive Summary

August 2006



Bermello Ajamil & Partners, Inc.



Executive Summary

I. Overview

The City of Homestead retained Bermello, Ajamil & Partners in 2004 to write their first comprehensive Transportation and Transit Master Plan (TTMP). The TTMP project goal is to provide a guiding document that creates a vision for and adequately ensures that development of the roadway, pedestrian, bicycle and transit infrastructure in the City of Homestead is adequate to provide safe and efficient mobility within the City.

The Transportation and Transit Master Plan objectives are as follows:

1. Evaluate and analyze the existing vehicular, pedestrian, bicycle and transit infrastructure in terms of operations, safety and characteristics.
2. Provide an assessment of the needs of the community in terms of transit and transportation in order to guide the implementation of the transportation multimodal network in the City of Homestead.
3. Develop short-, mid- and long-term improvements in terms of transportation and transit that are multi-modal in nature and provide internal connectivity within the City and to the rest of Miami-Dade County.
4. Suggest improvements to the existing transit and transportation system, as well as provide new improvements to development areas.
5. Facilitate the participation of stakeholders in the development of transportation and transit improvements within the City of Homestead.

Figure A depicts the approach undertaken by the Consulting Team to provide a comprehensive approach of the Transportation and Transit Master Plan.

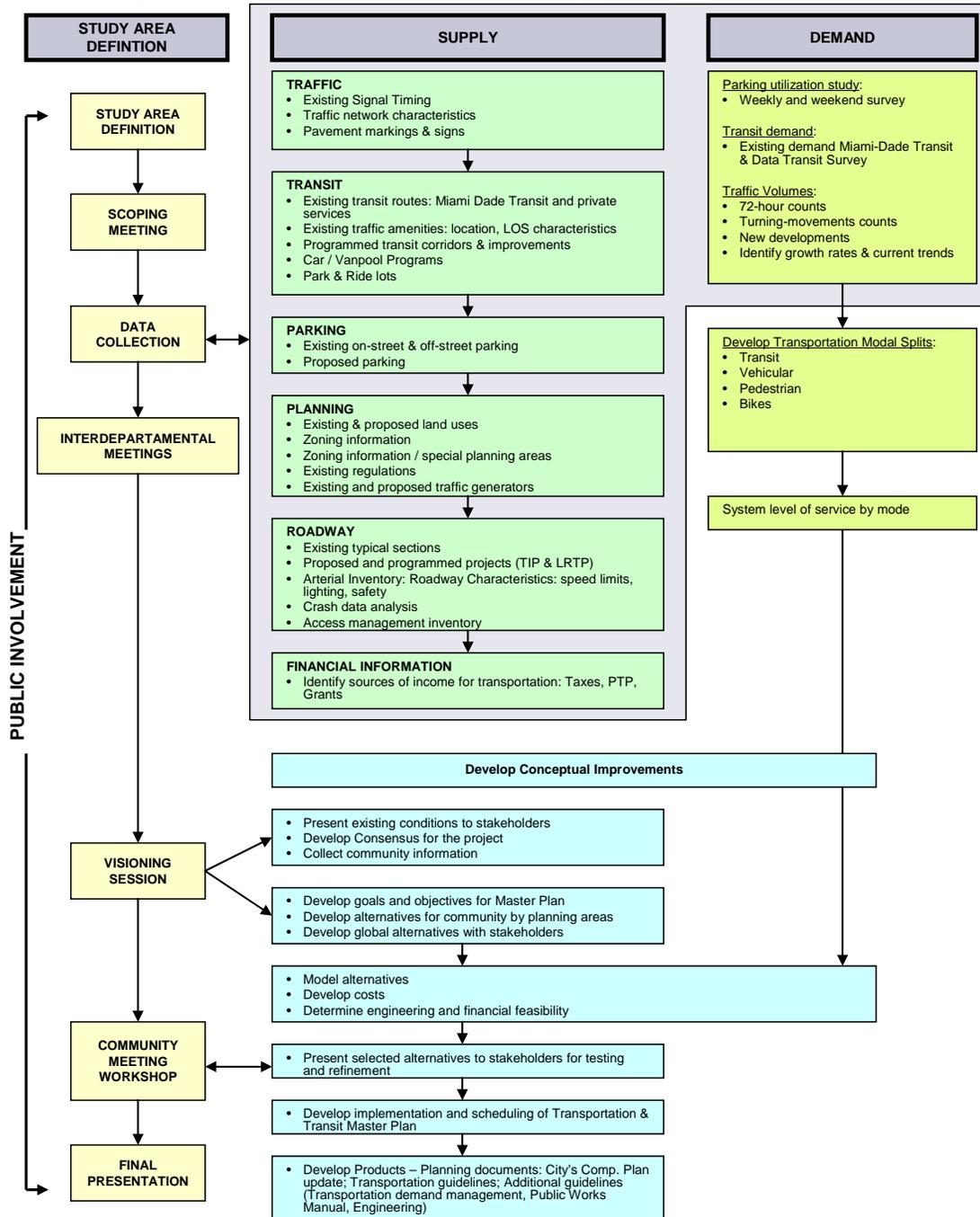
Figure A: Approach to Scope of Services





General Consulting & Transportation Planning was provided in conjunction with Development Services, City Attorney's Office, City Manager and different authorities in the City such as the Local Planning Agency (Planning and Zoning Board), City Council, Historic Preservation Board, Vision Council, Homestead / Florida City Chamber of Commerce, and different departments within the City.

Figure B: Transportation and Transit Master Plan Approach to Study





The approach for the Transportation and Transit Master Plan is shown in Figure B. The study area was defined as the City of Homestead with the boundaries being SW 296th Street (Northern Boundary), SW 192nd Avenue (Western boundary), SW 344th Street (Southern Boundary) and SW 132nd Avenue (Eastern Boundary). Data was also collected for sites earmarked for possible annexation and others north and south of the study area.

Figure C: Study Area

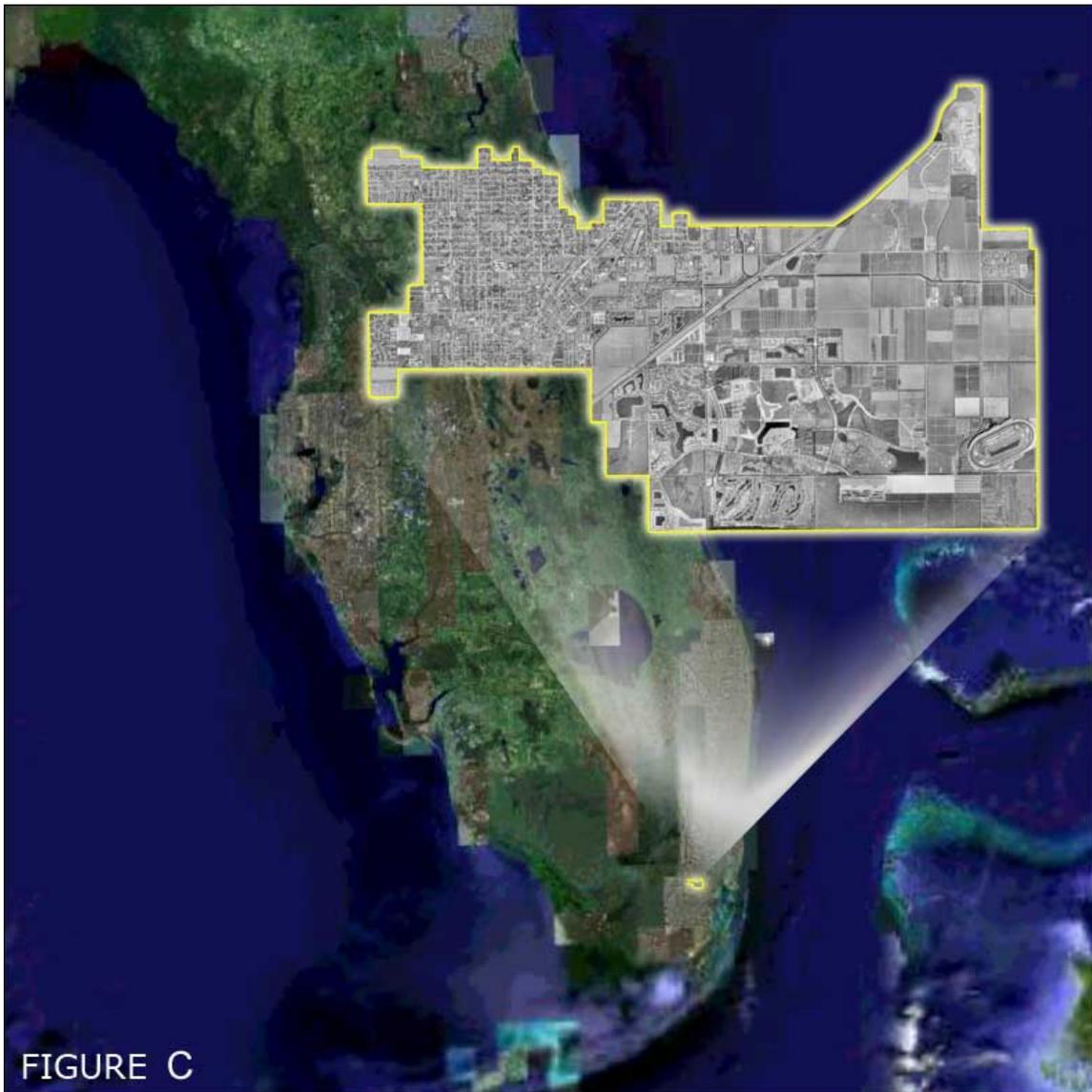


FIGURE C



II. Planning Background

Land uses in the study area are characterized by low density residential (up to 6 dwelling units per gross acre) along the northeastern area of the City with pockets of medium density residential (up to 10 dwelling units per gross acre), industrial and light commercial use in the vicinity of the main corridors of the City such as Krome Avenue, Campbell Drive, Mowry Drive and Homestead's Extension of Florida's Turnpike. The southeastern area of the City is a Planned Regional Activity Center, which is the City's Development of Regional Impact. The southwestern area is comprised of the Southwest Neighborhood, a Planned Urban Neighborhood (PUN).

It should be noted that significant development is occurring in the eastern portion of the City of Homestead, specifically east of the Florida Turnpike. This ongoing growth trend is mirrored throughout Miami-Dade County, but is especially evident in the southwest as vacant land in close proximity to the Florida Keys becomes available. These new and proposed developments have resulted in an increasing number of rezoning and land use amendments as resources are changed from Agricultural to Residential, Commercial and Planned Unit Developments (PUDs). Figure D depicts existing, new and proposed development within the city limits. The construction of the Baptist Hospital on Campbell Drive just west of the Florida Turnpike spurred initial development. However, development pressures are driving new development south of Campbell Drive between SW 320th Street and the southern limits of the City.

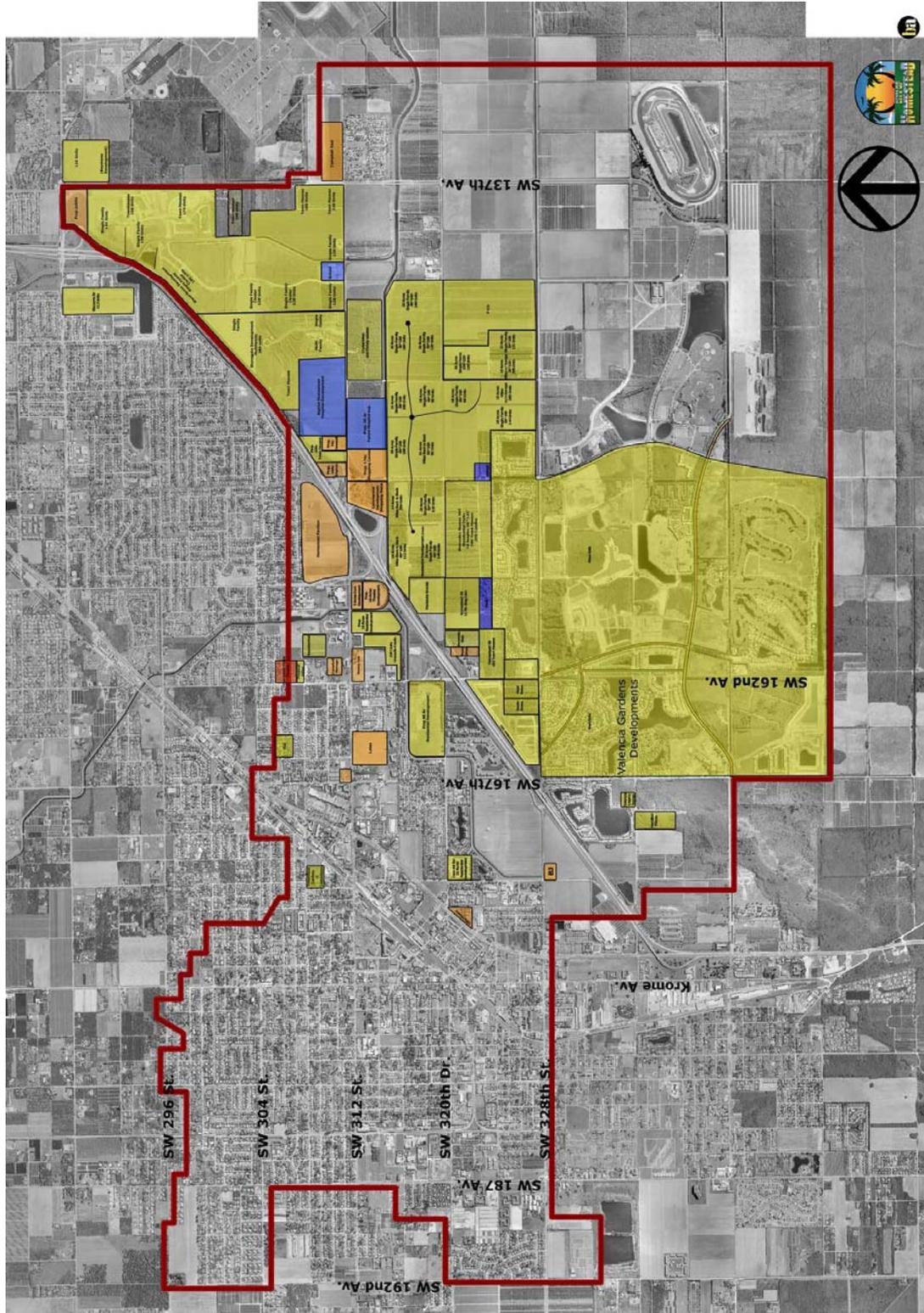
The City of Homestead has demonstrated consistency in its rapid population and housing development growth. Growth is projected to continue towards the southeastern quadrant and as redevelopment in the Southwest and Northwest neighborhoods. The following table depicts the expected growth within the City.

Table A: 5-Year Planned Developments within Homestead

Development	Expected Growth
Residential	16,978 units
Commercial / industrial buildings	350 Ac.
Homestead Speedway	65,000 seats
Turkey's Point power plant	1,000 employees
Baptist Hospital / WER	600 employees
4-Charter schools	6,300 / Each
New Parks	35 Ac./Ea.
Park of Commerce	2 Mill Sq. Ft.
Baseball field (proposed)	118 Ac./6,500 seats
BJ's Store	117,000 Sq. Ft.



Figure D: Existing and Proposed Developments





III. Roadway Planning

a. Methods of Concurrency Review

Concurrency is a growth management concept intended to ensure that the necessary public facilities and services are available concurrent with the impacts of development. To carry out transportation concurrency, local governments must define what constitutes an adequate level of service (LOS) and measure whether the service needs of a new development outruns existing capacity and any scheduled improvements in the Capital Improvements Element (CIE). **If adequate capacity is not available, the local government cannot permit development unless certain conditions apply as provided for in statute**, such as “de minimis” exemptions for developments having less than 1% impacts or concurrency exception areas to encourage infill and redevelopment.

In order to ensure that no development orders are issued without adequate public facilities available to serve the proposed developments, the City of Homestead has indicated level of service standards within the Homestead Comprehensive Plan. The Code of Ordinances for the City of Homestead stipulates in **Section 1.5-6 (5) that the level of service standards and review criteria that shall be used when determining whether or not to approve or deny a road facility component of a certificate of public facility adequacy and with what, if any, conditions**. According to the code, the roadway component of the certificate of public facility adequacy will be granted if the required roadways are either available, under construction, are the subject of a binding construction contract, are included in applicable capital improvement programs within the city, county or state, are included in the city’s adopted annual budget at the time a building permit is issued, or are committed to be provided by the applicant through a development agreement that has been approved by the city.

The 2005 amendments to Florida’s growth management legislation directed local governments to enact concurrency management ordinances by **December 1, 2006**, that allow for “proportionate share” contributions from developers toward concurrency requirements (see §163.3180(16), F.S.) The intent of the proportionate fair-share option is to provide applicants for development an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. Currently, the City of Homestead is monitoring the DCA’s and FDOT’s direction in implementing this system. Some counties, like Broward County, which have reached build-out, currently allow proportionate share mitigation. However, the City of Homestead has short-, mid- and long-term improvement projects in the Master Plan that can be funded by different funding sources, including developer fees. Currently developers have been **adopting projects in the Transportation and Transit Master Plan** and have been working in conjunction with the City Manager’s Office, Development Services Department and the City’s Traffic Consultant in order to mitigate their traffic impacts with off-site traffic improvements.

Attachment A presents a model condition which can be used to approve projects with roadway conditions for all developments that need to meet concurrency and provide adequate public facilities prior to the City of Homestead implementing a Proportionate Share Methodology.



It is necessary for a local government to have a Concurrency Management System (CMS) in place prior to the adoption of a proportionate fair-share ordinance. The newly adopted proportionate fair-share requirements would not apply until deficiencies are identified through the local CMS.

Likewise, the City of Homestead may elect to allow a development to proceed through the Proportionate Fair-Share Program **if the city is willing to add the necessary transportation improvement project to the five-year schedule of capital improvements in the next annual update of the CIE.** If the city does not have sufficient resources to fully fund construction of a transportation improvement required by the 5-year CIE, the city and developer may still enter into a binding proportionate fair-share agreement which authorizes the developer either to construct that amount of development on which the proportionate fair share is calculated, or to pay the monies required for the construction. In this latter case, the proportionate fair-share amount must be sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. Local capital improvement plans needed to achieve and maintain adopted LOS standards over the five-year period and long term CMSs must be **“financially feasible”** as defined in Section 163.3164(32), F.S. Local governments choosing to add a project to their five-year capital improvements schedule must demonstrate that additional contributions, payments or funding sources are reasonably anticipated to fully fund the project. Updates to the CIE that reflect proportionate share contributions will still meet financial feasibility requirements if additional developer contributions and other funding sources needed to satisfy the requirements of the local CMS are reasonably anticipated at least within a 10-year period.

b. Concurrency Management Systems

The City of Homestead has prepared comprehensive analyses of the existing conditions of the traffic conditions on the main links of the roadway network and the projected conditions with the proposed developments in the area. The results of these analyses which help staff in determining adequate capacity and facilities along all roadway segments in order to meet concurrency are included in the level of service analyses.

City staff is working diligently to implement comprehensive plan policies which provide for alternative Concurrency Management Systems and Methodologies such as Concurrency Management Areas.



IV. Commercial Area Development Standards

The purpose and intent of the commercial development standards is to supplement existing development criteria with specific criteria that apply to the overall design of commercial buildings and projects. The commercial development standards also encourage and provide enhanced property development within the established City of Homestead commercial development overlay districts.

The Commercial Development Overlay Districts, as defined by the City of Homestead, are the following:

1. Campbell Drive Corridor
2. NW 14th Avenue / NW 8th Street
3. Flagler Avenue Corridor
4. South Dixie Highway Corridor
5. Pioneer Commerce Park
6. Campbell Drive East Corridor
7. NW 15 Street/Krome Avenue North Limit Corridor
8. Park of Commerce Corridor
9. Southwest Neighborhood

Additionally, transportation and transit-related improvements have been included in the commercial development standards such as the following:

- Parking standards for off-street parking lots
- Cross-access agreements for compatible land uses to alleviate traffic on the main corridors
- Transportation Demand Management improvements such as transit, pedestrian and bicycle
- Multi-modal considerations for developments

V. Transit Demand

Transit demand is defined as the use of transit as a means of mobility and it is measured by ridership characteristics.

According to the Miami-Dade County Transit Ridership Technical Report prepared in September 2005, boarding volumes by routes were reported for the local bus routes within the City of Homestead - Table B. Boardings from the Miami-Dade County Transit Report identify the demand for bus routes during weekdays and weekends.



Table B: Ridership by Route within the City of Homestead

Routes	Average Weekday	Boarding By Day of Week			Total monthly Boardings
		Weekdays	Saturdays	Sundays	
34-Busway Flyer	930	19,532			19,532
35	2,510	52,718	10,223	9,581	72,522
38-Busway Max	5,438	114,199	16,939	25,301	156,439
70	1,850	37,897	3812	3679	45,388

Source: Miami-Dade County Transit, 9/2005

VI. Traffic Conditions

Existing traffic volumes were determined using a base year sub-area model which was comprised of a validation effort utilizing recently collected traffic counts, supplemented by an inventory of existing land uses, proposed developments and socio-economic data. The socio-economic data used for the established the 2005 base year is the most current available from the City of Homestead Development Services Department. The objective of this effort is to more closely reflect current traffic volumes through a demand model validation for the base year 2005.

Traffic Analysis Zones (TAZ), as defined by Miami-Dade County Planning and Zoning Department, were used to subdivide the city into a system of zones in which both the existing socio-economic data and the transportation network were represented. The socio-economic data (ZDATA) for the traffic analysis zones (TAZs) located within City of Homestead was taken from the U.S. census data and updated with the most current data available from the City. Model adjustments were made to the base year 2005. The ZDATA for TAZ's outside the study area was converted from 2000 to 2005 by interpolating between the 2000 and 2030 model years. As part of this effort, the model TAZ structure within the sub-area was updated to allow for a more detailed analysis of the model.

The updated socio-economic data was then used to estimate the current population within the city. The population estimate was performed after updating all the TAZ within City of Homestead. For TAZs that were not entirely within city limits, the percent of the area within city limits was determined using GIS by overlaying shape files containing the individual TAZs and the city limits. Furthermore, some refinements of the population densities were made based on aerial photography. Based on this analysis the base year population for the city is 51,336. This estimate is almost identical to a population estimate performed independently by another consultant.



VII. Roadway Network Level of Service

The capacity of a road is defined to be the maximum number of vehicles and people that a facility can accommodate with reasonable safety within a specified timeframe, typically 15 minutes intervals. Capacity is dependant upon the number of intersection approaches, the number of lanes for various movements, and the traffic-signal timing at signalized intersections. The qualitative measure of operation for these facilities is evaluated using the term “Level of Service,” or LOS. The LOS is categorized from A through F, with “A” being the optimal efficiency of the freeway and “F” indicating a breakdown of the freeway system where over-saturation occurs. “E” indicates capacity is reached at the highest density.

The following definitions reflect the general qualitative measure for each level of service.

- **LOS A:** Completely free flow conditions with operation of vehicles virtually unaffected by the presence of other vehicles.
- **LOS B:** Free flow, with presence of other vehicles becoming noticeable and average travel speeds slightly diminished from LOS A.
- **LOS C:** Influence of traffic density on operations is apparent, with ability to maneuver within the traffic stream clearly affected by the presence of other vehicles.
- **LOS D:** Bordering on unstable flow, with speeds and ability to maneuver severely restricted because of traffic congestion.
- **LOS E:** Operations at or near capacity, with unstable conditions. This is the minimum traffic spacing (approximately 80 ft.) at which uniform flow can be maintained.
- **LOS F:** Forced or breakdown flow, with vehicles arriving at the facility at a rate greater than that at which they are discharged, forcing queues to form on the facility. At this LOS, demand on the facility exceeds the capacity.

According to the Florida Department of Transportation Quality Level of Service Handbook, the acceptable LOS for state roads in urbanized areas with a population over 500,000, which is the case of Miami-Dade County, is a LOS “D” for all roadways and LOS “E” for roadways with parallel exclusive transit systems. A LOS “E” would be acceptable for US 1 in Homestead, since it runs parallel to the proposed Busway.



VIII. Public Involvement Program

The public involvement program was designed as a means to assist in building consensus for the project, by facilitating the participation of the stakeholders of the project. The stakeholder group includes different city departments, intergovernmental agencies within Miami-Dade County, the Planning & Zoning Board, the Chamber of Economic Development, the Vision Council, the Historic Preservation Board, residents of the City and economic interest groups.



Figure E: Existing Traffic Volumes

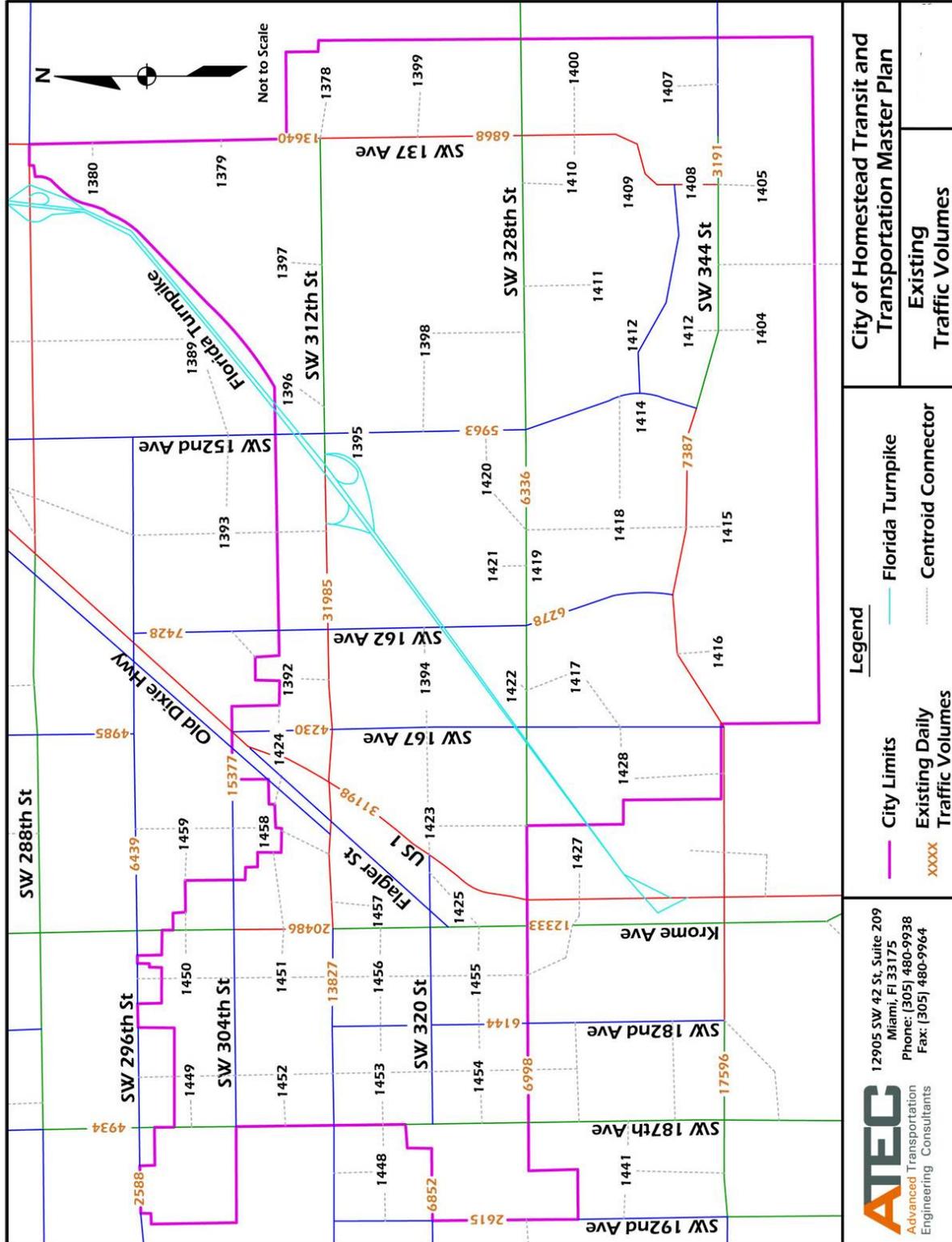
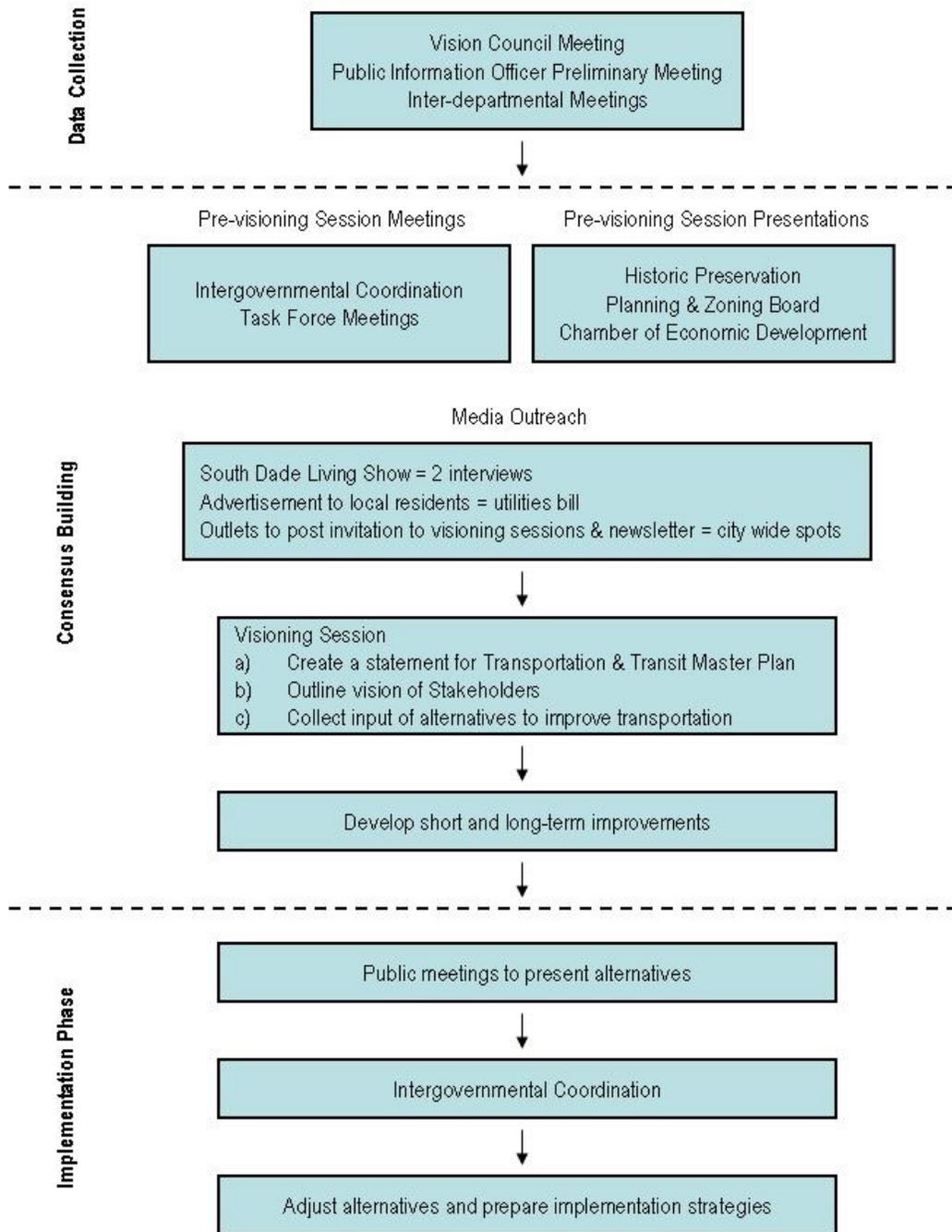




Figure F: Public Involvement





IX. Proposed Improvements

Based on the data collection, field reviews, existing transportation network, results of the visioning sessions and input from different stakeholders, a series of short-, mid- and long-term improvements were identified for the City of Homestead.

As a base for the proposed improvements, B&A reviewed and considered the projects included in the City's Capital Improvement Program, the County's Long Range Plan and the Florida Department of Transportation Five-Year Work Program.

Improvements identified as part of the TTMP are multimodal in nature and include pedestrian, vehicular, transit, bicycle, ADA and safety improvements. Funding for most of these improvements will be provided through the State, County, PTP or developer.

X. Short-Term Improvements

Short-term improvements are designed to provide operational and/or enhanced mobility in a relatively short period of time and with minimal investment. These are also designed to improve the transportation network within the different planning areas of the City of Homestead. Refer to Figure G and Table C for the location and types of Short-Term Improvements.

As part of this effort extensive field reviews performed citywide served to identify transportation deficiencies that could be addressed through the implementation of low cost, fast implementation improvements. Additionally the agency with jurisdictional authority to assist in the implementation phase, i.e., Miami-Dade County Public Works Department, the Florida Department of Transportation or Miami-Dade Transit was identified.

XI. Mid- and Long-Range Improvements

Mid- and Long-term improvements are planned to be implemented in a time horizon from 2010 to 2030. Projects identified by the Metropolitan Planning Organization were validated and included in the TTMP and in the Sub-Area Model. Table G makes reference to these LRTP 2030 Projects.

An analysis of the proposed and already-built new developments identifies urgency in adding to Homestead's infrastructure to enable it to keep up with the growth pace within the City.

Proposed improvements include the widening of Campbell Drive, Mowry Drive, Lucy Street, Turnpike, Flagler Avenue, and SW 187th Avenue (see Figures H and I). Another enhancement that has been reviewed is the interchange of the Florida Turnpike at Lucy Street.

Table C: Location of Short-Term Improvements

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
1 - Parkway Avenue between Civic Court and College Terrace (Miami-Dade College)	MDC CRA (CITY)	<ul style="list-style-type: none"> Discontinuous sidewalks, non-ADA compliant. Pavement in poor conditions. Connectivity between downtown area (future City Hall) and Flagler/US1 –rest of City) 	<ul style="list-style-type: none"> Improve overall area Create multimodal connectivity area. 	\$125,000
2- NW 15 th Street (SW 304 th Street) West of Krome Avenue	City of Homestead – Miami Dade County Public Works Department	<ul style="list-style-type: none"> Non-Compliant ADA Ramps. 	<ul style="list-style-type: none"> Improve ADA access ramps at non-signalized intersections. 	\$125,000
3 - Homestead Middle School	City of Homestead – Miami Dade Public Works	<ul style="list-style-type: none"> Missing 0.15 miles of sidewalk on west side. School zone sign is cut in half west of NW 2nd Avenue. 	<ul style="list-style-type: none"> Add 0.15 miles sidewalk Replace School Zone sign 	\$175,000
4 - NE 2 nd Avenue north of Campbell Drive	City of Homestead	<ul style="list-style-type: none"> Missing section of sidewalk 	Add missing section of sidewalk.	\$75,000
5 - SW 344 th Street and SW 162 nd Avenue	Developer	<ul style="list-style-type: none"> Safety Concerns 	<ul style="list-style-type: none"> New signal and safety mitigation 	\$150,000
6 - SW 162 nd Avenue and SW 320 th Street	City of Homestead	<ul style="list-style-type: none"> Sight Distance Restrictions Guardrail missing at west leg of intersection Lighting missing on SW 162nd Avenue 	<ul style="list-style-type: none"> Trim bushes on west side of SW 162nd Avenue Install lighting on SW 162nd Avenue Operational/Geometric Improvement 	\$150,000
7 - Campbell Drive & Waterstone Way	MDCPWD	<ul style="list-style-type: none"> 15 MPH regulatory signs installed along Campbell Drive which is posted at 45 mph. School zone currently established on 	<ul style="list-style-type: none"> Remove 15 mph signs on Campbell and establish school zone with flashers. 	\$130,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
		Waterstone Way, but not on Campbell Drive.		
8 - Campbell Drive & SW 187 th Avenue	MDCPWD	<ul style="list-style-type: none"> Pavement markings and pavement in poor condition. 	<ul style="list-style-type: none"> Mill and resurface the intersection. 	\$100,000
9 - SW 328 Street & US 1	FDOT	<ul style="list-style-type: none"> Single lane NB experiences excessive delay during peak hours. NB left turning traffic blocks through traffic. 	<ul style="list-style-type: none"> Widen the NB approach to accommodate exclusive left turn bay Provide NB-SB protected/permissive operation 	\$450,000
10 - SW 328 Street & Krome Avenue	FDOT	<ul style="list-style-type: none"> High delays for the NB-SB left turn movements. Pavement and markings in poor condition. 	<ul style="list-style-type: none"> Mill and resurface the intersection. Install NB-SB protected/permissive left turn operation. 	\$100,000
11 - Krome Avenue & SW 304 Street	FDOT	<ul style="list-style-type: none"> Cycle failures in the East-West through movements and the North-South left turn directions. 	<ul style="list-style-type: none"> North-South protected permissive left turn phase. Optimized signal splits for the East-West movements 	\$25,000
12 - Krome Avenue & 296 Street	FDOT	<ul style="list-style-type: none"> Excessive delays were observed for the East-West movements 	<ul style="list-style-type: none"> Install exclusive left turn bays in the East-West directions 	\$350,000
13 - Kingman & SW 328 Street	MDCPWD	<ul style="list-style-type: none"> Pavement and markings in poor condition Guardrail has been hit on the NE and NW corners of the intersection. No pedestrian features at the intersection. 	<ul style="list-style-type: none"> Milling and resurfacing of the intersection. Repair guardrail installation. Provide pedestrian features. 	\$100,000
14 - Kingman & SW 320 Street	MDCPWD	<ul style="list-style-type: none"> Guardrail installation on the NW corner of the intersection is in poor condition. Guardrail installation on the SW corner does not provide the appropriate end treatment and development length. 	<ul style="list-style-type: none"> Replace the guardrail installation. 	\$15,000
15 - SW 137 between	MDCPWD	<ul style="list-style-type: none"> There is no need for guardrail on the 	<ul style="list-style-type: none"> Remove guardrail installation 	\$10,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
SW 296 Street and SW 344 Street.		north side of SW 137 th Avenue.		
16 - SW 187 Avenue & SW 296 Street	MDCPWD	<ul style="list-style-type: none"> • High volumes on all approaches of the intersection. • Currently under All Way Stop Control. 	<ul style="list-style-type: none"> • Evaluate the need for signal installation. 	\$100,000
17 - SW 187 Avenue & SW 320 Street	MDCPWD	<ul style="list-style-type: none"> • Left turn demand was observed, but not left turn bays are provided. • Pavement and pavement markings are in poor condition 	<ul style="list-style-type: none"> • North-South left turn bays should be installed. • Mill and resurface the intersection 	\$250,000
18 - Campbell Drive & Kingman	MDCPWD	<ul style="list-style-type: none"> • Northbound queues of up to 15 vehicles • Low Delay NB • No sight distances concerns • Heavy EB right turn movement during the PM peak hour. • Intense development adjacent to the intersection 	<ul style="list-style-type: none"> • Evaluate signal installation based on projected traffic volumes. • Install EB exclusive right turn lane 	\$200,000
19 - Campbell Drive & Turnpike	MDCPWD FDOT	<ul style="list-style-type: none"> • Signs at the intersection must be realigned, i.e., Do Not Enter. • Vehicular conflicts at the median opening between SB and NB traffic • U-turns from through lane in the EB direction 	<ul style="list-style-type: none"> • Install canalization island at the median opening to separate the SB and NB movements. • Install No U-Turn and No Left Turn Signs phasing EB traffic. • Guardrail under bridge must be reinstalled with a rigid installation to shield the overpass columns. 	\$60,000 (Does not include guardrail improvement, should be reported to Turnpike)
20 - Campbell Drive & SW 167 Avenue	MDCPWD	<ul style="list-style-type: none"> • Pavement markings and pavement are in poor condition 	<ul style="list-style-type: none"> • Milling and resurfacing of the intersection 	\$100,000
21 - Campbell Drive & US 1	FDOT	<ul style="list-style-type: none"> • High delays for Campbell Drive movements. • The signal operation is split phase for the East-West movements due to shared left and through lane assignments. 	<ul style="list-style-type: none"> • Extend the EB left turn lane. • Change the lane assignments of the shared left and through lanes to through only; this will allow concurrent left turn phase operation. 	\$80,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
		<ul style="list-style-type: none"> East-West left turn movements are not high and can be handled with a single left turn lane. 		
22 – SW 328 th Street and BJ's	City of Homestead/ MDCPWD	<ul style="list-style-type: none"> Queues on all approaches 	<ul style="list-style-type: none"> New signal 	\$120,000
23 – US 1 and Wal-Mart /Home Depot	FDOT	<ul style="list-style-type: none"> Westbound exit unsafe (non-adequate storage on median) 	<ul style="list-style-type: none"> New signal at southernmost access driveway (Babcock) Provide adequate southbound to eastbound left-turn storage Safety improvements 	\$200,000
24 –City of Homestead Local Circulator (Busway Feeder) along Campbell Drive	City of Homestead (PTP)/ Miami-Dade Transit	<ul style="list-style-type: none"> Transit improvements were suggested at visioning session. Campbell Drive is operating at capacity. Transit improvements are being considered as part of Master Plan 	Provide connections to main traffic generators: Baptist Hospital, Schools, Miami-Dade College, Busway Stations, Krome Avenue	\$90,000
25 – US 1 and SW 320 th Street	FDOT	<ul style="list-style-type: none"> Safety issues for South Bound to East Bound turning traffic 	Relocate exclusive turn lane	\$50,000
26 – SW 137 th Ave and SW 288 th Street	Miami-Dade County / City of Homestead	<ul style="list-style-type: none"> East Bound and West Bound delays PM Peak 	Operational improvements	\$80,000



Table D: Proposed Mid- and Long-Term Improvements

Long Range Transportation Plan (LRTP)		
Agency	Limits of Project	Description
MPO	US-1 to SW 296 Street	Widen Krome Avenue/SW 177 th Avenue from 2 to 4 lanes-Alternate Route (Truck By-Pass)
MPO	HEFT-Homestead Toll Plaza	3 Express Lanes
MPO	Homestead Transit Hub	Location TBD

a. Lucy Street Interchange

A feasibility report prepared by David Plummer and Associates, Inc. concludes: “The proposed interchange at Lucy Street will help alleviate traffic at the Campbell Drive interchange and at the south terminus of the Turnpike. Additionally, the traffic level of service for the majority of the analyzed segment will improve or remain within acceptable levels.”

Tables D and E show a reduction in the number of vehicles in the surrounding arterials such as SW 312th Street, Krome Avenue, and SW 344th Street, and on the major avenues of SW 162nd Avenue, SW 167th Avenue, and US-1. The Lucy Interchange is an addition that if/when added will enhance traffic mobility.

Table E: Year 2020 Improvements with Interchange

Comparison chart for SW 328 Street Interchange			
Year:2020			
Location	Volumes- No Build	Volumes- Build	% Change in Vehicle Volumes
US-1 S of SW 312th Street	22,562	20,598	- 8.7%
SW 312th Street E of SW 162nd Ave	31,861	26,438	- 17.0%
SW 167th Avenue N of SW 312th Street	10,145	10,283	+ 1.4%
SW 162nd Avenue S of SW 328th Street	4,623	5,262	+ 13.8%
Krome Avenue S of SW 328th Street	12,275	10,991	- 10.5%
SW 344th Street E of SW 162nd Avenue	7,022	7,565	+ 7.7%
SW 344th Street W of SW 182nd Avenue	9,664	8,293	- 14.2%



Table F: Year 2025 Improvements with Interchange

Comparison chart for SW 328 Street Interchange			
Year:2025			
Location	Volumes- No Build	Volumes- Build	% Change in Vehicle Volumes
US-1 S of SW 312th Street	23,101	24,646	+ 6.7%
SW 312th Street E of SW 162nd Ave	34,737	33,297	- 4.1%
SW 167th Avenue N of SW 312th Street	7,076	7,269	+ 2.7%
SW 162nd Avenue S of SW 328th Street	4,924	6,676	+35.6%
Krome Avenue S of SW 328th Street	15,215	14,056	- 7.6%
SW 344th Street E of SW 162nd Avenue	9,130	16,106	+ 76.4%
SW 344th Street W of SW 182nd Avenue	11,937	9,516	- 20.3%

b. Widening of the Homestead Extension of the Florida Turnpike

In addition to the proposed interchange, (Lucy Street Interchange), showing significant improvement to the infrastructure, there needs to be improvements made on the H.E.F.T., known as the Homestead Extension of the Florida Turnpike. It is recommended that the H.E.F.T. be widened to six lanes to accommodate future growth. In fact Figures J thru N is the result of a model run performed with the enhancements to the infrastructure. The modeled Lucy Street Interchange includes the widening of SW 162nd Avenue to four lanes, the widening of the Turnpike to six lanes and the widening of SW 328th Street.

c. Transit Improvements

Homestead is a city built with its main roadway system operating in the North/South direction. Traditionally these roadways satisfied mobility needs within the City of Homestead. With the steady growth and future growth the existing roadway network will not suffice.

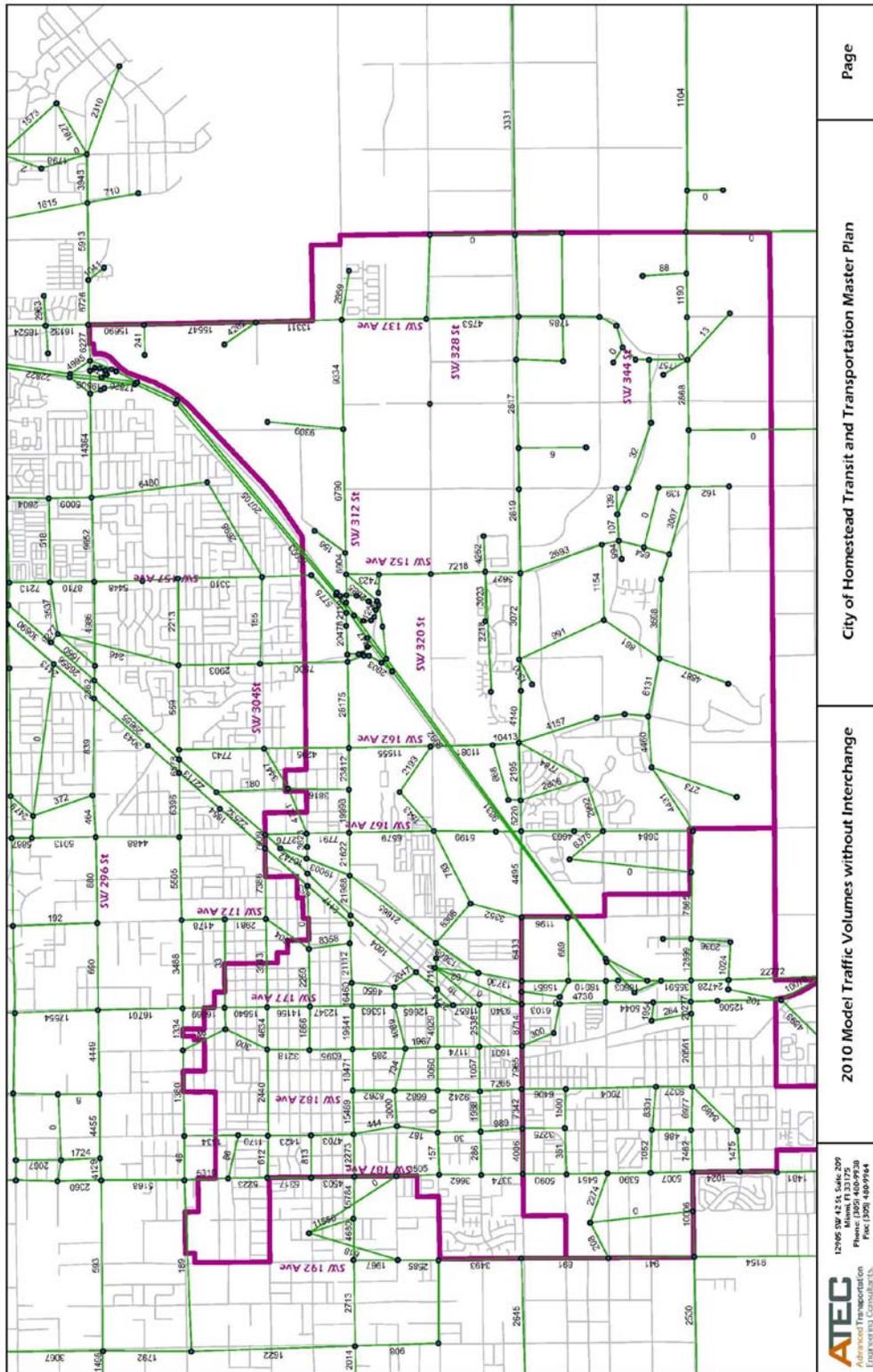
One of the observations made during the visioning sessions by the public and during the interagency coordination meetings is the need for Homestead to provide improvements within their transit network to provide east-west mobility and to feed into the already under construction Busway, that connects the City of Homestead with the rest of Miami-Dade County. With the new developments; including residential housing, retail stores, and a major hospital, there needs to be connection between the eastern new development and to the western existing traditional neighborhoods and downtown Homestead.

Figure O presents the proposed transit routes as part of the improvements to the existing transit network. As seen in Figure O. the proposed routes were planned to mainly connect the eastern and western areas of the City to the proposed Busway and providing a city-wide system of stops at the main traffic generators including main residential developments, schools, institutional uses, commercial areas, city parks, downtown Homestead and tourist attractions.

City of Homestead
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Figure J: 2010 Traffic Volumes without Interchange



Page

City of Homestead Transit and Transportation Master Plan

2010 Model Traffic Volumes without Interchange

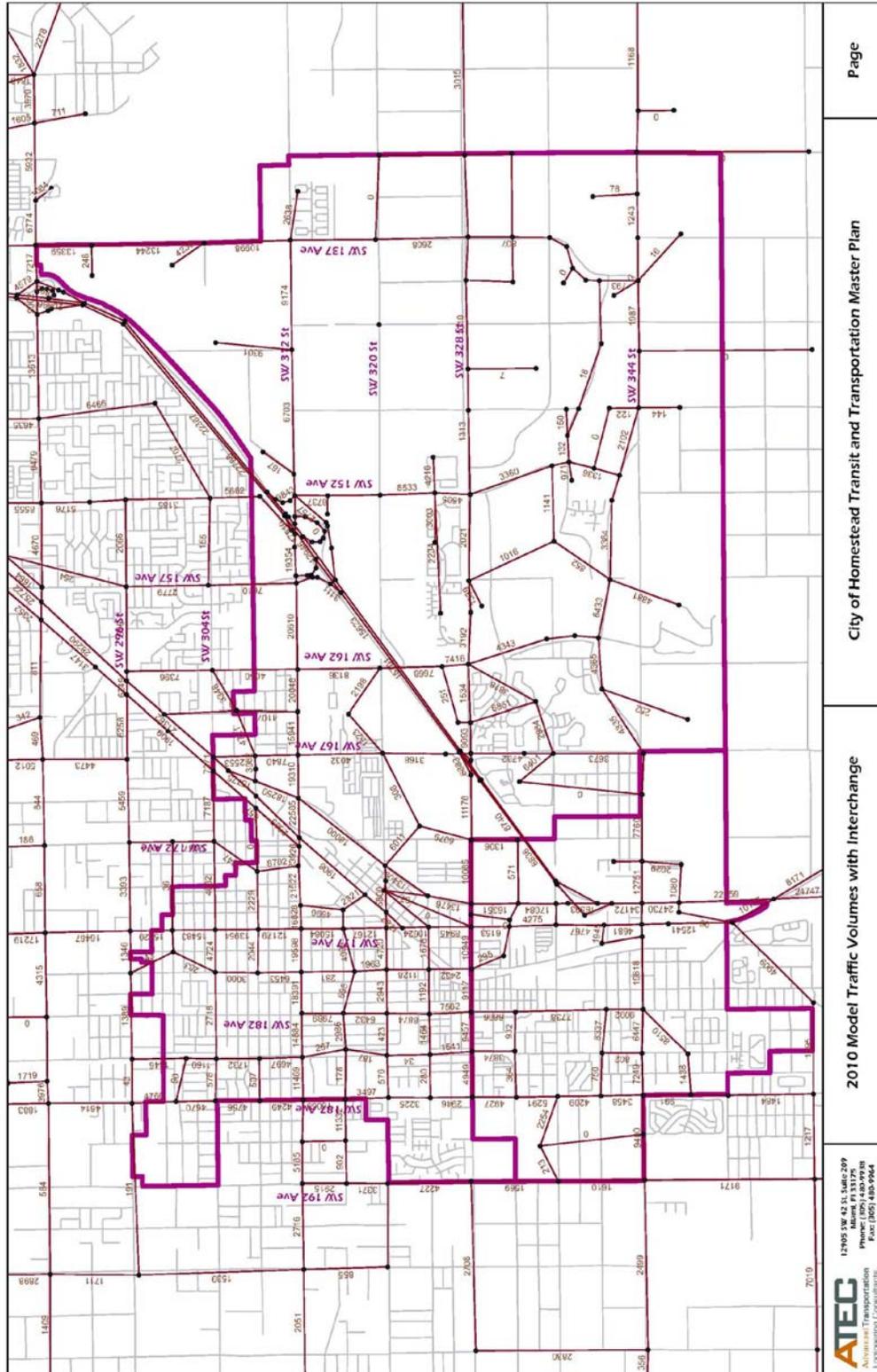
12095 SW 42nd Suite 209
Homestead, FL 33033
Phone: (305) 440-9929
Fax: (305) 440-9944



City of Homestead
Transportation and Transit Master Plan



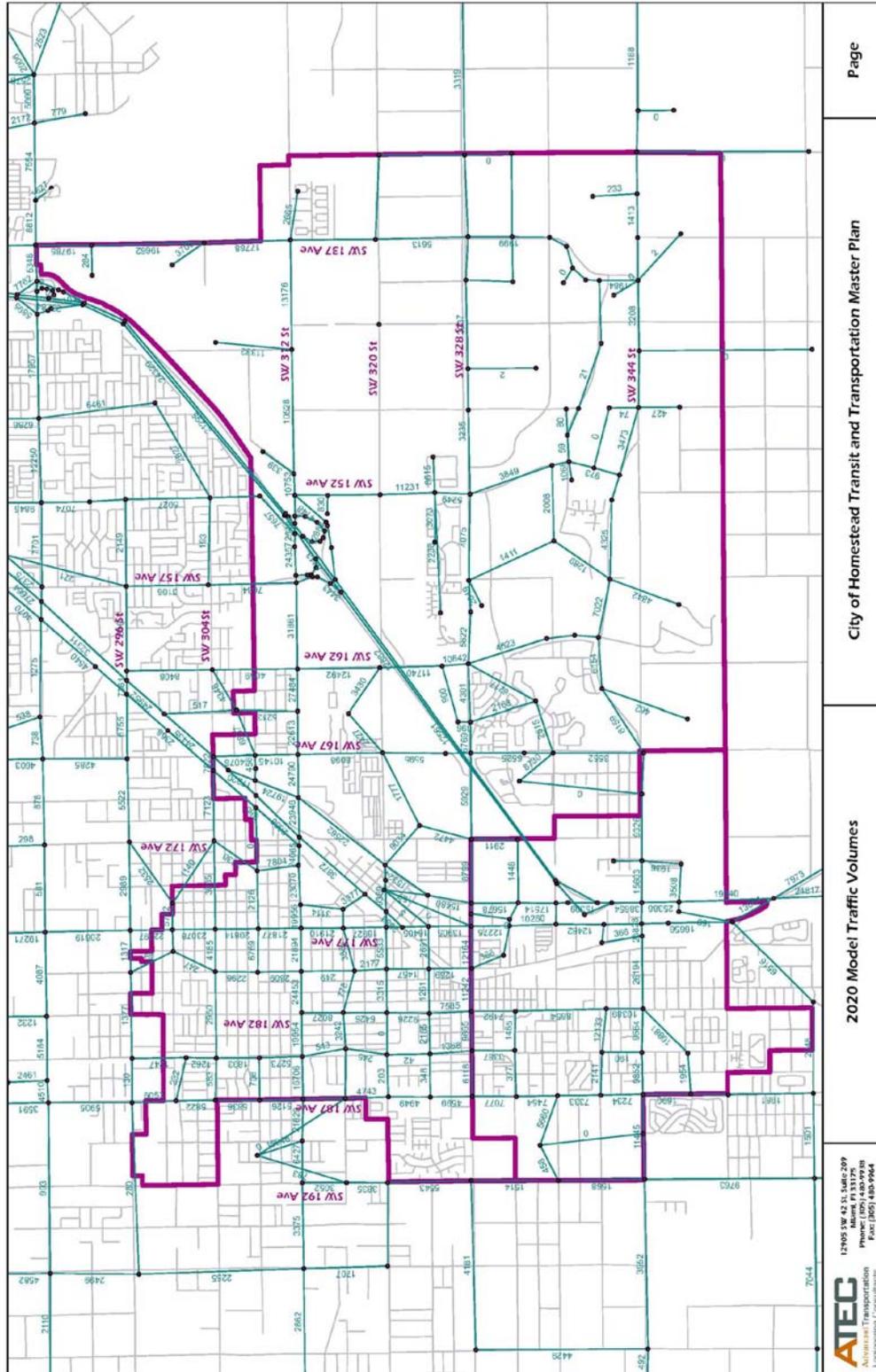
Figure K: 2010 Traffic Volumes with Interchange



City of Homestead
Transportation and Transit Master Plan



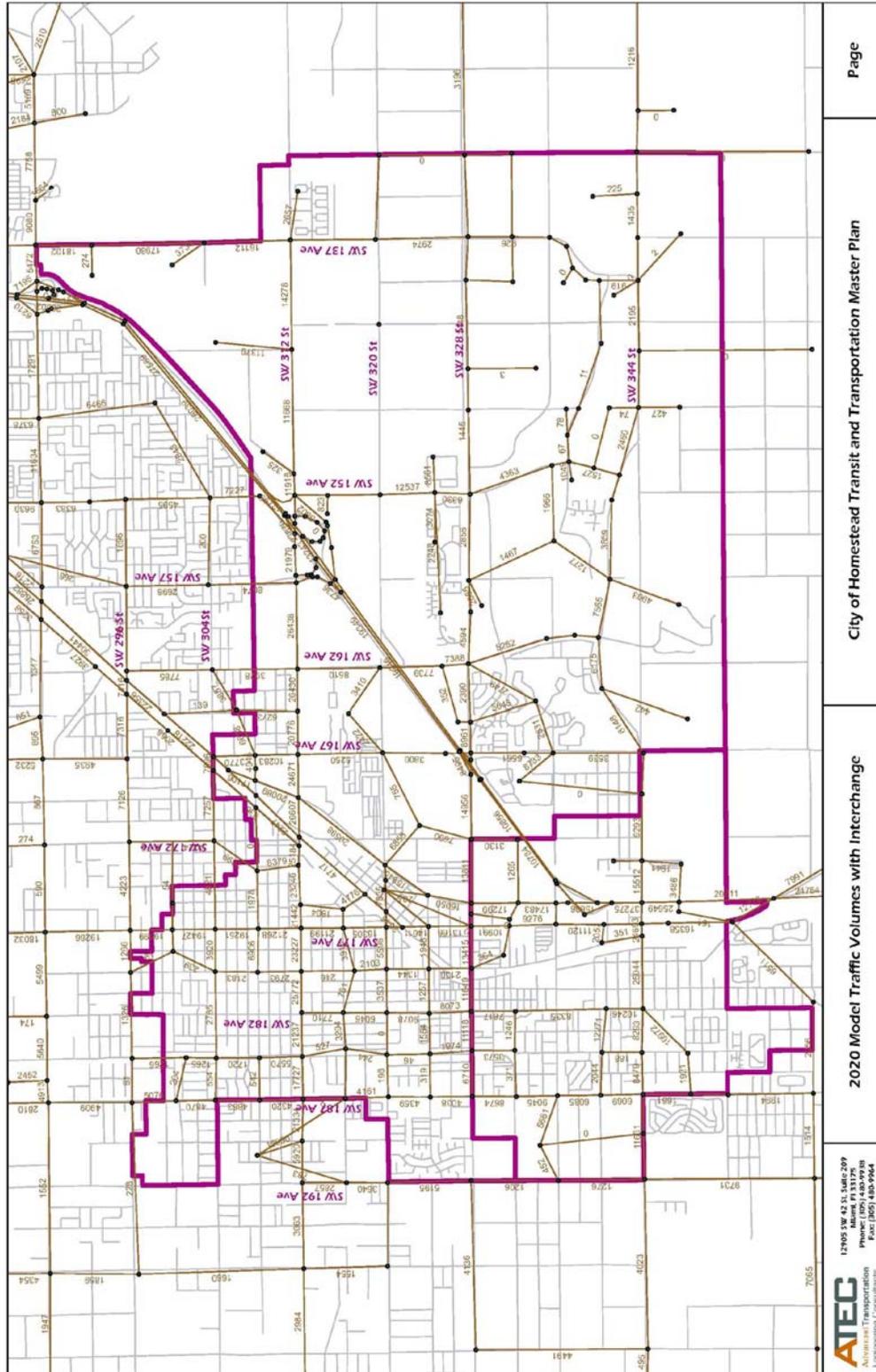
Figure L: 2020 Traffic Volumes without Interchange



Page
City of Homestead Transit and Transportation Master Plan
2020 Model Traffic Volumes



Figure M: 2020 Traffic Volumes with Interchange





d. Krome Avenue Alternate Route

The City of Homestead has approved a resolution on January 17, 2006, to allow a Krome Avenue Alternate Route around the Historic District. Krome Avenue serves as the main access for trucks to traverse the Downtown District to travel to and from the Farmer's Market and other agricultural matters.

The City of Homestead has preserved and improved Krome Avenue and designated the City's historic district within Krome Avenue. This area has a high concentration of pedestrians and parking on the street. This setup is not compatible with a truck route. Therefore, removal of truck traffic from "Main Street" is more appealing for the merchants and its clients, and safer and more efficient for pedestrians and other modes of transportation such as public transit system and bicycles, adding to the mobility and accessibility within the City.

A Krome Avenue Alternate Route was designated to bypass the historic district and will begin at Krome Avenue, South of Flagler Avenue and continue north along Flagler Avenue until the Civic Court intersection. It continues north to meet with the intersection of Krome Avenue just north of N.W. 6th Street and then it proceeds north along Krome.

XII. Conclusions and Next Steps

The Transit and Transportation Master Plan has been developed to assess and implement the most efficient alternatives for multimodal enhancements within the City of Homestead, Florida.

The analyses performed on the transportation and transit systems within the City of Homestead have confirmed many deficiencies that are planned to be resolved in the short, mid and long term.

a. Identified Major Needs

Some of the major needs of the transportation and transit network are as follows:

- Enhance the roadway and transit infrastructure to accommodate the population and development growth and their mobility needs.
- Provide a pedestrian network for all major destinations within the City. Special attention shall be given to schools, public institutions, the downtown district and areas of pedestrian traffic. Pedestrian network shall provide enhancements for disabled users.
- Provide a bicycle system consistent with the parks master plan prepared for the City, which includes the main east-west corridors of the City and ties into the busway.
- Provide safe means to evacuate the population in the event of a hurricane or disaster. It should be considered that Florida City and the Florida Keys use the same evacuation routes designated for Homestead by the County's Emergency Management office.



- Enhance east-west mobility within the City of Homestead.

b. Proposed Enhancements

By applying the recommended enhancements to the infrastructure it will allow the mobility of people and goods to be more efficient, and provide a safer network that benefits the entire City.

Proposed recommendations include the following:

- Widening of the main roadway facilities like Krome Avenue, US-1, Turnpike (H.E.F.T), SW 312th Street, SW 328th Street, and SW 344th Street.
- Provide parallel roadways to distribute projected traffic demand from the main corridors such as Flagler Avenue as an alleviator for US 1, and SW 187th Avenue to alleviate projected traffic demand on Krome Avenue.
- Construction of the Lucy Interchange and widening of the Florida Turnpike to improve traffic on Campbell Drive and provide safer hurricane evacuation means. The City shall meet with the County's Emergency Management Office and include east-west evacuation routes such as Campbell Drive, Mowry Drive and SW 328th Street, as well as include an arterial in the north-south direction for the eastern core of the City. Currently there is only one hurricane evacuation shelter located on the western core of the City. Evacuation shelters shall also be provided in the eastern areas of the City.
- Complete the under-construction busway to provide an alternative mode of transportation to the Citizens of Homestead that need to travel in the northbound direction. The transit network needs to be complemented by a feeder transit system to carry people from the new Eastern developments, including Baptist Hospital to the rest of the City and to the busway.
- Enhance the transit network by providing a localized city-wide system of stops in coordination with the stops designated by Miami-Dade Transit. Efforts to improve transit in the City of Homestead are already being coordinated with Miami-Dade Transit.
- Traffic review guidelines need to include concurrency analyses performed by applicants. It is also encouraged that the City of Homestead, Miami-Dade County and developers enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants to shared transportation facilities.
- The Comprehensive Plan and the Code of Ordinances of the City shall be revised to include the recommendations of the Master Plan in coordination with the appropriate departments and staff within the City.
- Provide Transportation Demand Management Strategies that are multimodal in scope to address mobility needs within development projects in the City of Homestead with emphasis on implementing transit, pedestrian and bicycle improvements such as transit



stops, pedestrian access, amenities and features, bicycle storage and racks, park and ride facilities, transit information at bus stops main traffic generators. Miami-Dade County and the MPO are crucial partners in assisting the City in their efforts to improve multimodal mobility within the City.

- Provide appropriate standards for parking and internal circulation within development plans to ensure safe and efficient traffic within commercial, residential and mixed use projects. The City shall strive to provide means to improve mobility within adjacent and compatible uses such as parallel frontage roads, cross-vehicular and cross-pedestrian access to decrease trips off main roads.

c. Funding Sources

In order to perform the proposed enhancements needed by the City funding sources need to be identified. There are government agencies that are available to fund some improvements and also have jurisdiction on some of the city's facilities and are partners in this effort, including the Florida Department of Transportation (FDOT), Metropolitan Planning Organization (MPO), The Florida's Turnpike Authority, Miami-Dade Transit, and the Miami Dade County.

There are projects that are scheduled to be performed within the next five years, known as Short Term Improvements and are included in the County's TIP, FDOT's 5-year work program and the City's Capital Improvement Program. Short term improvements identified in the Master Plan shall be included in one of these documents, dependant on the funding entity. In cases where developers are contributing for enhancements on the City streets, these shall be identified in the City's Capital Improvement Program.

There are also projects scheduled for mid to long term improvements, which would correspond to ten to twenty years horizon for implementation. Some of these projects are included in the County's 2030 Long Range Transportation Plan.

The Finance Division of the City and the Public Works Department shall work with the City Manager's Office, City Council, Planning and Zoning Board and the Master Plan Task Force to determine priorities to fund these projects, based on the projected transportation demand, analyses and recommendations of the master plan and intergovernmental coordination feedback.

The City's capital improvement project needs to be evaluated and reviewed for the short term range with frequency. Certain guidelines will have to be followed in order to evaluate the rate of the implementation project.

Next steps of the master plan include performing Benefit Cost Analysis of the selected projects for implementation in order to establish the feasibility of moving projects ahead. Continuous coordination with the different agencies shall be performed to address appropriate processes to implement the projects in the short, mid and long term.



Attachment A

Proposed Interim Condition

Transportation Situation on Campbell Drive

1. Those projects that have traffic impact studies showing that they have any pm peak hour trips affecting Campbell Drive are going to face major issues in obtaining approval with the existing roadway network.
2. Those projects that have received site plan or tentative plat approval from the City, pursuant to Section 1.5-6 of the City's Code of Ordinances and the City's past practice, are considered vested for transportation concurrency purposes as they proceed to final plat, building permit and certificate of occupancy. Those projects that only have master plan, sketch plan, or comprehensive plan or zoning approval are not vested and, at the time of site plan or tentative plat, they will have to be reviewed for transportation concurrency.
3. All projects will continue to be reviewed for their onsite access and traffic flow issues, and may be required to provide improvements related to these issues.
4. Any project seeking tentative plat or site plan approval that is found to have pm peak hour trips affecting Campbell Drive, especially between 162nd Avenue and 147th Avenue, will be subject to the following condition:

The following roadway improvements must be (i) in place currently, (ii) under construction (if commencement of development is conditioned on completion of construction), (iii) assured by a binding construction contract executed at the time of building permit issuance, (iv) included in a capital improvements plan applicable to the facility and will commence in or before the third year of that plan, (v) included in the city's adopted annual budget at the time of building permit issuance, or (vi) committed to be provided by the applicant in a binding development agreement approved by the City, with building permit issuance conditioned on completion of same:

- a. Lucy Street Interchange;
- b. Campbell Drive/Homestead Extension of the Florida Turnpike Interchange ramp improvements; and
- c. Campbell Drive 6-lane section from SW 157th Avenue thru SW 152nd Avenue.

Or

- a. Campbell Drive/Homestead Extension of the Florida Turnpike Interchange ramp improvements; and
- b. Campbell Drive 6-lane section from SW 162nd Avenue thru SW 152nd Avenue.

This condition would apply in addition to any onsite or access improvements needed, and any improvements needed for impacts on other roadways.



5. Staff is continuing to evaluate whether there is a minimal level of impact on Campbell Drive that would be deemed acceptable because it is within the margin of error for traffic analyses, and will advise Council of their recommendation on this issue. If such a review threshold is considered appropriate, it should be adopted by ordinance. Properties that are accessed from Campbell Drive would not be eligible for such an exemption.
6. Pursuant to Section 1.5-6(b)(5) of the City's Code, the Villages DRI is exempt from transportation concurrency because it was approved prior to December 3, 1990. It will lose that exemption if it is invalidated or expires. Transportation concurrency requirements do apply to any development in the DRI requiring a substantial deviation. Also, valid, unexpired plats and building permits approved prior to December 3, 1990 are exempt.
7. Staff continues to recommend that the long range solution to the City's transportation issues is the adoption of Transportation Concurrency Management Areas. Staff is proceeding with the analyses and work necessary to prepare those proposed changes to the City's comprehensive plan, and coordinating with DCA and FDOT. This solution likely could not become effective until the spring of 2007.

Chapter I - Introduction

Chapter I - Introduction



Bermello Ajamil & Partners, Inc.



Chapter I Introduction

The City of Homestead retained Bermello, Ajamil & Partners in 2004 to write their first comprehensive Transportation and Transit Master Plan (TTMP). The TTMP project goal is to provide a guiding document that creates a vision for and adequately ensures that development of the roadway, pedestrian, bicycle and transit infrastructure in the City of Homestead is adequate to provide safe and efficient mobility within the City.

The Transportation and Transit Master Plan objectives are as follows:

1. Evaluate and analyze the existing vehicular, pedestrian, bicycle and transit infrastructure in terms of operations, safety and characteristics.
2. Provide an assessment of the needs of the community in terms of transit and transportation in order to guide the implementation of the transportation multimodal network in the City of Homestead.
3. Develop short-, mid- and long-term improvements in terms of transportation and transit that are multi-modal in nature and provide internal connectivity within the City and to the rest of Miami-Dade County.
4. Suggest improvements to the existing transit and transportation system, as well as provide new improvements to development areas.
5. Facilitate the participation of stakeholders in the development of transportation and transit improvements within the City of Homestead.

This document discusses the planning process completed as part of the Transportation and Transit Master Plan, from its inception phase and culminates with recommendations for implementation of the identified projects.

I.1 Scope of Services

The study was conducted through various tasks directed towards the achievement of a comprehensive master plan to include the best possible traffic implementation for the City of Homestead, Florida.

The scope of the project outlined by City staff includes the following tasks:

- a) Assisting the City in developing a comprehensive Roadway Improvements Program.
- b) Provide Traffic Management Services to ensure that the existing roadway networks can perform to their maximum potential in terms of person carrying capacity and safety.
- c) Improve overall transit service within the City of Homestead boundaries, and to/from the City and to/from the rest of Miami-Dade County as well as Monroe County.



- d) Optimize the use of existing sources and identify additional potential funding sources that the City can obtain to improve the transportation infrastructure.

Figure I-1 depicts the approach undertaken by the Consulting Team to provide a comprehensive approach of the Transportation and Transit Master Plan, where the main components are represented by a collection of efforts in the different areas comprised in the scope of services such as traffic, roadway transit, funding sources for identified improvements and general consulting and transportation planning.

General Consulting & Transportation Planning was provided in conjunction with Development Services, City Attorney's Office, City Manager and different authorities in the City such as the Local Planning Agency (Planning and Zoning Board), City Council, Historic Preservation Board, Vision Council, South Dade Chamber of Commerce, and different departments within the City of Homestead. Chapter 5 will present the Public Involvement Plan performed in connection to the Transit and Transportation Master Plan, where the roles of the different stakeholders are outlined in more detail.

Figure I - I: Approach to Scope of Services





I.2 Approach to Study

The approach to perform the Transportation and Transit Master Plan was guided by the scope of services and the discussions with City Staff performing at the earlier stages of the TTMP.

As seen in Figure I-2, there were a series of steps outlined in the planning process involved with the preparation TTMP. The study area had to be defined in order to validate the purpose of the report. The study area was defined as the City of Homestead with the boundaries being, SW 296th Street (Northern Boundary), SW 192nd Avenue (Western boundary) SW 344th Street (Southern Boundary) and SW 132nd Avenue (Eastern Boundary), however, data was collected also for areas planned for annexation and areas located to the north and south of the study area. Figure I-3 depicts the boundaries of the City of Homestead.

Once the study area was identified a series of meetings were held with the different city departments and a task force formed for the TTMP to discuss the approach to the study as per the scope of services and input from City staff.

Data Collection efforts were divided into two categories: Supply and Demand. The supply consisted of traffic, transit, parking, planning, roadway and financial information specified in Figure I-2. The demand consisted of parking inventory, transit ridership and operations information, and traffic volumes. **Chapter 2** includes the data collection efforts pertaining to planning, socio-economic information and background history of the City of Homestead. **Chapter 3** includes the Data Collection phase and information collected in terms of the transportation and transit network.

The existing transportation network was analyzed in **Chapter 4** including traffic modeling efforts, socio-economic updates for modeling purposes, and operational characteristics of the network. Deficiencies were identified for the different modes of transportation as part of this effort.

The public involvement plan included in **Chapter 5** includes the two visioning sessions held; one on a typical weekday and another on a Saturday to allow residents and local governments to attend. The visioning sessions were performed to present existing conditions to stakeholders, to develop consensus for the project, to develop goals and objectives and to summarize global alternatives with the attendees.

Community Meeting Workshops were also part of the public involvement effort which included the Planning and Zoning Board, City Council Workshop, Historic Preservation Board which included the participation of other stakeholders.

Improvements identified were multimodal in nature, including pedestrian, bicycle, roadway, transit, ADA and planning. These were classified and prioritized in short, mid and long term improvements. The alternatives are included in **Chapter 6**.



Figure I - 2: Transportation and Transit Master Plan Approach to Study

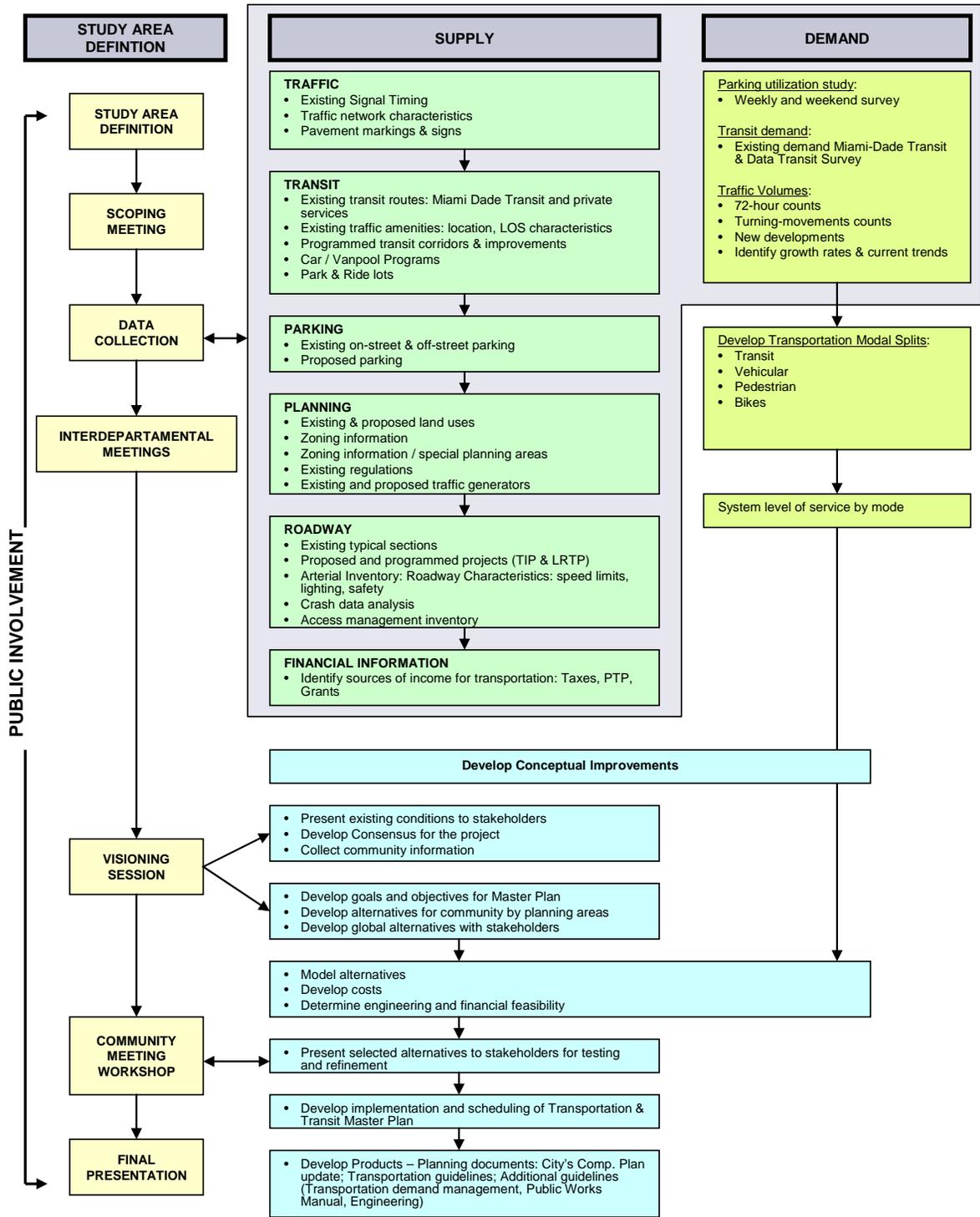




Figure I - 3: Study Area

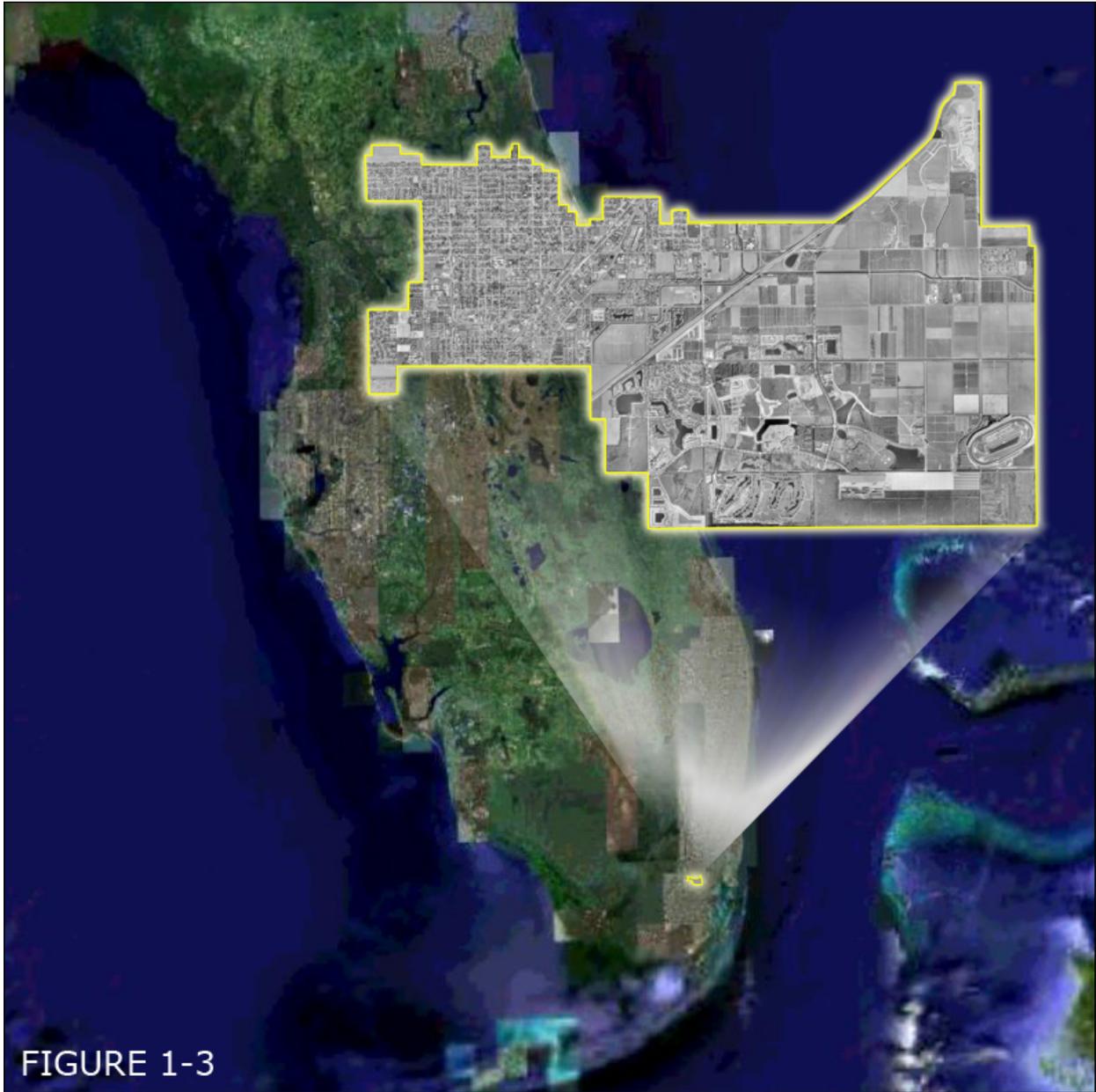


FIGURE 1-3



The Final Presentations will provide planning documents, City's Comprehensive Plan update, updates to the Transportation Guidelines and additional guiding documents. These recommendations as well as an implementation guide is included in **Chapter 7**.

I.3 Background Studies

There has been several reports addressing the Historic District of Homestead to establish improvements for the city with a focus in their downtown area. The following engineering studies have been performed by different city departments and agencies within Miami-Dade County to assess the different needs of the City of Homestead. Each study addresses and focuses on a specific issue for the city such as transportation, conservation, transit, planning and redevelopment, and are summarized as follows:

The "**South Dade Greenway Network (The Redland Conservancy 1994)**" report was developed to explain the importance and the essentiality of trail conservation. The three bike paths that exists within the city limits of Homestead, Mowry Trail, Krome Trail and South Dade Trail.

"Homestead Traffic and Mobility Study prepared by Carr Smith Corradino 1997." The report focuses with the integration of multimodal transportation system for all types of traffic, motorized and non-motorized. The proposed multimodal system includes public transit system, bicycle, pedestrians, freight rail lines and intermodal facilities.

"Miami Dade Transit Busway Plan, 1997" was prepared by Carr Smith Corradino in 1997. The study indicated the need for additional multimodal transit to relieve the congestion along US-1 and to provide public transportation to the most southern areas of Florida. Within the study there were three bus tops identified, North of Lucy Street at SW 4th Street, NE 2nd Drive/Civic Court and the third one is at Campbell Drive and SW 312th Street. There were also roadway improvements in conjunction with this project.

"City of Homestead Comprehensive Plan" gears its contents towards future growth and development. It provides goals, policies and strategies for the health, welfare and the quality of life. The Complan as well as proposed amendments and the proposed Evaluation Appraisal Report underway during the preparation of the report were used to provide guidance towards land use, development and capital budgeting decisions, as well as address transportation needs in the City for the future.

Another report was prepared for the "**Southwest Neighborhood Redevelopment Plan.**" The area in subject is bounded by West Mowry Drive/SW 320th Street, North to Lucy Street, Redland Road to the West and US-1 to the East. This report provided recommendations for Existing Conditions Analysis, Transportation Analysis, Housing Analysis and Economic Development Analysis.



“Krome Avenue Project Development & Environment (PD&E)” was prepared in 2002 to address to FDOT the most appropriate implementations to Krome Avenue needed to accommodate future traffic in a safe and efficient manner.

In a concise manner all reports revealed some of the findings and concurrency that the **“Homestead Transit and Transportation Master Plan”** prepared in 2005-2006 also identified and that is the subject of this report. Some of these common findings are the capacity improvements of several east-west arterials within the City of Homestead such as, Lucy Street, Mowry drive, and Campbell Drive; needs for a multimodal approach to transportation; better links between transportation, planning, parks & recreation and public works; and better interconnectivity between the different functional areas of the City of Homestead.

Chapter 2 - Proposed Development Updated

Chapter 2 - Proposed Development Updated



Bermello Ajamil & Partners, Inc.



Chapter 2 Proposed Development Update

The following sections discuss the planning background of the City of Homestead, pertaining to the socio-economic, land uses, zoning, community characteristics, and roadway planning tools within the City of Homestead.

2.1 Background History

In 1898, the extreme southern tip of Florida was opened to homesteaders. A path known as the Homesteader's Trail was the only route in and out of the area until railroad and oil magnate Henry Flagler extended his railway south. Later, Flagler extended his railroad from Homestead to Key West and the Overseas Railroad was completed in 1912. Homestead's major source of revenue at that time was agriculture, with the harvest of winter vegetables and tropical fruits being shipped all across the country. Due to its strategic location, the Homestead area prospered with the Florida real estate boom in the early 1920s.

In 1926 a major hurricane hit the Homestead area, destroying Flagler's overseas railway. In 1945 another severe hurricane struck and demolished the World War II airfield at what is now the Homestead Air Reserve Base.

Almost 50 years later, in 1992, Hurricane Andrew devastated southern Miami-Dade County leaving a wave of destruction in its path. Severe devastation was the result of Hurricane Andrew in Homestead. True to the pioneer spirit that created the area, the people of the Homestead and Florida City communities picked up and rebuilt and restored their cities.

The community has focused on preserving and renovating historic buildings, establishing new businesses and creating a sense of place within Homestead's historic district. Many Mediterranean revival structures in downtown Homestead have been rehabilitated and adapted for new uses. The buildings along Krome Avenue form the historic downtown business district, one that is part of a designated Main Street Community of the Florida Bureau of Historic Preservation.

2.2 Land Uses and Zoning

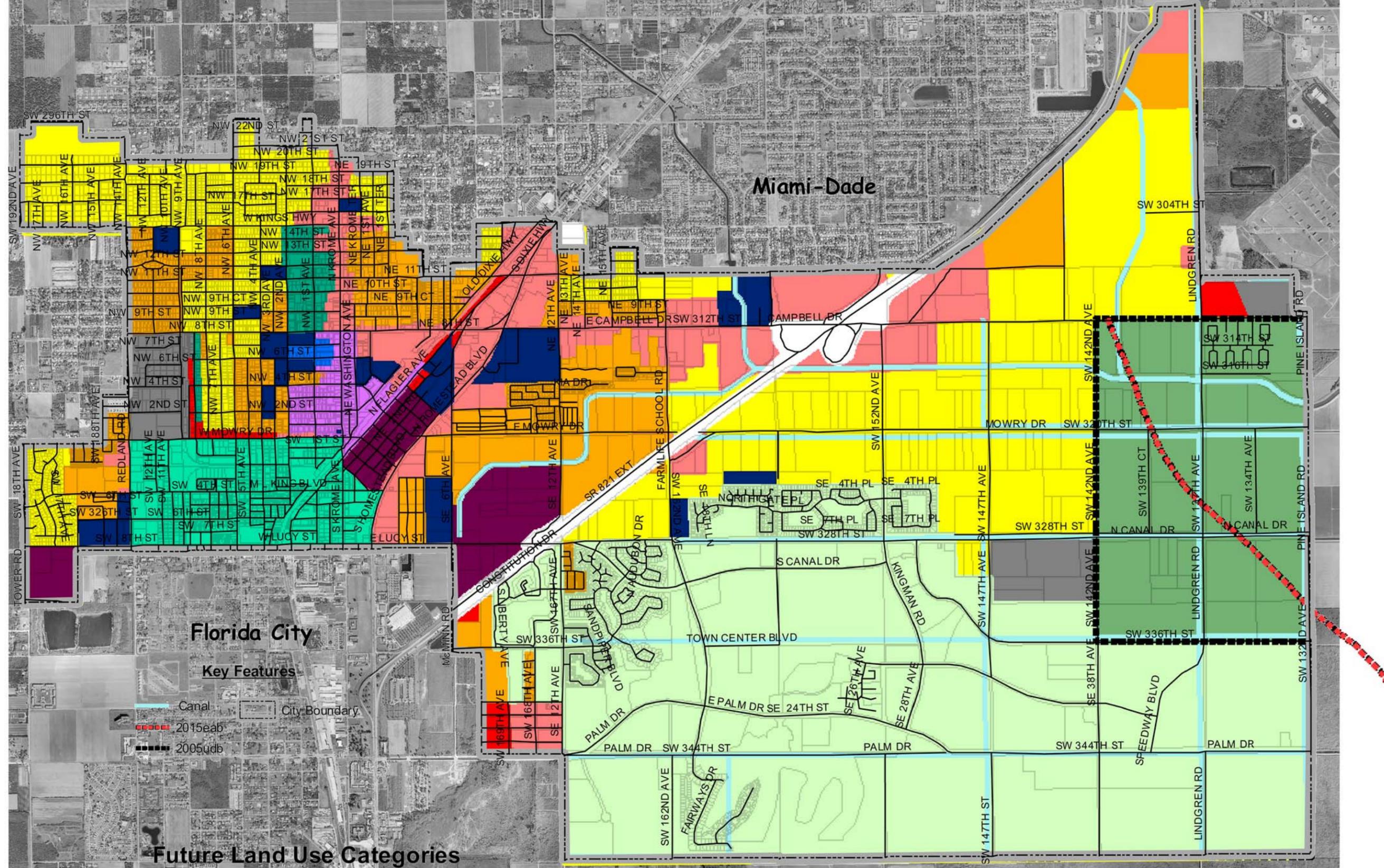
Land uses in the study area are characterized by low density residential (up to 6 dwelling units per gross acre) along the northeastern area of the City with pockets of medium density residential (up to 10 dwelling units per gross acre), industrial and light commercial use in the vicinity of the main corridors of the City such as Krome Avenue, Campbell Drive, Mowry Drive and Homestead's Extension of Florida's Turnpike. The southeastern area of the City is

City of Homestead Transportation and Transit Master Plan



a Planned Regional Activity Center, which is the City's Development of Regional Impact. The southwestern area is comprised of the Southwest Neighborhood, a Planned Urban Neighborhood (PUN).

Zoning categories were obtained at Miami-Dade County and are depicted in Figure 2-2. As seen in Figure 2-2, business districts are established along the main corridors of the City and residential uses are found on both, the western and eastern areas of the City. The zoning patterns follow the land use patterns within City limits.



- | | | |
|--|--|--|
|  Agriculture Use (AU) |  Light Commercial Use (LCU) |  Downtown Mixed Use (DMU) |
|  Estate Density (ED) |  Heavy Commercial (HCU) |  Technology Mixed Use (TMU) |
|  Low Density Residential (LRU) |  Industrial Use (IU) |  Professional Mixed Use (PMU) |
|  Medium Density Residential (MRU) |  Institutional Use (ISU) |  Neighborhood Mixed Use (MNU) |
|  DRI | |  Planned Urban Neighborhood (PUN) |

FIGURE 2-1

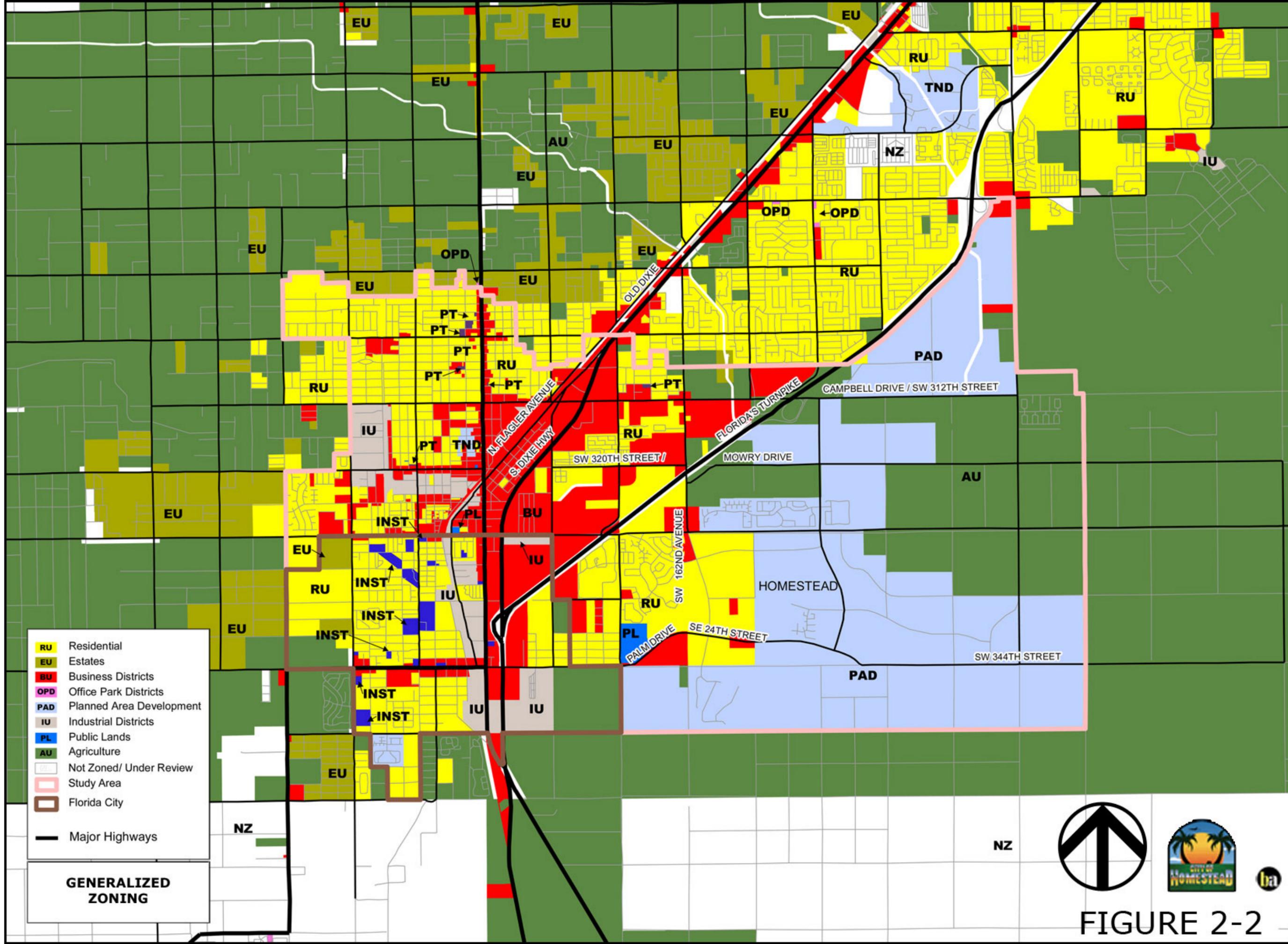


FIGURE 2-2



It should be noted that significant development has occurred in the eastern portion of the City of Homestead, specifically east of the Florida Turnpike, as growth has increased in the southwestern portions of Miami-Dade County due to the availability of vacant land and its proximity to the Florida Keys. Figure 2-3 depicts the existing new and proposed development in the City of Homestead. Development was first booming on Campbell Drive due to the Baptist Hospital located just west of the Florida Turnpike. However, development pressures are moving new development south of Campbell Drive between SW 320th Street and the southern limits of the City. This new and proposed development has resulted in the rezoning and land use amendments from Agricultural to Residential, Commercial and Planned Unit Development (PUD).

The City of Homestead has demonstrated consistency with its rapid population growth as well as housing developments growth. The City is expected to continue its growth trend towards the southeastern quadrant of the City and is planned to redevelop in the Southwest and Northwest Neighborhoods. The following table depicts the expected growth within the City.

Table 2 - I: Planned Developments within Homestead

Development	Expected Growth
Residential	16,978 units
Commercial / industrial buildings	350 Ac.
Homestead Speedway	65,000 seats
Turkey's Point power plant	1,000 employees
Baptist Hospital / WVER	600 employees
4-Charter schools	6,300 / Each
New Parks	35 Ac./Ea.
Park of Commerce	2 Mill Sq. Ft.
Baseball field (proposed)	118 Ac./6,500 seats
BJ's Store	117,000 Sq. Ft.

2.3 Community Considerations

2.3.1 Community Profile

The Census Bureau reported in 2000 the population of Homestead to be 31,909, with 51.8 percent Hispanic, 22.9 percent white, and 25.0 percent black. The current population is estimated to be around 50,000. The median age reported in 2000 was 27.2 years with a median household income of \$26,775. Chapter 4 includes the socio-economic projections for the base year 2005.

The two major economic strongholds in the City are agriculture and tourism. More than 83,000 acres of land have been set aside for agricultural use in the area, which produce over

City of Homestead Transportation and Transit Master Plan



\$900 million worth of fruits, vegetables and tropical foliage each year. With increased growth and development expected in Florida, Homestead's foliage industry is expected to rise as demand increases for landscape materials.

In addition to agriculture, recreation and sporting events contribute to Homestead's economic base. The City is home to the Homestead-Miami Speedway Sports Complex, a baseball training facility and stadium and two championship golf courses, which are included in the City's Development of Regional Impact area located on the southeastern area of the City.

Commercial development includes the Park of Commerce, a 280-acre municipally owned industrial and commercial park designated as a "Free Trade Zone" which attracts light industry to the area. Education facilities within the city limits include the Miami-Dade College's Homestead Campus, ten elementary schools, three middle schools, two senior high schools and several private and parochial schools. New schools are planned to accommodate the population increase that has resulted from new development located on the eastern areas of the City of Homestead.



2.3.2 Community Services

Community services and facilities identified in the study area are located in Figure 2-4 and mainly include parks, schools, libraries, police and fire stations.

Proposed and under construction community services such as the Baptist Hospital and schools are included in Figure 2-4. The sports complex which includes the Homestead Speedway located to the southeastern area of the city represents a major traffic generator, especially during the Grand Prix of Miami and Toyota Indy 300 between March 24 and March 26, and Ford Championship the weekend of November 17-19.

East of the Florida Turnpike there are a series of community services established mainly between US 1 and Krome Avenue, including the YMCA-Harris Park complex, City Hall, Historic Downtown, the existing Homestead Hospital and a series of religious institutions and churches. The southwest and northwest neighborhoods have the presence of industrial buildings, some of them vacant and identified for redevelopment opportunities in the Southwest Neighborhood.

2.4 Community Cohesion and Neighborhood Access

Homestead is located approximately 25 miles southwest of downtown Miami and 138 miles northeast of Key West. It spans across both side of US 1 (South Dixie Highway), which for years was the only road connecting Miami with the Florida Keys. The Florida Turnpike Extension now allows drivers to bypass Homestead and connect to US 1 in Florida City. Homestead is positioned between two national parks, Biscayne National Park to the east, and Everglades National Park to the west.

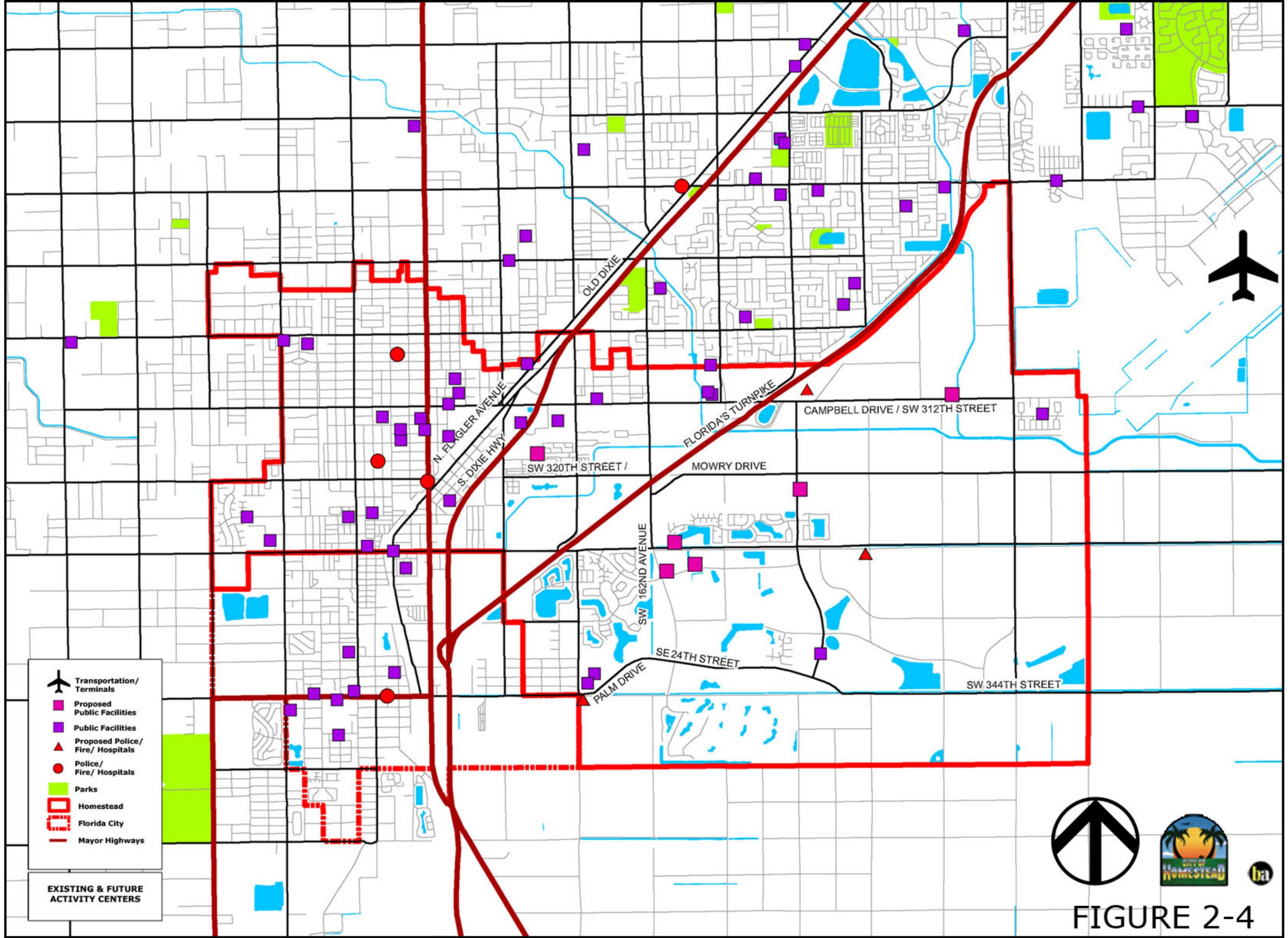


FIGURE 2-4



The city is rural in character, with a small historic downtown area west of US 1. A significant amount of new residential development is occurring on the east side of US 1 suburban in nature mainly comprised of Planned Unit Developments, strip malls mainly located between Campbell Drive and SW 328th Street. The character of the Community Redevelopment Agency (CRA) located on the west side of US 1 has a historic and small town character typical of Homestead, and has been preserved through the efforts of the Historic Downtown. The downtown area character comes to a halt in the areas located east of US 1. The Pioneer Commerce Park, located between Flagler Avenue and US 1 is an area where a series of street improvements and historic buildings have improved the area in the past years. Opportunities for redevelopment exist north of the Pioneer Commerce Park along Flagler Drive in order to improve the connection between the east and west cores of the City.

In the north-south direction there are three main roadways serving Homestead: Krome Avenue, US 1 and the Homestead Extension of the Florida Turnpike. Krome Avenue serves as the main corridor in western Miami-Dade for north-south flow of traffic serving both local trips and regional trips through Homestead and to and from neighboring areas. Historically, Krome Avenue has defined Homestead, serving as the main artery of the city's center. In addition to serving Homestead's "Main Street," it continues through Florida City. Krome is the main access facility, serving as a regional link and connector for truck routes. US-1 is the main non-expressway access road to the City of Homestead and the HEFT is the expressway access road to the City of Homestead, Florida City and the Florida Keys.

In the east-west direction the main arteries are Campbell Drive, SW 320th Street, SW 328th Street and DW 344th Street. Campbell Drive is currently the major east-west arterial within the city which serves local traffic and provides access to US-1 and farther east, to the Homestead Extension of Florida's Turnpike.

The existing South Miami-Dade Busway is currently being extended to traverse the City of Homestead continuing to its final southern destination in Florida City. The City of Homestead was named the "City of Bicycles" in 1961 after it instituted the nation's first bikeway. The homestead bikeway was made up of a system of trails designed parallel to major streets in order to promote a safer environment for bicyclists. There is currently only one remaining bike path that runs along Campbell Drive (SW 312th Street) where it intersects with US-1 continuing north. The Parks and Recreation Department of the City of Homestead and the Metropolitan Planning Organization Bicycle and Pedestrian Coordinator have indicated plans to improve bikeway system within the City of Homestead and as a means to connect the City and National Park System. Figure 2-5 presents the City Parks and Bicycle Master Plan.



2.5 Roadway Planning

2.5.1 Methods of Concurrency Review

Concurrency is a growth management concept intended to ensure that the necessary public facilities and services are available concurrent with the impacts of development. To carry out transportation concurrency, local governments must define what constitutes an adequate level of service (LOS) and measure whether the service needs of a new development outruns existing capacity and any scheduled improvements in the Capital Improvements Element (CIE). **If adequate capacity is not available, the local government cannot permit development unless certain conditions apply as provided for in statute**, such as “de minimis” exemptions for developments having less than 1% impacts or concurrency exception areas to encourage infill and redevelopment.

In order to ensure that no development orders are issued without adequate public facilities available to serve the proposed developments, the City of Homestead has indicated level of service standards within the Homestead Comprehensive Plan. The Code of Ordinances for the City of Homestead stipulates in **Section 1.5-6 (5) that the level of service standards and review criteria that shall be used when determining whether or not to approve or deny a road facility component of a certificate of public facility adequacy and with what, if any, conditions.** According to the code, the roadway component of the certificate of public facility adequacy will be granted if the required roadways are either available, under construction, are the subject of a binding construction contract, are included in applicable capital improvement programs within the city, county or state, are included in the city’s adopted annual budget at the time a building permit is issued, or are committed to be provided by the applicant through a development agreement that has been approved by the city.

The 2005 amendments to Florida’s growth management legislation directed local governments to enact concurrency management ordinances by **December 1, 2006**, that allow for “proportionate share” contributions from developers toward concurrency requirements (see §163.3180(16), F.S.) The intent of the proportionate fair-share option is to provide applicants for development an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. Currently, the City of Homestead is monitoring the DCA’s and FDOT’s direction in implementing this system. Some counties, like Broward County, which have reached build-out, currently allow proportionate share mitigation. However, the City of Homestead has short-, mid- and long-term improvement projects in the Master Plan that can be funded by different funding sources, including developer fees. Currently developers have been adopting projects in the Transportation and Transit Master Plan and have been working in conjunction with the City Manager’s Office, Development Services Department and the City’s Traffic Consultant in order to mitigate their traffic impacts with off-site traffic improvements.



Attachment A presents a statement by the City's Attorney's Office which can be used as a condition for all development prior to the City of Homestead implementing a Proportionate Share Methodology.

It is necessary for a local government to have a Concurrency Management System (CMS) in place prior to the adoption of a proportionate fair-share ordinance. The newly adopted proportionate fair-share requirements would not apply until deficiencies are identified through the local CMS.

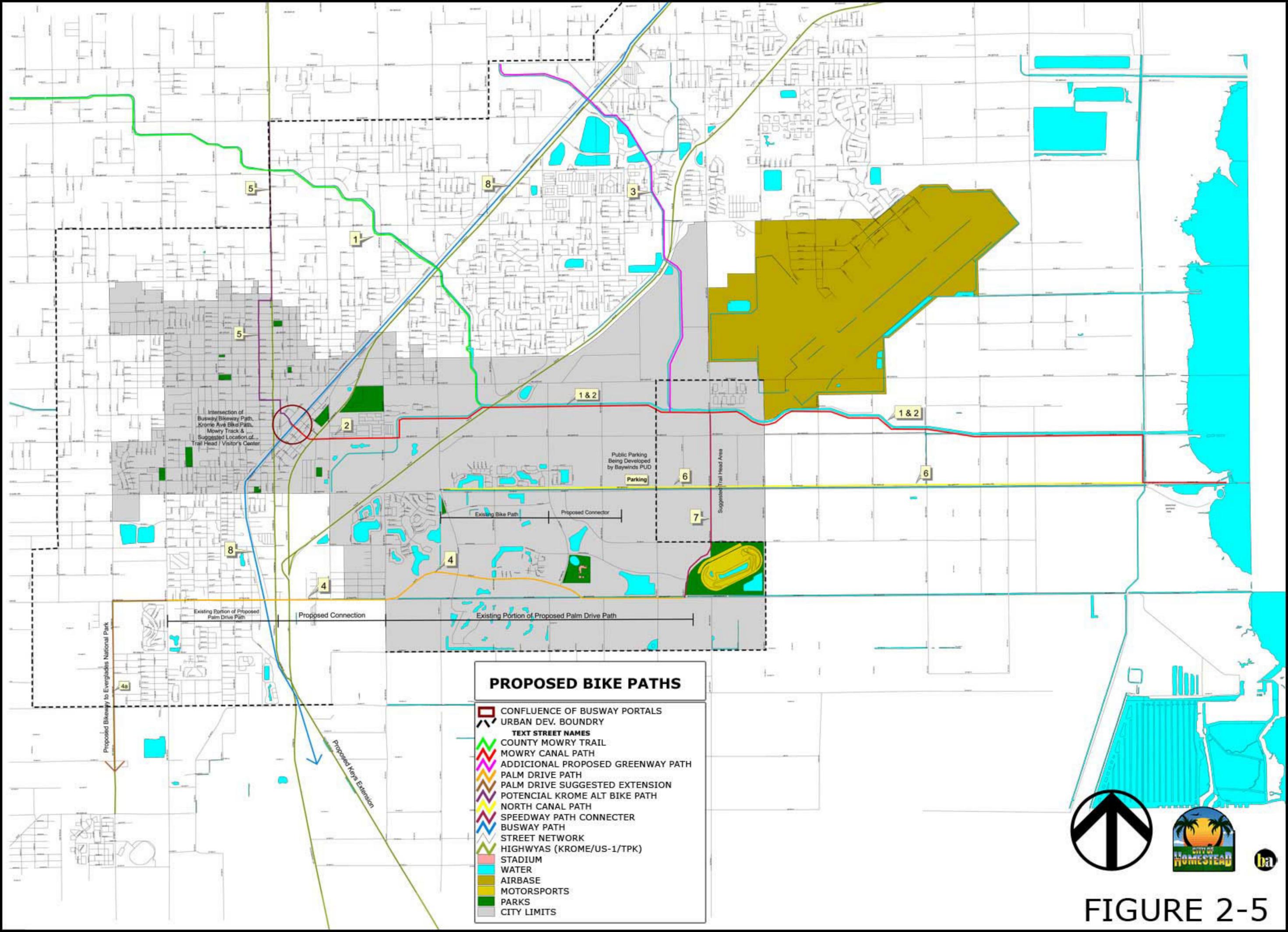
Likewise, the City of Homestead may elect to allow a development to proceed through the Proportionate Fair-Share Program **if the city is willing to add the necessary transportation improvement project to the five-year schedule of capital improvements in the next annual update of the CIE.** If the city does not have sufficient resources to fully fund construction of a transportation improvement required by the 5-year CIE, the city and developer may still enter into a binding proportionate fair-share agreement which authorizes the developer either to construct that amount of development on which the proportionate fair share is calculated, or to pay the monies required for the construction. In this latter case, the proportionate fair-share amount must be sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system.

Local capital improvement plans needed to achieve and maintain adopted LOS standards over the five-year period and long term CMSs must be "**financially feasible**" as defined in Section 163.3164(32), F.S. Local governments choosing to add a project to their five-year capital improvements schedule must demonstrate that additional contributions, payments or funding sources are reasonably anticipated to fully fund the project. Updates to the CIE that reflect proportionate share contributions will still meet financial feasibility requirements if additional developer contributions and other funding sources needed to satisfy the requirements of the local CMS are reasonably anticipated at least within a 10-year period.

2.5.2 Concurrency Management Systems

The City of Homestead has prepared comprehensive analyses of the existing conditions of the traffic conditions on the main links of the roadway network and the projected conditions with the proposed developments in the area. Attachment B provides the results of these analyses which help staff in determining adequate capacity and facilities along all roadway segments in order to meet concurrency.

City staff is working diligently to implement comprehensive plan policies which provide for alternative Concurrency Management Systems and Methodologies such as Concurrency Management Areas.



PROPOSED BIKE PATHS

- CONFLUENCE OF BUSWAY PORTALS
- URBAN DEV. BOUNDARY
- TEXT STREET NAMES**
- COUNTY MOWRY TRAIL
- MOWRY CANAL PATH
- ADDITIONAL PROPOSED GREENWAY PATH
- PALM DRIVE PATH
- PALM DRIVE SUGGESTED EXTENSION
- POTENTIAL KROME ALT BIKE PATH
- NORTH CANAL PATH
- SPEEDWAY PATH CONNECTER
- BUSWAY PATH
- STREET NETWORK
- HIGHWAYS (KROME/US-1/TPK)
- STADIUM
- WATER
- AIRBASE
- MOTORSPORTS
- PARKS
- CITY LIMITS



FIGURE 2-5



2.5.3 Hurricane Evacuation Routes

U.S. 1, Florida's Turnpike Extension, and Krome Avenue serve as evacuation routes for residents of Homestead, Florida City, the Florida Keys and South Miami-Dade during the event of an impending disaster, such as a hurricane. The substantial increase in residential growth could severely impact these routes with a major increase in traffic. The coordination of effective evacuation routes for Homestead, Florida City and Monroe County are currently at issue, as the need for safe and effective means of evacuation need to be further explored.

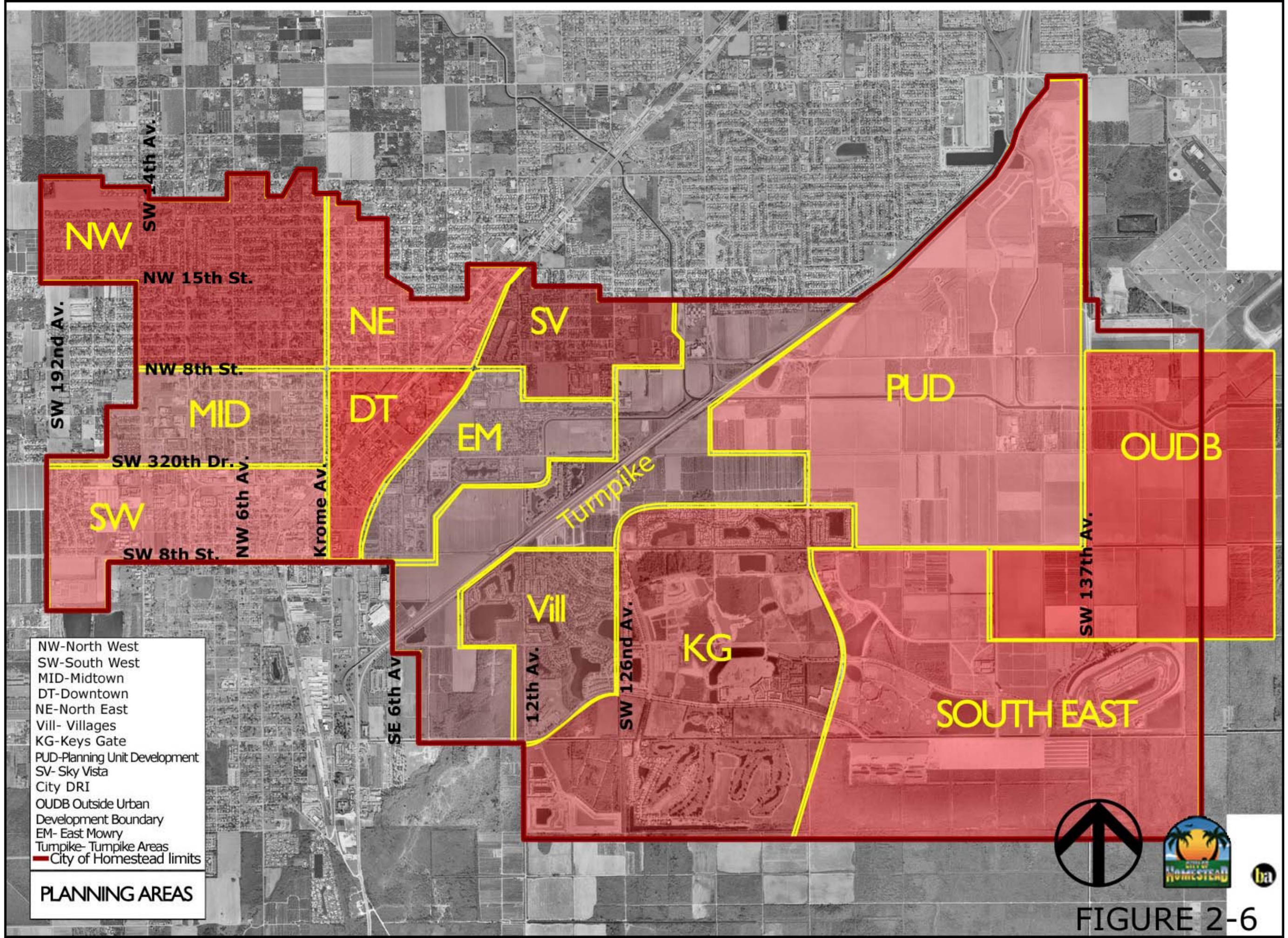
2.6 Planning areas

Figure 2-6 presents the different planning areas within the City of Homestead and have been classified according to functional uses, building types and community character. Figure 2-7 depicts the location of the planning areas within the Community Redevelopment Agency.

2.6.1 Community Redevelopment Area

The City of Homestead Community Redevelopment Area (CRA) is bounded by Redland Road on the West, U.S. Highway 1 on the East, N.W. 9th Court on the North, and S.W. 8th (Lucy) street on the South. It was created in order to enhance and strengthen the vitality of the City of Homestead by establishing a diversified and stable economic base, promoting public and private reinvestment, providing housing opportunities, and promoting historic preservation.

The Community Redevelopment Agency was created by the City in 1994 following Hurricane Andrew under the powers granted by the Legislature. Its goal is to combat neighborhood deterioration and eliminate economic blight in the designated Community Redevelopment Area. The work program for the Agency is defined in the Community Redevelopment Plan. In the Redevelopment Plan, comprehensive strategies were formulated to promote community development in various neighborhoods- Pioneer Village, Pioneer Commerce Park, Pioneer Quarter, and West and Southwest Neighborhoods. In addition, the Agency administers economic development incentives such as the Revolving Loan Fund. It assists in utilizing the benefits of the Empowerment Zone and Enterprise Zone.

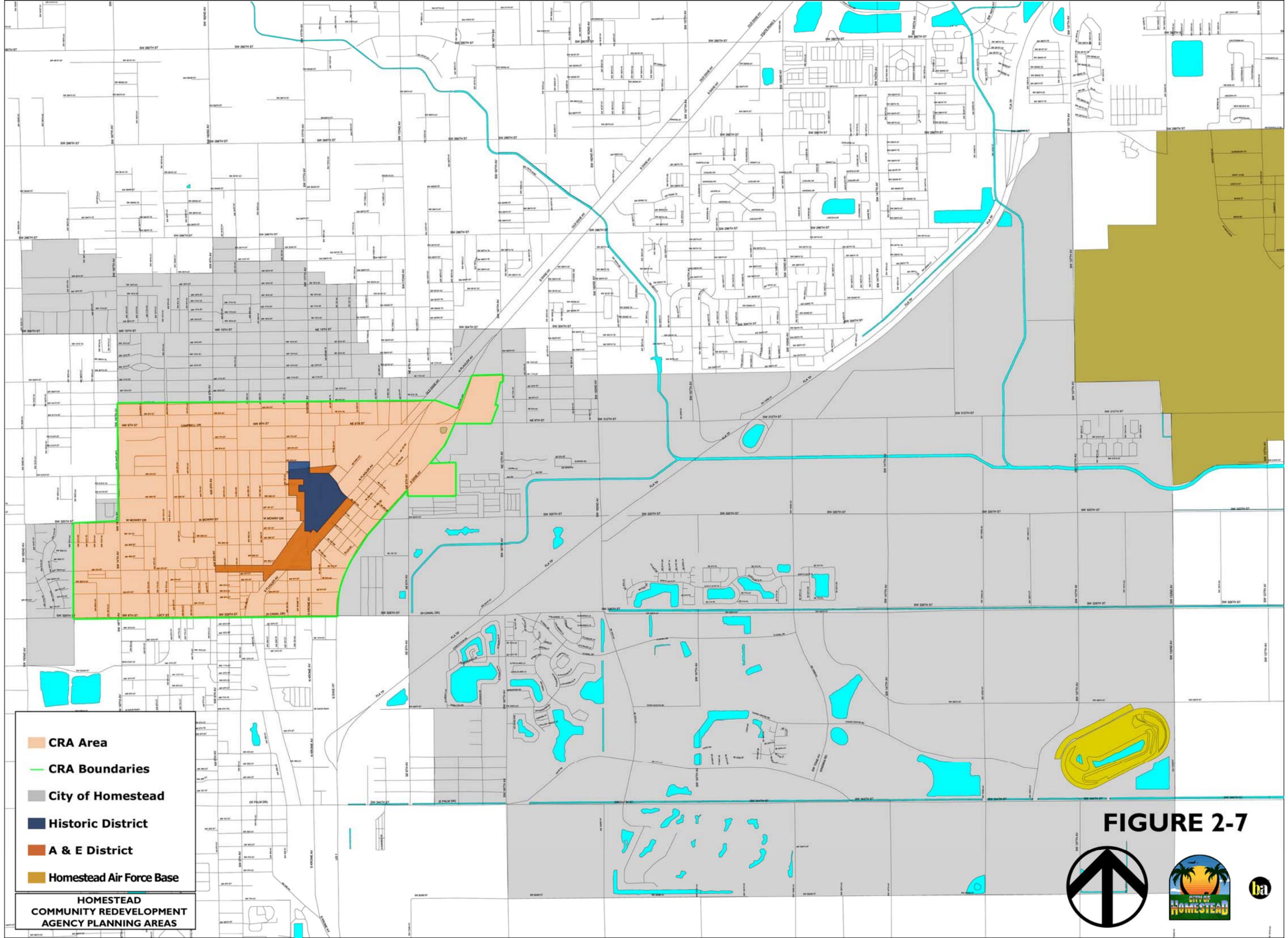


- NW-North West
- SW-South West
- MID-Midtown
- DT-Downtown
- NE-North East
- Vill- Villages
- KG-Keys Gate
- PUD-Planning Unit Development
- SV- Sky Vista
- City DRI
- OUIDB Outside Urban Development Boundary
- EM- East Mowry
- Turnpike- Turnpike Areas
- City of Homestead limits

PLANNING AREAS



FIGURE 2-6



CRA Area
 CRA Boundaries
 City of Homestead
 Historic District
 A & E District
 Homestead Air Force Base

**HOMESTEAD
 COMMUNITY REDEVELOPMENT
 AGENCY PLANNING AREAS**

FIGURE 2-7





2.6.2 Southwest Neighborhood

The Southwest Neighborhood portion of the City of Homestead is approximately 357 acres bounded by W. Mowry Drive on the north, Lucy Street on the south, Redland Road on the west and US1 on the east and encompasses approximately one quarter of the total redevelopment area. Existing land use patterns divide the neighborhood into two distinct sections. SW 4th Street, also known as Martin Luther King Boulevard, is the dividing line between the heavily commercial/industrial northern section of the community and the more residential portion of the community to the south.

The majority of the existing building stock in the Southwest Neighborhood is one to two-story residential structures. Much of the existing residential properties are in need of rehabilitation and can be classified as non-conforming structures. Throughout the neighborhood, the percentage of vacant lots and vacant structures is significant. Several buildings listed on the Miami-Dade County Historical Registry are located within the Southwest Neighborhood. Most of these buildings are 1920's single family wooden vernacular structures.

The CRA has developed a Master Plan for the Southwest Neighborhood, in attempt to implement improvements to make the redevelopment area more attractive to businesses and residents through revised zoning and land use regulations, as well as upgrades to infrastructure.

2.6.3 Historic Downtown

Historic Downtown Homestead is an eight- block district that is home to charming antique shops, art galleries and restaurants and is bounded by Flagler Avenue on the south and NW 4th Street on the north, with Krome Avenue serving as the central artery. Recently renovated, this Florida Main Street Community features restored turn-of-century buildings, including the Old Town Hall, built in 1917. Settled in the latter part of the 19th century, the pioneer spirit lives on in the architecture.

The four-block Historic Business District along Krome Avenue is hugged by the historic Seminole Theatre on one end and the budding ArtSouth on the other - two landmarks that many South-Dade business leaders say will welcome an arts and entertainment district to the area. Other historic structures include the Seminole Theater, Landmark Hotel and the Chamber of Commerce building.

Streets with narrow lanes and wide sidewalks encourage a great amount of pedestrian activity within the historic downtown area.

The City of Homestead's Comprehensive development Master Plan and its Future Land Use Map designates the core of the Downtown Homestead area as Downtown Mixed Use and Light Commercial Use.



2.6.4 Northwest Neighborhood

The Northwest portion of Homestead is located west of South Dixie Highway (US 1) and extends to the western boundary of the City, SW 132nd Avenue and north of Mowry Drive to the northern boundary of the City, SW 288th Street.

The Northwest Neighborhood contains a variety of housing types, a large portion of which are either nonconforming with regard to the City of Homestead's Comprehensive Plan designations, zoning, and platting requirements, or fail to meet minimum housing standards. The City's hospital, currently located within the Northwest Neighborhood, will be relocated to the east side of the City in the near future leaving a major piece of commercial property for redevelopment. Increased development interest in the Northwest Neighborhood has sparked the City Officials to begin to draft a master plan for the area in order to improve the quality of life of the area. A moratorium was adopted by the City in 2005 in order to ensure that no incompatible development would be approved during the time necessary for the City to adopt the Northwest Neighborhood Master Plan.

2.6.5 Pioneer Commerce Park

The area of Pioneer Commerce Park is between North Flagler Ave & US1 and between N.E. 4th Dr. and S.E. 2nd Dr. in Homestead. Pioneer Commerce Park, which is part of the redevelopment area and adjacent to the Southwest Neighborhood, is an area zoned for light industrial and commercial activity. It is the goal of the CRA to attract industry in order to create local jobs in order to provide residents in the redevelopment area with the means to remain in the neighborhood as property values increase.

2.6.6 Homestead Development of Regional Impact Area

The Villages of Homestead Development of Regional Impact Area is a large community developed in southern Miami-Dade County, located southeast of the Florida Turnpike extending East to West between SW 137th Avenue and SW 167th Avenue and North to South from approximately SW 324th Street to SW 352nd Street. The area includes a large motor sports facility, a 100-acre sports facility, residential development, and some office and commercial developments.

2.7 The Villages of Homestead Development of Regional Impact Analysis

The Development of Regional Impact (DRI) Traffic Generation Analysis was completed in October of 2004. The study reports on changes in traffic volumes that will occur with proposed changes to the Application for Development Approval for the Villages of Homestead DRI and compares those traffic volumes to traffic from the original DRI. The changes included the sports and motor sports facilities as well as a reduction of commercial and industrial. It was concluded that the Villages of Homestead DRI as proposed would have



significantly less impact on the regional roadway network than the impacts associated with the originally approved DRI.

2.8 Commercial Development Standards

The purpose and intent of the commercial development standards is to supplement existing development criteria with specific criteria that apply to the overall design of commercial buildings and projects. The commercial development standards also encourage and provide enhanced property development within the established City of Homestead commercial development overlay districts.

The Commercial Development Overlay Districts, as defined by the City of Homestead, are the following:

1. Campbell Drive Corridor
2. NW 14th Avenue / NW 8th Street
3. Flagler Avenue Corridor
4. South Dixie Highway Corridor
5. Pioneer Commerce Park
6. Campbell Drive East Corridor
7. NW 15 Street/Krome Avenue North Limit Corridor
8. Park of Commerce Corridor
9. Southwest Neighborhood

These standards and guidelines incorporate a basic level of architectural design with site design features that incorporate safe and convenient vehicular use areas and pedestrian ways; and streetscape features that intend to result in a comprehensive plan for building design; and site development consistent with the goals, policies and objectives of the City of Homestead Comprehensive Plan.

Objectives to be attained through the commercial development overlay districts are as follows: a) protection of adjacent residential land uses; b) enhancement of the commercial status within the City limits; c) reduction of visual distraction through uniform sign criteria within the different commercial districts; d) enhancement of physical appearance through increased landscaping within the commercial districts; e) implementation of City of Homestead history through street furniture and streetscape; f) increase pedestrian-oriented facilities in both private and public structures; g) implementation of sign regulations within the commercial districts, h) establish development incentives to accomplish these objectives, and i) achieve aesthetic compatibility throughout the established commercial development districts.

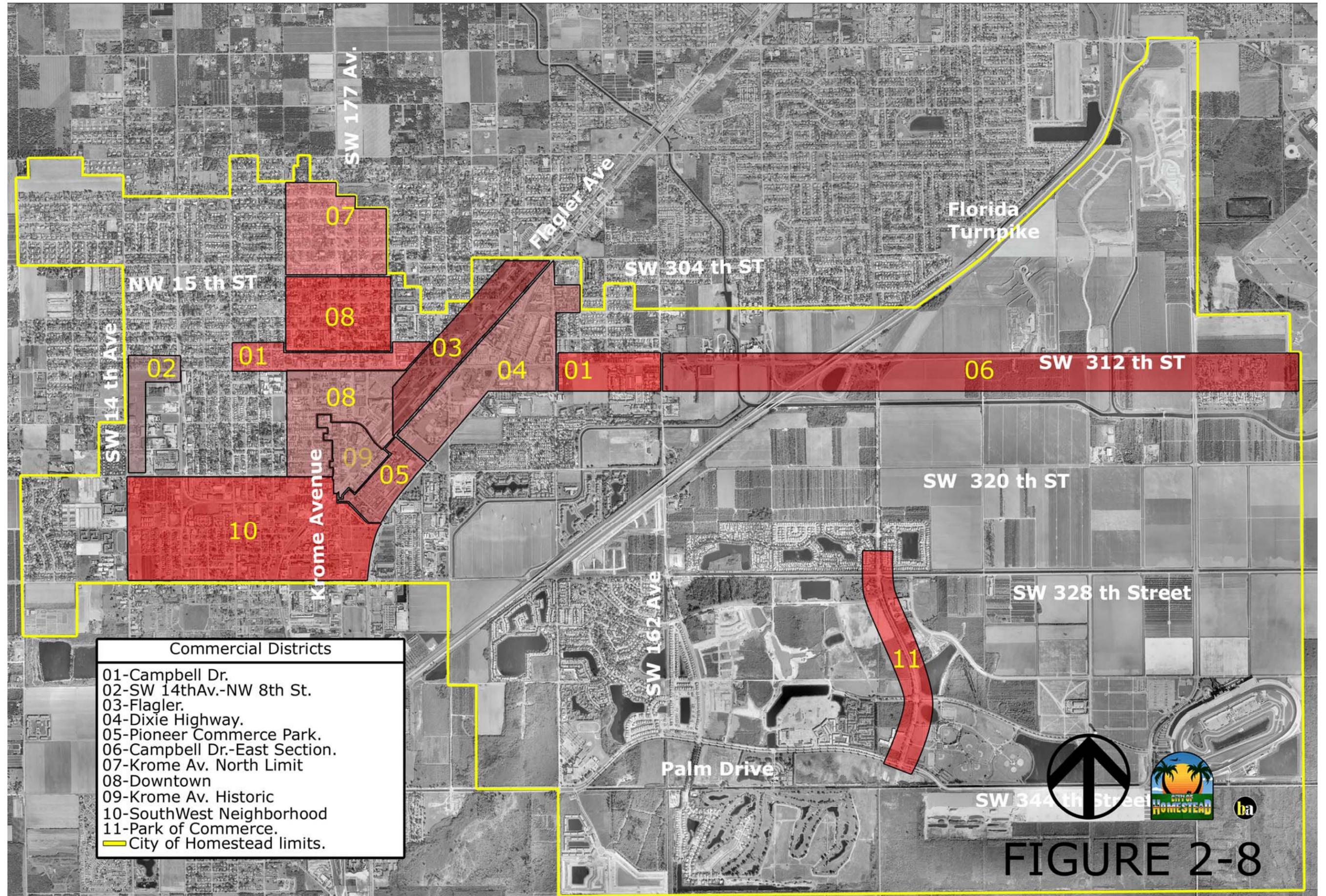
Additionally, transportation and transit-related improvements have been included in the commercial development standards such as the following:



- Parking standards for off-street parking lots
- Cross-access agreements for compatible land uses to alleviate traffic on the main corridors
- Transportation Demand Management improvements such as transit, pedestrian and bicycle
- Multi-modal considerations for developments

Figure 2-8 presents the location of the commercial development overlay zoning areas.

OVERLAY COMMERCIAL DISTRICTS



- | Commercial Districts | |
|---------------------------|----------------------------|
| 01 | Campbell Dr. |
| 02 | SW 14thAv.-NW 8th St. |
| 03 | Flagler. |
| 04 | Dixie Highway. |
| 05 | Pioneer Commerce Park. |
| 06 | Campbell Dr.-East Section. |
| 07 | Krome Av. North Limit |
| 08 | Downtown |
| 09 | Krome Av. Historic |
| 10 | SouthWest Neighborhood |
| 11 | Park of Commerce. |
| City of Homestead limits. | |



2.9 Existing Funding Sources for the City of Homestead

Major sources of funding for the City of Homestead can be classified into two categories, those from the General Fund and those from other fund sources.

2.9.1 General Fund

The General Fund consists of the following revenue sources:

- Ad Valorem Property Taxes
Revenue from Ad Valorem Property Taxes may be used to fund both operating costs and capital projects. The City of Homestead reports that 27% of its total revenue is derived from these taxes.
- Utility Fund Contribution
The City's General Fund receives revenue from the enterprise funds as payment in lieu of taxes, and charges Utility Funds transfer fees to companies operating within the City limits. In addition, an indirect cost allocation rate is applied to the Enterprise Funds for administrative services.
- Building Permits
Fees for building permits and licenses made up approximately 17% of the City's total revenue in 2005-2006. This source is expected to decrease as the City of Homestead's available developable land approached its build-out capacity.
- State Shared Revenues
State Shared Revenues are revenues assessed and collected by the State of Florida, which are then allocated and returned back to the municipalities. Sales tax makes up the largest portion of these revenues. The sales tax, currently 7.5%, is levied on retail sales, commercial rentals, administration fees to entertainment facilities, and motor vehicle sales. The State Shared Revenues made up 13% of Homestead's total revenue for 2005-2006.
- Utility Service Taxes
The City of Homestead's general fund receives 10% of the net utility revenues in the form of utility service taxes.

2.9.2 Other Fund Sources

Other Funds from which the City of Homestead derives funding from include:

- Physical Environment Services – Public Works
Solid Waste Management, Street Maintenance and Recycling are services provided by the City of Homestead Public Works Department. Revenue to fund street maintenance is included in the Ad Valorem Tax Revenue.



- Electric Utility
The City of Homestead maintains facilities for the production, distribution, metering and sale of electricity to residential, commercial and industrial customers within its service area. There are two distribution substations and one transmission substation currently owned and operated by the City. Two additional substations are planned for development, one located within the western portion and one within the eastern portion.
- Water Utility
The water system for the City of Homestead includes a groundwater source, treatment plants, and a distribution and storage network. The South Florida Water Management District is the entity responsible for managing the source water supplies in order to meet existing and future water demands. In 2004-2005, the City's potable water system served over 10,700 metered customers. The number of customers is expected to grow at an annual rate of 2%.
- Wastewater Utility
The City of Homestead's wastewater system consists of a wastewater treatment plant and sanitary sewer system, which encompasses over 89 miles of sewer lines. The treatment plant processes over 1.63 billion gallons of wastewater per year.
- Community Redevelopment Fund
The Community Redevelopment Fund receives revenue mainly form the tax incremental funding (TIF) from a portion of county and city ad valorem taxes within the designated Community Redevelopment Area (CRA).
- Impact Fees
Fees are collected by the City of Homestead in connection with building permits. This revenue goes to fund services such as police, public works, and parks.
- Motorsports Complex
The Homestead Miami Speedway houses a 1.5 mile super speedway oval and a 2.2 mile road course. Opened in November of 1995, the Speedway provides full service facilities for professional auto racing, driver training and tire and fuel testing. The complex was funded primarily by a \$2.16 million lease.



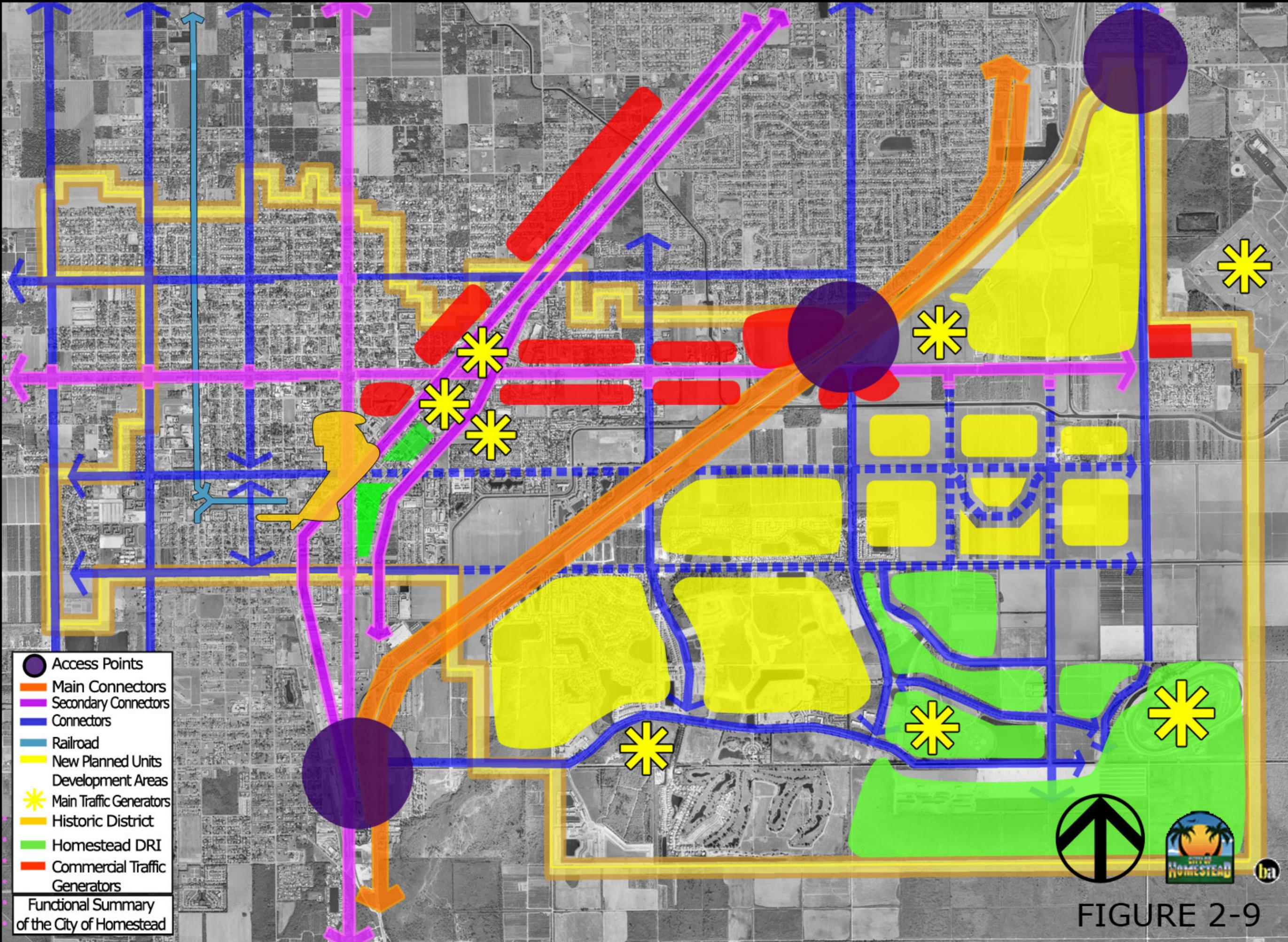
2.10 Planning Conclusions

The analysis and background planning information contained in the previous pages reveals that the growth of the city, the roadway network and growth patterns have established the functional operation of the City of Homestead, with the main connectors to and from Homestead oriented in the North-South direction, which also serve to contain the different planning areas of the City.

Areas located to the east of the Florida Turnpike have been where the growth and development of the City has concentrated in the past years, clearly revealing a need to develop the east-west connectors of the City of Homestead.

In terms of Hurricane Evacuation, the City requires means to improve evacuation routes in connection with Florida City and Monroe County, mainly on the Homestead Extension of the Florida Turnpike. Currently, the City should plan for additional hurricane shelters, which may be provided by the new schools planned in the area east of the HEFT.

Figure 2-9 presents a functional summary of the City of Homestead and Figure 2-10 presents proposed areas for annexation into the City of Homestead.



- Access Points
- Main Connectors
- Secondary Connectors
- Connectors
- Railroad
- New Planned Units
Development Areas
- Main Traffic Generators
- Historic District
- Homestead DRI
- Commercial Traffic
Generators

Functional Summary
of the City of Homestead



FIGURE 2-9

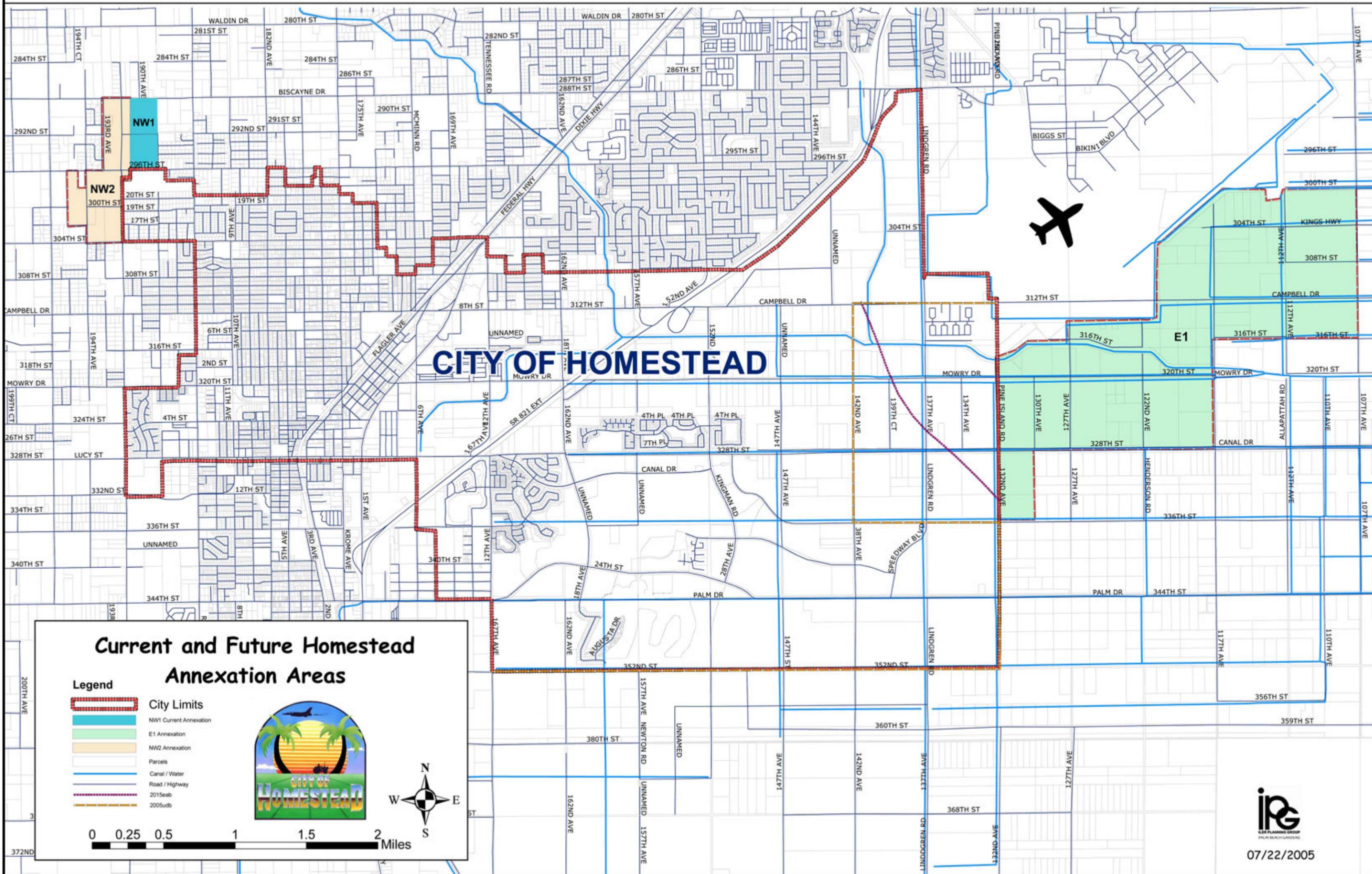


FIGURE 2-10

Chapter 3 - Data Collection

Chapter 3 - Data Collection



Bermello Ajamil & Partners, Inc.



Chapter 3 Data Collection

For the Transportation and Transit Master Plan data was collected for the following disciplines: Traffic, Transit, Parking, Planning, Roadway and Financial Information. The transportation and transit data collection was categorized to include supply and demand information for the different disciplines included in the data collection. The planning data collection effort is included in **Chapter 2** and is comprised of existing and proposed land uses, zoning, existing regulations, existing and proposed traffic generators, and existing planning tools. Existing funding sources are included in **Chapter 2** and incorporate taxes, PTP monies, grants and other financing tools used in the City's different areas.

The supply category includes the existing transportation infrastructure and features to serve the different modes of transportation. The demand category is the amount of vehicular, pedestrian and bicycle traffic; transit ridership; and parking utilization which determines the use per mode of transportation.

3.1 Transportation and Transit Supply

3.1.1 Traffic Supply

The existing traffic supply is comprised of the traffic network characteristics, existing signal timing, and pavement marking and signs, and other traffic control features. This information was collected from the Signs and Signals Division of Miami-Dade County as well as from field observations.

3.1.2 Roadway Supply

Roadway supply is the existing roadway network, including information as existing typical sections to determine existing capacities, roadway features (such as medians, landscape, lighting, etc.), existing roadway classification and access characteristics of the roadway. Figure 3-1 presents the functional roadway classification of the roadway network.

- Urban Principal Arterial-Other (Freeways and Expressways):
This roadway is intended for major circulation movement within the urbanized areas, e.g., Florida Turnpike (SR 821)

The Florida Turnpike, SR 821, known as the Ronald Reagan Expressway, is a tolled facility and the only expressway that runs through the City of Homestead. Within the City of Homestead the Florida Turnpike is a four-lane divided



expressway at 55 MPH section, see Figure 3-2. It also serves as an evacuation route from the Florida Keys, Homestead and Florida City.

- Urban Principal Arterial-Other:

This type of roadway aides in connectivity with other highly urbanized roads. It serves heavy traffic volumes corridors, e.g., South Dixie Highway and Krome Avenue-SW 177th Avenue/SR 997. See Figure 3-3.

Krome Avenue runs through the Historic Downtown District attracting different roadway user traffic such as tourists, local users, and passer-bys. In addition to the vehicular traffic, there is dense pedestrian activity within this area. US-1 is a typical suburban road providing access to main businesses such as banks, restaurants, malls, car dealerships, hotels/motels and other stores. Krome Avenue provides access to mainly local businesses characteristic of the Historic Downtown District.

- Urban Minor Arterial:

This type of roadway is intended for trips of moderate length and it serves to connect within communities but it does not go through neighborhoods, e.g., Campbell Drive (SW 312th Street) Corridor and SW 187th Avenue, see Figure 3-4.

Campbell Drive is a four-lane divided highway with a turn lane in some segments of the roadway. This roadway runs continuously throughout the City of Homestead in the East/West direction providing access to the Florida Turnpike and to the principal arterial system (US 1 and Krome Avenue). New development is currently observed on the eastern section of Campbell Drive (east of the Turnpike) which was currently built as a four-lane roadway up to SW 137th Avenue.

- Urban Collector:

This type of roadway provides a direct circulation through communities, commercial and industrialized areas, e.g., SW 320th Drive and SW 328th Street, Figure 3-5. SW 328th Street is currently a priority for the City of Homestead and is currently being widened to serve as an arterial in the short term.

- Rural Principal Arterial:

Freeways and others that are heavily traveled, commonly used for lengthy travel and where the statewide or interstate, (not applicable to the City of Homestead).



- Rural Major Collector:
Intra-county access where arterials are not readily available. This type of road still collects large amounts of traffic such as the traffic from schools, parks, and important agricultural areas, (not applicable to the City of Homestead).

With the new population growth and great demand that is evident within the City, the roadway network needs to be improved to increase east/west and north/south connection within the City. Additionally, and due to improvements to the roadway network, the City shall address functional classification of the roadway network to meet the current use of the different roadways of the City.

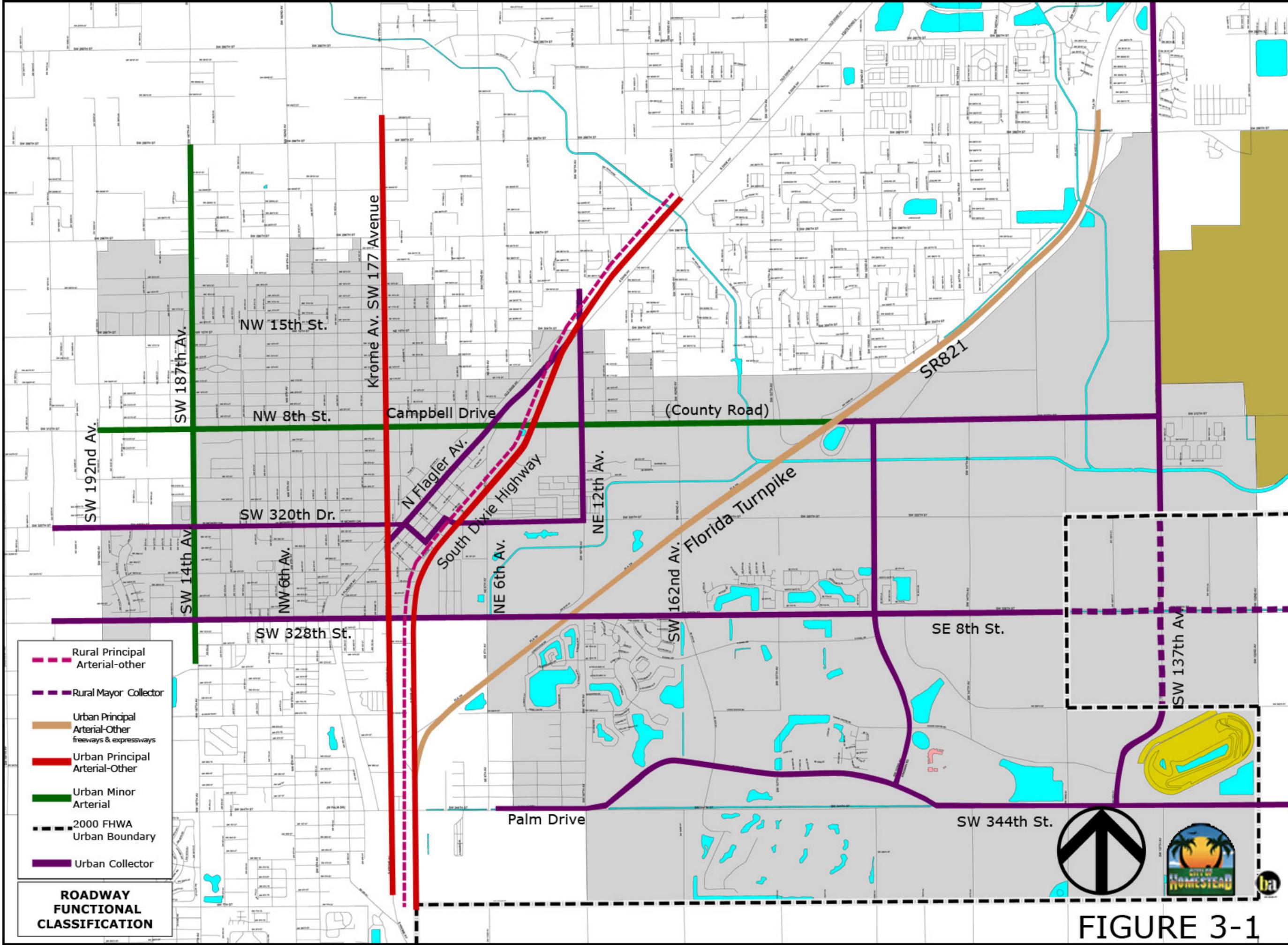


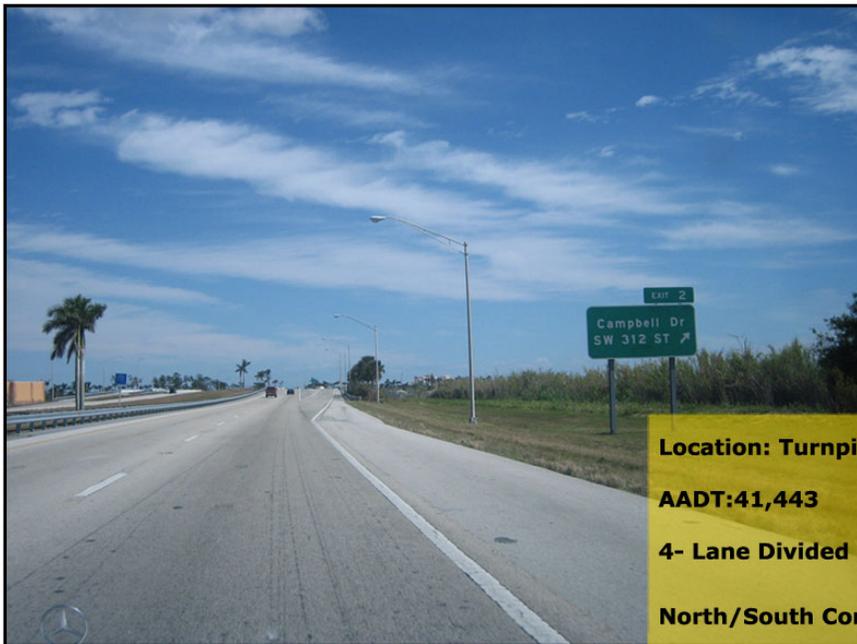
FIGURE 3-1



Figure 3 - 2



Location: Turnpike @ SW 328th
AADT: 28,000
4- Lane Divided Highway
North/South Corridor



Location: Turnpike @ Campbell Dr.
AADT:41,443
4- Lane Divided Highway
North/South Corridor



FIGURE 3-2



Figure 3 - 3



Location: Krome Av. S of Lucy St. (sw 320)

AADT: 12,209

2- Lane Highway

North/South Corridor



Location: US-1 at North of SW 320th St.

AADT: 30,886

4- Lane Highway

North/South Corridor



FIGURE 3-3



Figure 3 - 4



**Location: Campbell Dr. btw/
SW157th & SW 162th Av.
AADT:31,986**

**4- Lane Dived Highway
East/West Corridor**



**Location: Campbell Dr. btw/
KROME & SW 182th Av.
AADT:13,827**

**3-Lane Highway with a Double Left
Turn Lane
East/West Corridor**



FIGURE 3-4



Figure 3 - 5



**Location: SW 328th Street btw/
182th Av. & SW 187th Av.
AADT: 6,998**

3- Lane Highway

East/West Corridor



**Location: Mowry Drive btw/
SW 192 Av. & SW 187 Av.
AADT: 6,850**

2- Lane Highway

East/West Corridor



FIGURE 3-5

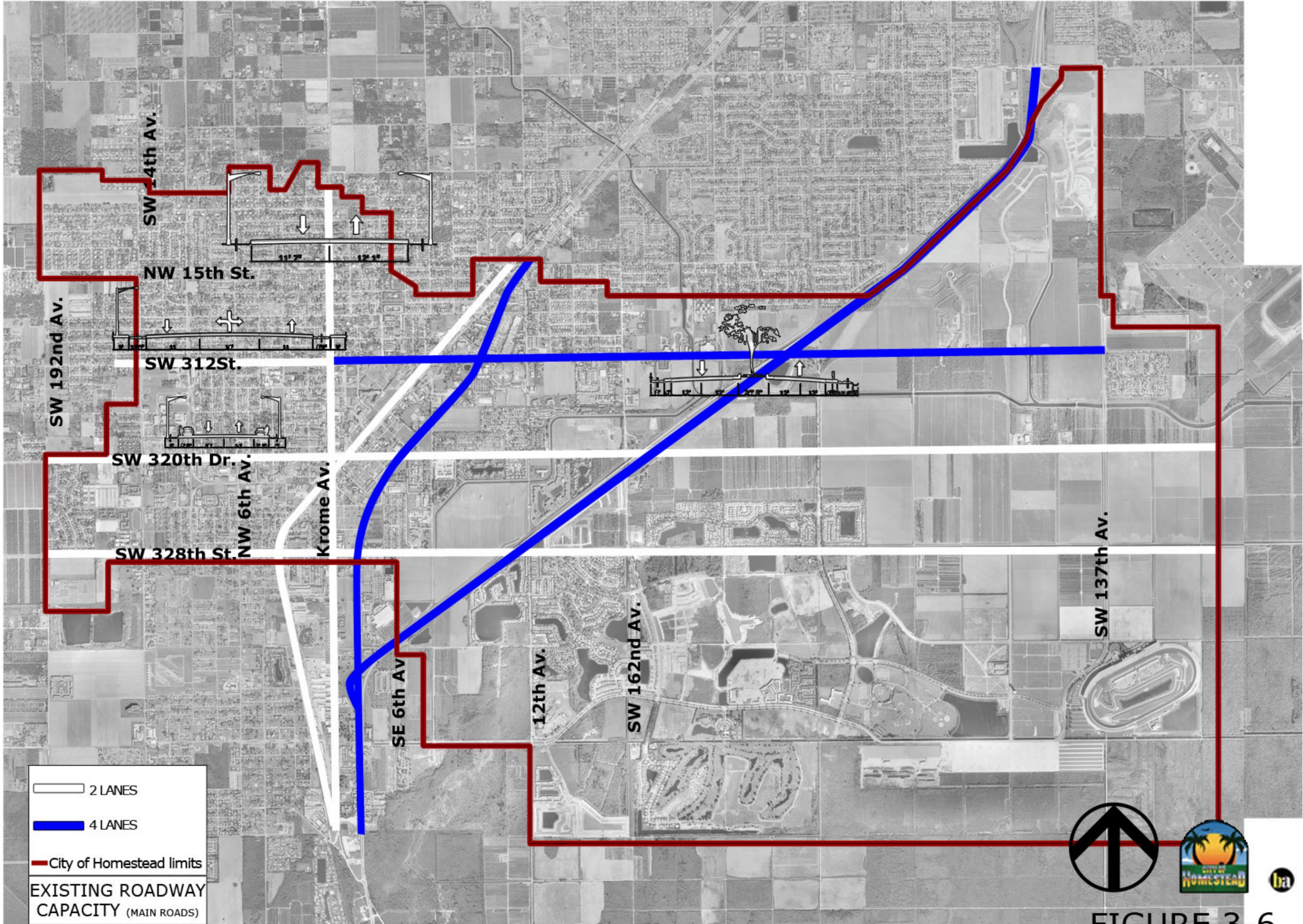


3.1.3 Existing Roadway Capacity

Roadway capacity is defined in terms of the maximum sustainable flow rate at which vehicles or persons can reasonably expect to traverse a point or uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental and control conditions, usually expressed in vehicles per hour, passenger cars per hour, or persons per hour.

A roadway inventory was performed on all arterial and main collector roads of the City of Homestead to determine number of lanes, typical section, roadway features, types of access and other characteristics to determine the existing roadway capacity.

Figure 3-6 presents the existing roadway capacity and a series of typical sections for the main roadways. Appendix 3, Exhibit 3-1 includes a photographic reconnaissance and data collected for the roadway inventory.



2 LANES
 4 LANES
 City of Homestead limits
EXISTING ROADWAY CAPACITY (MAIN ROADS)



FIGURE 3-6



3.1.4 Strategic Intermodal System

The SIS, Strategic Intermodal System is a system that integrates all major transportation facilities to provide economic growth and to improve the quality of life. The SIS is a network that only includes the most important, “High Priority” facilities such as airports, spaceports, deepwater seaports, freight rail terminals, passenger rail, bus terminals, rail corridors, waterways and highways. Most of the SIS facilities are located along State Routes however the FDOT is not responsible for installing or maintaining these facilities. The facilities are planned and funded through a large and diverse group of stockholders.

Within the City of Homestead there are currently three roadways that are part of the Strategic Intermodal System, the Florida Turnpike (SR 821), US-1 from Key Largo to (H.E.F.T.-Homestead Extension of Florida’s Turnpike) and Krome Avenue (SR 997) from US-1/SR-5 to US-27. Figure 3-7 presents the Florida SIS System with a view of the SIS roads located within the City of Homestead.

The SIS has goals that have being developed as well as creating a policy guidance to determine decisions regarding improvements to the system. The goals and guidance reflect the contribution of Transportation Planning at a Federal, State, and local jurisdictions levels. There are a total of five goals which will support assessment, prioritization project selection and program evaluation activities.

Goal 1: “A safer and more secure transportation systems for residents, businesses and visitors.”

It is the utmost concern to provide safety and security. There is an essential need to perform safety enhancement projects to prevent accidents, to facilitate incident response, focus on high-risk fatalities and the help to meet national safety or security standards.

Goal 2: “Effective preservation and management of Florida’s transportation facilities and services.”

This goal is applicable to the conservation of the infrastructure. The usage of the roadway network as well as the facilities must remain intact.

Goal 3: “Increased mobility for people and for freight and efficient operations of Florida’s transportation system.”

Emphasis is on improving efficiently the mobility of passenger and cargo trips on Florida’s highways system from an original to a final destination.



Goal 4: “Enhanced economic competitiveness and economic diversification.”

The enhancement of Florida’s Strategic Plan will be needed to provide a simple flow of goods between regions, statewide and international commerce.

Goal 5: “Enriched quality of life and responsible environmental stewardship.”

The fifth goal relates to the relationship between enhancement of the roadway system and the environment. FDOT and its local governments are aware of the environmental impacts produced by adding to the infrastructure.



3.1.5 Transit Supply

Transit supply is the existing transit routes, transit features such as transit stops, schedules, and operating characteristics such as headways, number of stops, travel times, etc., car/vanpool and park and ride lots. Programmed and under construction transit supply was included in this section of the report.

Transit services provided within the City of Homestead consist of Metrobus service provided by Miami-Dade Transit. The existing transit network is depicted in Figure 3-8 revealing 6 existing routes operating within and in the vicinity of the City of Homestead. Table 3-1 provides the existing bus route name and existing stops. Routes 34, 35, 38 and 70 operate from the Northern section of Homestead and Routes 344 and 301 operate on the Southern section of Homestead. Existing transit features consist of transit stops designated by a transit sign which includes the routes that serve that location.

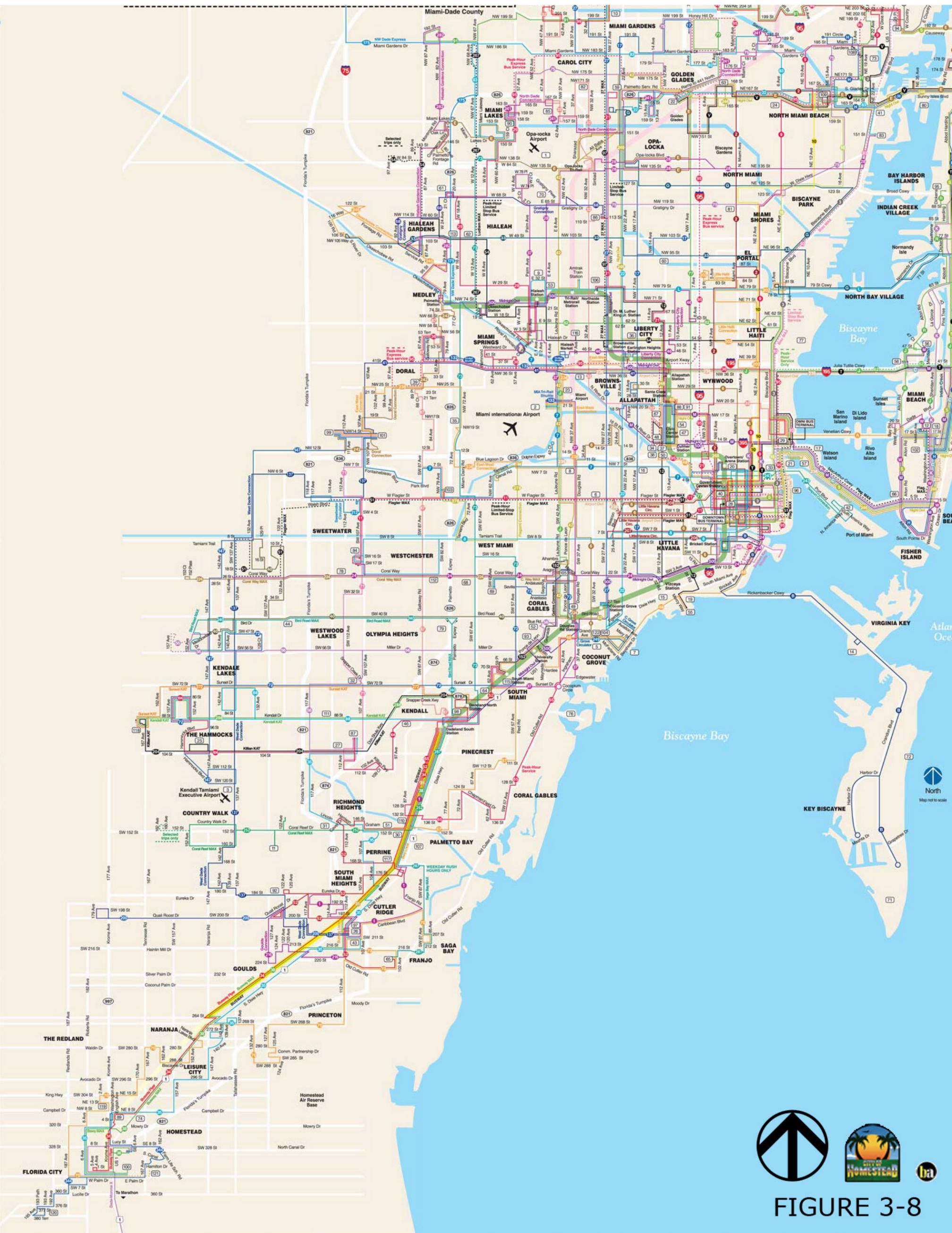


FIGURE 3-8



Table 3 - I: Existing Bus Routes within the City of Homestead

Transit Route Number	Bus Name	Existing Stops
34	Busway Flyer	Florida City City Hall, Homestead, MDC Homestead Campus, US 1, Busway from SW 264 St., SW 244 St. Park & Ride, Southland Mall, SW 168/152 St. Park & Ride, Dadeland South Metrorail Station
35		Miami-Dade College Kendall Campus, Richmond Heights, Busway at SW 184 Street, Southland Mall Park & Ride, South Miami-Dade Government Center, City of Homestead, City of Florida City, Prime Outlets at Florida City, Homestead High School
38	Busway Max	Dadeland South Metrorail Station, Busway, The Falls, SW 152 St/168 St/Southland Mall Park & Ride, Busway SW 216 Street to 264 Street, Cutler Bay, Naranja, Leisure City, US 1, Homestead, Greyhound Bus Station, Florida City, Wal-Mart
70		SW 212 Street/85 Avenue (midday only), South Miami-Dade Government Center, Southland Mall, Cutler Bay, Goulds, Princeton, Homestead Air Reserve Base, Naranja, Homestead, Homestead Hospital, Prime Outlets, Homestead High School, Florida City
301	Dade-Monroe Express	Miami-Dade County: Florida City, Wal-Mart, SW 328 St., Florida City City Hall, W. Palm Dr., US 1, Monroe County (bus stops on hail): Mile Marker 98, Key Largo, Tavenier, Islamorada, Marathon, Mile Marker 50
344		SW 195 Avenue Road, Dade Correctional Institution, SW 187 Avenue, Centro Campesino, Centro Villas, US Post Office, DCF Offices, Florida City City Hall, Homestead High School, Wal-Mart, SW 117 Avenue, South Florida Workforce One Stop Center, MDC Homestead Campus



3.1.6 Parking Supply

Parking supply is the existing on and off-street parking existing in the City of Homestead. A Parking Inventory Study was performed by the Florida Department of Transportation to identify the on and off-street parking availability along Krome Avenue, see Appendix 3, Exhibit 3-2.

The Parking Inventory Study along Krome Avenue was performed from Lucy Street to SW 296th Street, approximately two miles south to SW 328th Street. Krome Avenue provides on-street parking on both sides of the roadway. The study area provides 326 on-street parking spaces and 1,589 off-street parking stalls for a total of 1,915 parking spaces.

During the data collection phase, parking supply in the rest of the City was collected. Basically, the supply consists of off-street parking lots serving commercial, civic, religious, industrial and institutional uses, and on-street parking on local roads serving residential uses. Several parking lots are not marked and in several cases lack paving (such as grass areas used for parking). In addition there are two parking garages that are being proposed in the Downtown area.

3.2 Transportation and Transit Demand

The demand was analyzed through a series of studies to make a better assessment in identifying areas of existing demand as follows:

3.2.1 Traffic Demand

Traffic demand was estimated by collecting traffic volumes per day, as well as per hour and per 15-minute periods. Traffic demand varies by month of the year, day of the week, hour of the day, and intervals within an hour. Therefore, these demand characteristics will be expanded on in the following sections. Traffic data collection raw data is included in Appendix 3, Exhibit 3-3.

The data collection effort entailed 29, 72-Hour volume counts and gathered 14, 6-hour turning movements for the AM peak period 7:00-9:00 AM, mid day peak period 11:00-1:00 PM, and PM peak period 4:00-6:00 PM, throughout the City of Homestead, Florida. The locations were determined according to strategic locations derived from a base map, which is depicted in Figure 3-9.

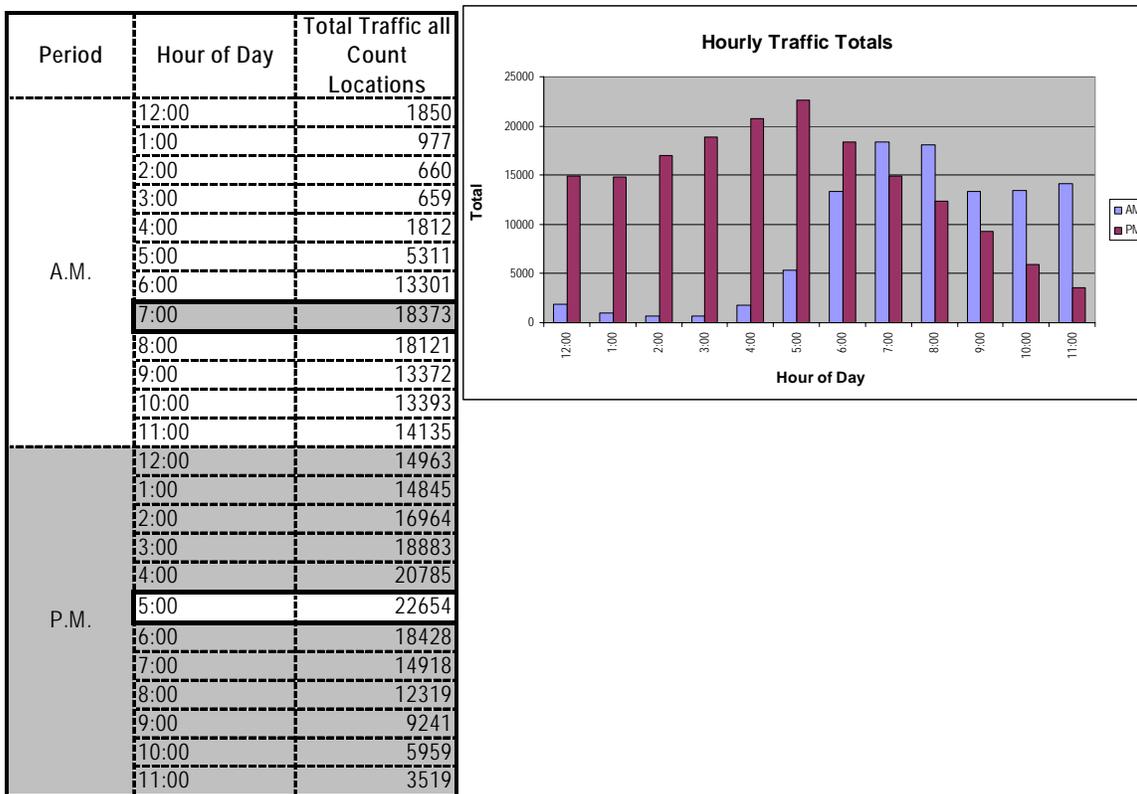
Peak Hour Determination:

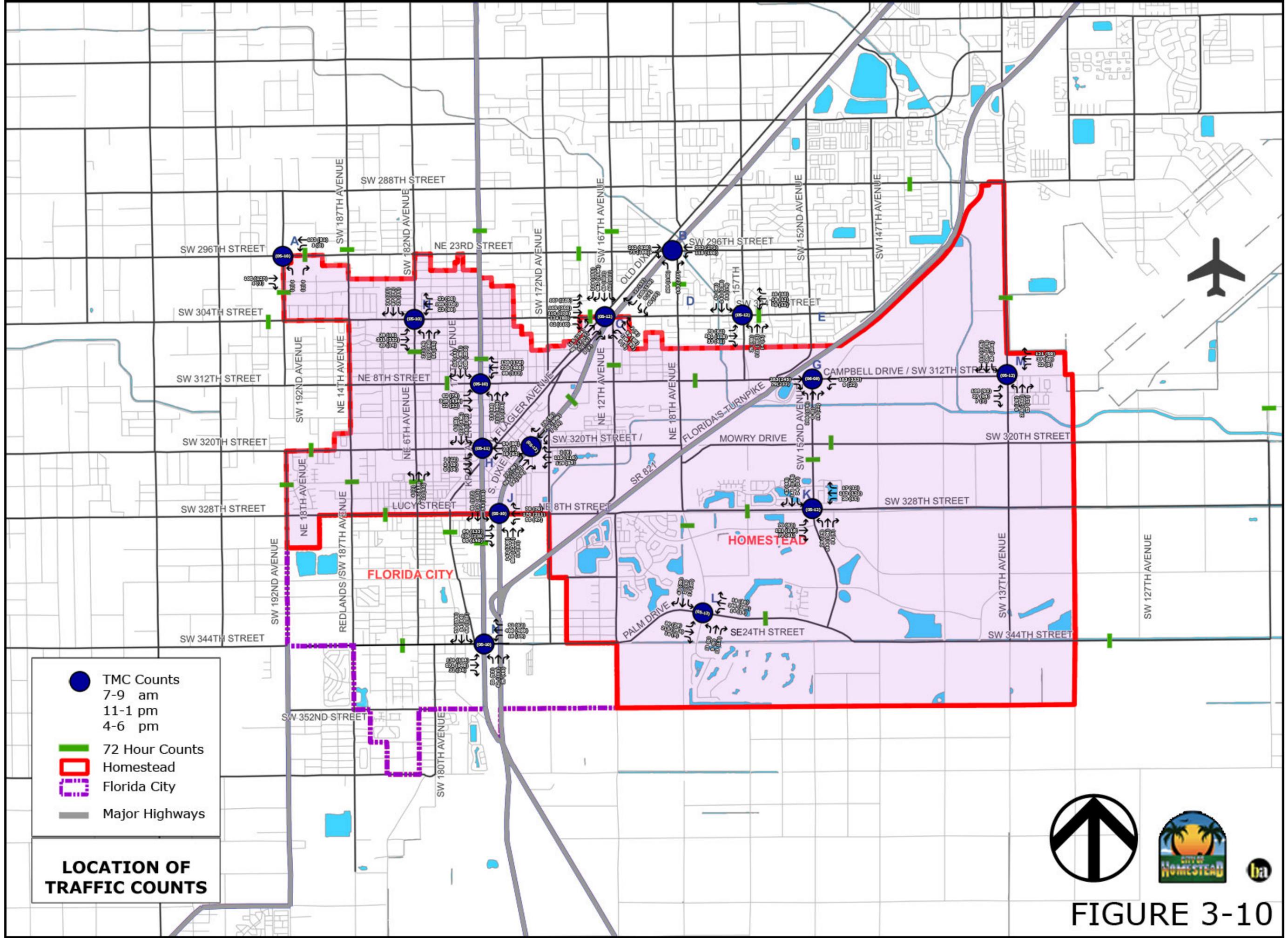
Turning movement counts and volume counts were collected the on a typical weekday of May 10-12, 2005. Turning movement counts were collected manually and volume counts were collected mechanically. Several recounts were performed of a few



locations. Due to this nature there were various data that required careful adjustments to reflect seasonal variations. Once the AM peak-hour, and PM peak hour was determined for each intersection the summary reflected that the peak hours ranged within the 7:00-9:00 and 4:00-6:00. The average of all locations was taken and a standard AM Peak Hour and PM Peak Hour was chosen for this study to be 7:00-8:00 AM and 5:00-6:00 PM, see Chart 3-1. Regarding the additional two hours for the Turning Movements Counts, between 11:00-1:00 PM were used to compare the values to the 72-Hour Volume Counts.

Figure 3 - 9: Peak Hour Determination





- TMC Counts
7-9 am
11-1 pm
4-6 pm
- 72 Hour Counts
- Florida City
- Major Highways

LOCATION OF TRAFFIC COUNTS



FIGURE 3-10



3.2.2 Transit Demand

Transit demand includes use of transit as a means of mobility measured by ridership characteristics.

From the Miami-Dade County Transit Ridership Technical Report, prepared in September 2005 boarding volumes by routes were reported for the local bus routes within the City of Homestead, Table 3-2. Boardings from the Miami-Dade County Transit Report identify the demand for bus routes during weekdays and weekends.

Table 3 - 2: Ridership by Route within the City of Homestead

Routes	Average Weekday	Boarding By Day of Week			Total monthly Boardings
		Weekdays	Saturdays	Sundays	
34-Busway Flyer	930	19,532			19,532
35	2,510	52,718	10,223	9,581	72,522
38-Busway Max	5,438	114,199	16,939	25,301	156,439
70	1,850	37,897	3812	3679	45,388

Source: Miami-Dade County Transit, 9/2005

3.2.3 Parking Demand

The On-Street parking survey revealed that weekday parking was slightly higher than weekend parking, Table 3-3. The Off-Street parking survey revealed that weekday parking was higher than weekend parking Table 3-4. From the study it was concluded that although weekday volumes were higher they never exceeded capacity. Therefore it can be established that Krome Avenue has enough capacity to accommodate On-Street and Off-Street parking for the existing land uses fronting Krome Avenue.



Table 3 - 3: On-Street Parking

Krome Avenue Parking Utilization Study				
On-Street Parking Survey				
Date	Day	Total Number of Parking Spaces	Average Occupancy	Maximum Occupancy
June 23, 2001	Saturday	326	56(17.2%)	77(23.6%)
June 26, 2001	Tuesday	326	72(22.1%)	86(26.4%)
June 28,2001	Thursday	326	74(22.7%)	101(31.0%)

Source: Miller Consulting

Table 3 - 4: Off-Street Parking

Krome Avenue Parking Utilization Study				
Off-Street Parking Survey				
Date	Day	Total Number of Parking Spaces	Average Occupancy	Maximum Occupancy
June 23, 2001	Saturday	1589	356(22.4%)	430(27.1%)
June 26, 2001	Tuesday	1589	564(35.5%)	648(40.8%)
June 28,2001	Thursday	1589	515(32.4%)	625(39.3%)

Source: Miller Consulting

3.3 Field Review Observations

The field review observations were performed Tuesday, Wednesday, and Thursday during the two week period from November 28 to December 9 during the AM and PM peak periods. That is, 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM for operational improvements and during periods of pedestrian and bike activity for pedestrian and bike improvements, i.e. school peak hours. This section provides a summary of field observations for the locations reviewed. Figures 3-11 through 3-19 provide an immediate improvement recommendation for streets and intersections within the City.

Figure 3-11
FIELD REVIEW OBSERVATIONS: Campbell Drive & Kingman

MARKINGS, SIGNS, OTHER CONDITIONS		INTERSECTION OPERATIONS	
<p>Pavement Markings: markings deficiencies were not observed. Signs: a qualitative review of existing signs did not reveal any deficiencies related to signage Other: high level of development in the area currently under construction which includes the new Homestead Hospital.</p>		<ul style="list-style-type: none"> • Northbound queues of up to 15 vehicles • Long queues were able to clear without significant delays • No sight distances concerns • Heavy EB right turn movement during the PM peak hour 	
			
Photo 1	Photo 2	Photo 3	Photo 4
Looking Northbound: queues of up to 15 vehicles were observed during the AM peak hour. However, these queues dissipated without significant delay/	Looking Northbound: another view of the northbound queues during the morning peak hour	Looking Southwest: this intersection serves as the major access route to residential developments located south of the intersection. The picture depicts gateway feature for the Keys Gate development.	Looking Westbound: this picture depicts the typical section on Campbell Drive which consists of a four-lane divided roadway. Traffic from Kingman must traverse four lanes of traffic to access Campbell Drive.
RECOMMENDATIONS		Evaluate the installation of a traffic signal at the intersection based on future traffic volumes (Signal Warrant 8- Highway Network). In addition, install an eastbound exclusive right turn lane to accommodate the high demand for this movement.	

Figure 3 - 11: Field Review Observations - Campbell Drive & Kingman

Figure 3-12
FIELD REVIEW OBSERVATIONS: SW 344 Street at SW 162nd Avenue

MARKINGS, SIGNS, OTHER CONDITIONS		INTERSECTION OPERATIONS	
<p>Pavement Markings: markings are faded on all approached of the intersection. Signs: the stop signs on the northbound approach are not standard and should be replaced. Other: high level of development in the area currently under construction.</p>		<ul style="list-style-type: none"> • Northbound vehicles completed their maneuver in two stages. This traffic waited in the median for a gap in the westbound direction. • Vehicles on SW 162 Avenue must cross four lanes of traffic to complete their movement. • During the AM field review period the northbound approach experienced a higher traffic demand than the southbound approach. • No sight distances concerns. 	
			
Photo 1	Photo 2	Photo 3	Photo 4
Looking Northbound: during some periods during the AM peak hour there was significant demand on SW 344 Street	Looking Northbound: northbound through vehicles crossed the intersection in two stages as shown on this picture. They had to wait for a gap in the westbound direction to proceed through the intersection.	Looking Southbound: this picture depicts a northbound left turning vehicle at the median waiting to proceed westbound. Note that the crosswalk markings are faded.	Looking Northbound: northbound vehicles must cross 4 lanes of traffic to proceed on SW 162 Avenue.
RECOMMENDATIONS		Evaluate the installation of a traffic signal at the intersection based on future traffic volumes (Signal Warrant 8- Highway Network). Also recap pavement markings.	

Figure 3 - 12: Field Review Observations - SW 344 Street at SW 162nd Avenue

Figure 3-13
FIELD REVIEW OBSERVATIONS: Campbell Drive & Turnpike

MARKINGS, SIGNS, OTHER CONDITIONS		INTERSECTION OPERATIONS	
<p>Pavement Markings: markings deficiencies were not observed.</p> <p>Signs: signs at the intersection must be realigned, i.e. Do Not Enter.</p> <p>Other:</p>		<ul style="list-style-type: none"> • Vehicular conflicts at the median opening between SB and NB traffic • U-turns from through lane in the EB direction • The inside lane from the ramp is currently a shared left and right turn; however, the adjacent lane is an exclusive right turn lane. This configuration has the potential for conflicts from concurrent right turning vehicles. 	
			
<p align="center">Photo 1</p>	<p align="center">Photo 2</p>	<p align="center">Photo 3</p>	<p align="center">Photo 4</p>
<p>Looking Eastbound: this picture depicts traffic from southbound Turnpike accessing Campbell Drive.</p>	<p>Looking Southbound: this picture depicts lanes on the northbound ramp to the Florida's Turnpike.</p>	<p>Looking Westbound: during the PM peak hour a high volume of right turning vehicles was observed accessing the southbound on-ramp.</p>	<p>Looking Westbound: westbound left turning vehicle accessing the southbound on-ramp to the Turnpike.</p>
<p align="center">RECOMMENDATIONS</p>		<p>Restrict the eastbound u-turn movement at the intersection at realign the northbound lane from the Turnpike to avoid vehicular conflicts at the intersection. In addition change the lane assignment of the northbound shared left and right turn lane into an exclusive left turn lane.</p>	

Figure 3 - 13: Field Review Observations - Campbell Drive & Turnpike

Figure 3-14
FIELD REVIEW OBSERVATIONS: Campbell Drive & US1

MARKINGS, SIGNS, OTHER CONDITIONS	TRAFFIC SIGNAL OPERATION																	
<p>Pavement Markings: markings deficiencies were not observed.</p> <p>Signs: a qualitative review of existing signs did not reveal any deficiencies related to signage</p> <p>Other:</p>	<ul style="list-style-type: none"> The signal operation is split phase for East-West movements due to a shared left and through lane assignments. High delays for Campbell Drive movements East-West left turn movements are not high and can be handled with a single left turn lane. 																	
	SOP 9 (AM Cycle Length: 100 Seconds, PM Cycle Length: 100 Seconds)																	
		<table border="1"> <thead> <tr> <th></th> <th>AM Peak</th> <th>PM peak</th> </tr> </thead> <tbody> <tr> <td>Φ1</td> <td>7G + 3Y</td> <td>7G + 3Y</td> </tr> <tr> <td>Φ3</td> <td>29G + 4Y + 2R</td> <td>29G + 4Y + 2R</td> </tr> <tr> <td>Φ4</td> <td>25G + 4Y + 2R</td> <td>23G + 4Y + 2R</td> </tr> <tr> <td>Φ6</td> <td>18G + 4Y + 2R</td> <td>19G + 4Y + 2R</td> </tr> </tbody> </table>		AM Peak	PM peak	Φ1	7G + 3Y	7G + 3Y	Φ3	29G + 4Y + 2R	29G + 4Y + 2R	Φ4	25G + 4Y + 2R	23G + 4Y + 2R	Φ6	18G + 4Y + 2R	19G + 4Y + 2R	
	AM Peak	PM peak																
Φ1	7G + 3Y	7G + 3Y																
Φ3	29G + 4Y + 2R	29G + 4Y + 2R																
Φ4	25G + 4Y + 2R	23G + 4Y + 2R																
Φ6	18G + 4Y + 2R	19G + 4Y + 2R																
Photo 1	Photo 2	Photo 3	Photo 4															
Looking Westbound: the exclusive eastbound left turn lane is too short and is currently under-utilized.	Looking Eastbound: the westbound movement experiences cycle failures during the AM peak hour.	Looking Eastbound: as shown on this picture, during some cycles, the demand for the left turn movement was low.	Looking Eastbound: the exclusive westbound left turn lane is sufficient to accommodate the current demand for this movement.															
RECOMMENDATIONS	Convert the eastbound and westbound shared through + left turn lanes into exclusive left turn lanes and operated as concurrent left turn movements. Also extend the eastbound left turn lane.																	

Figure 3 - 14: Field Review Observations - Campbell Drive & US1

Figure 3-15
FIELD REVIEW OBSERVATIONS: SW 328th Street & US1

MARKINGS, SIGNS, OTHER CONDITIONS		TRAFFIC SIGNAL OPERATION			
<p>Pavement Markings: Pavement markings are faded and need recapping.</p> <p>Signs: a qualitative review of existing signs did not reveal any deficiencies related to signage</p> <p>Other:</p>	<ul style="list-style-type: none"> • Single lane WB experiences excessive delay during peak hours • WB left turning traffic blocks through traffic 				
	SOP 2 (AM Cycle Length: 100 Seconds, PM Cycle Length: 100 Seconds)				
		AM Peak	PM peak		
	Ø1	Ø2	Ø3		
	Ø1	Ø2	Ø3	5G + 3Y	8G + 3Y
				54G + 4Y + 1R	51G + 4Y + 1R
				28G + 4Y + 1R	28G + 4Y + 1R
Photo 1	Photo 2	Photo 3	Photo 4		
Looking Northbound: the north-south left turn movements are operated under a permissive phase.	Looking Southeast: the westbound movement experiences significant delays during the AM peak hour.	Looking Eastbound: the westbound movement experiences significant delays during the AM peak hour.	Looking Northbound: the east-west approaches do not align. This results in northbound vehicles weaving through the intersection.		
RECOMMENDATIONS	Install eastbound left turn bay and align the east-west approaches. The eastbound and westbound movements should be operated as protected-permissive.				

Figure 3 - 15: Field Review Observations - SW 320th Street & US1

Figure 3-16
FIELD REVIEW OBSERVATIONS: SW 328th Street & Krome Avenue

MARKINGS, SIGNS, OTHER CONDITIONS		TRAFFIC SIGNAL OPERATION					
<p>Pavement Markings: pavement and markings in poor condition.</p> <p>Signs: a qualitative review of existing signs did not reveal any deficiencies related to signage</p> <p>Other:</p>	<ul style="list-style-type: none"> High delays for the WB left turn movement. Left turning vehicles are only able to complete their movement at the end of the green interval. 						
	SOP 1 (AM Cycle Length: 70 Seconds, PM Cycle Length: 75 Seconds)						
		AM Peak		PM peak			
Ø1	Ø2	Ø1	23G + 4Y + 1R	26G + 4Y + 1R			
Ø2	Ø1	Ø2	38G + 4Y	40G + 4Y			
Photo 1	Photo 2	Photo 3	Photo 4	Photo 1	Photo 2	Photo 3	Photo 4
SE Corner: pavement and markings are in poor condition at the intersection.	Looking Westbound: this picture depicts eastbound left turning vehicles completing their maneuvers at the end of the green interval.	Looking Eastbound: for the segment from Krome Avenue to US 1 the inside lane becomes a trap lane at the intersection.	Looking Northbound: during the AM peak hour the northbound movement did not experience significant demand.				
RECOMMENDATIONS		Mill and resurface the intersection and operate the north-south left turn movements as protected-permissive. This operation will improve the operation of the north-south left turn movements.					

Figure 3 - 16: Field Review Observations - SW 320th Street & Krome Avenue

Figure 3-18
FIELD REVIEW OBSERVATIONS: Campbell at Turnpike (Guardrail Installation)

MARKINGS, SIGNS, OTHER CONDITIONS

Pavement Markings: markings deficiencies were not observed.

Signs: signs at the intersection must be realigned, i.e. Do Not Enter.

Other: the guardrail installation along SW 312 Street underneath the Florida's Turnpike overpass was evaluated and several deficiencies were found. These deficiencies included damaged guardrail and posts too far apart to effectively serve as a rigid barrier to shield against the overpass columns.



Photo 1

Looking Eastbound: the guardrail posts should be more closely spaced in the area in front of the bridge columns.



Photo 2

Looking South: this picture depicts the long spacing between posts for the piers located in the median.



Photo 3

Looking South: another view of the existing guardrail installation on the median. Please note the long post spacing.



Photo 4

Looking Westbound: the end treatment shown on this picture is not appropriate and should be redesigned.

RECOMMENDATIONS

Redesign guardrail underneath the Turnpike overpass to ensure the piers are properly shielded. In addition, replace the guardrail at those locations that maintenance is needed.

Figure 3 - 18: Field Review Observations - Campbell at Turnpike (Guardrail installation)

Figure 3-19
FIELD REVIEW OBSERVATIONS: SW 328 Street at Turnpike

MARKINGS, SIGNS, OTHER CONDITIONS

Pavement Markings: markings deficiencies were not observed.

Signs: signs at the intersection must be realigned, i.e. Do Not Enter.

Other: the guardrail installation along SW 328 Street approaching the Turnpike overpasses was evaluated and several deficiencies were found. These deficiencies included damaged guardrail and posts too far apart to effectively serve as a rigid barrier to shield against the overpass columns.

			
Photo 1	Photo 2	Photo 3	Photo 4
<p>Looking North: damaged guardrail on the north side of SW 328 Street at the intersection with SW 167th Avenue.</p>	<p>Looking Southwest: guardrail posts are two far apart to effectively shield against the overpass columns.</p>	<p>Looking Westbound: substandard guardrail installation underneath the Turnpike overpass at SW 328 Street.</p>	<p>Looking West bound: substandard guardrail installation along SW 328 Street approaching Turnpike.</p>
RECOMMENDATIONS	<p>Redesign guardrail along SW 328 Street approaching the Turnpike to ensure it can shield the overpass columns. In addition, replace the guardrail at those locations that maintenance is needed.</p>		

Figure 3 - 19: Field Review Observations - SW 328 Street at Turnpike



3.4 Conclusions

According to the SIS criteria for classification the three SIS roads located in Homestead are “SIS Corridors” and run on the North/South direction within the city limits. The City of Homestead shall integrate an East-West transportation system that will allow better connectivity to these roadways for future expansion and development within the city.

Currently, the main East/West roads are SW 312th Street, SW 320th Street and SW 328th Street, and SW 320th Street which do not run continuously in the east-west direction. Therefore, improvements to SW 328th Street are crucial to alleviate traffic along Campbell Drive.

The following chapter discusses existing conditions of the transportation and transit networks, and evaluates the existing level of service of both, traffic and transit within the City of Homestead.

Chapter 4 - Existing Transportation Network

Chapter 4 - Existing Transportation Network



Bermello Ajamil & Partners, Inc.



Chapter 4 Existing Transportation Network

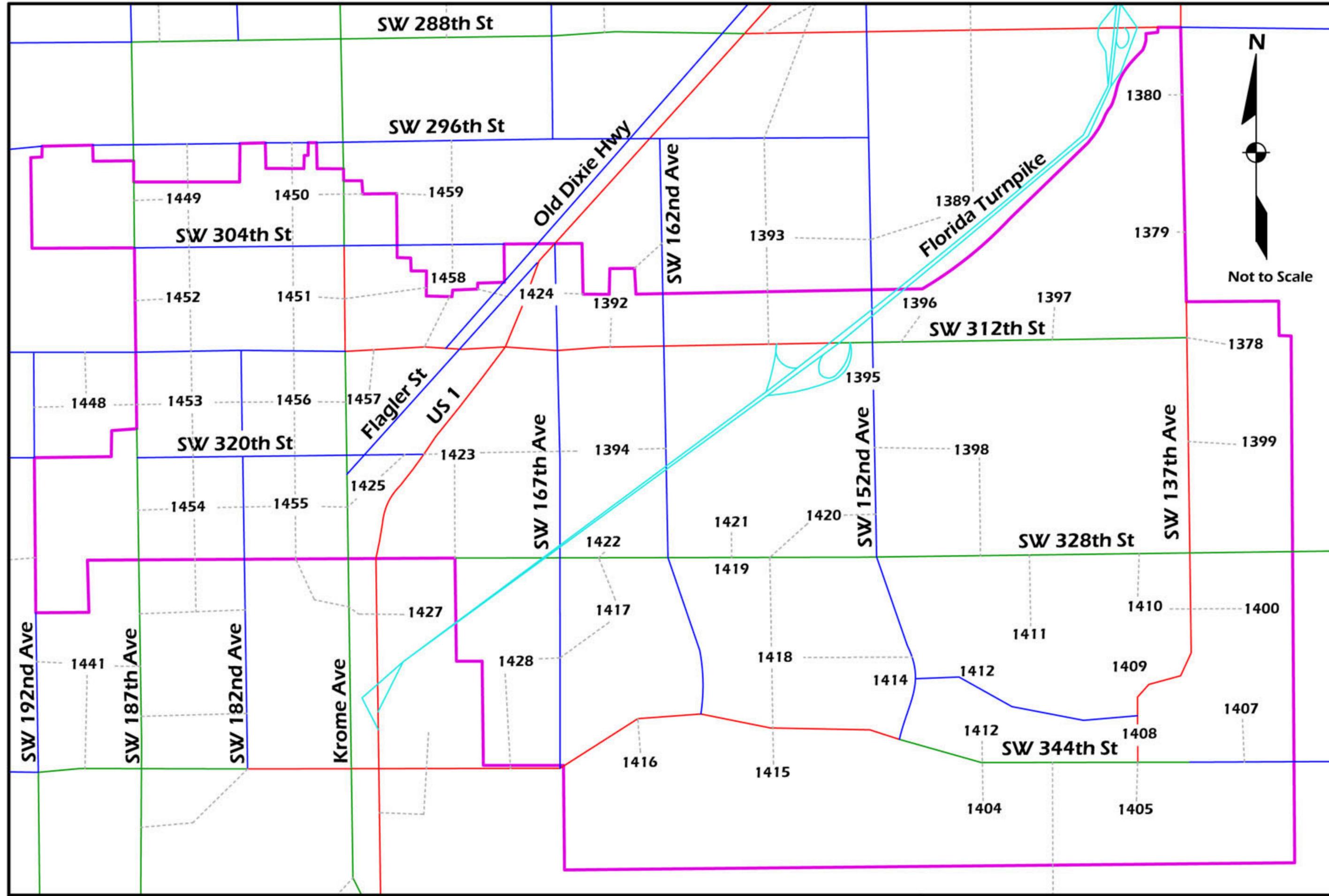
4.1 Traffic Conditions

Existing traffic volumes were determined by using a base year sub-area model which was comprised of a validation effort utilizing the collected traffic counts in May 2005, supplemented by an inventory of existing land uses, proposed developments and socioeconomic data. The socioeconomic data used for the established the 2005 base year is the most current available from the City of Homestead, Development Services Department. The objective of this effort is to more closely reflect current traffic volumes through a demand model validation for the base year 2005.

Traffic Analysis Zones (TAZ), as defined by Miami-Dade County Planning and Zoning Department were used as a means to subdivide the city in a system of zones where existing socioeconomic data was reflected and in order to represent the existing transportation network in the City. Figure 4-1 depicts the modeling area and the TAZ numbers within city limits.

4.1.1 Methodology

The socioeconomic data (ZDATA) for the traffic analysis zones (TAZs) located within City of Homestead was taken from census data and updated with the most current data from the City. Model adjustments were made to the base year 2005. The ZDATA for TAZ's outside the study area were converted from 2000 to 2005 by interpolating between the 2000 and 2030 model years. As part of this effort the model TAZ structure within the sub-area were updated to allow for a more detailed analysis of the model.



Not to Scale

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 Advanced Transportation
 Engineering Consultants
 12905 SW 42 St, Suite 209
 Miami, FL 33175
 Phone: (305) 480-9938
 Fax: (305) 480-9964

Legend

- Type 1
- Type 2
- Type 3
- City Limits
- Florida Turnpike
- Centroid Connector

City of Homestead Transit and Transportation Master Plan

Study Area

FIGURE 4-1



4.1.2 Sub-Area Model Validation for the City of Homestead

The comparison of the traffic volumes recently collected and the model run for 2005 shows a significant difference between the two counts. Table 4-1 shows a comparison of the forecasted volumes and the actual counts.

Table 4 - I: 2005 Model to 2005 Count Comparison

Location	Model Counts and Volumes		Volume to Count Ratio
	Model Volumes	Counts	
SW 296th Street/W 172nd Ave and 167th Ave	4,423	6,446	0.69
SW 304th Street Just West of Old Dixie Highway	5,016	15,528	0.32
SW 312th Street/W 162nd and 158th Ave	22,961	31,888	0.72
SW 312th Street b/w 182nd and 177th Ave	10,606	13,914	0.76
SW 328th Street b/w 157th and 152nd Ave	2,783	6,394	0.44
SW 328th Street b/w 187th and 182nd Ave	4,014	6,996	0.57
SW 344th Street Just East of 137th Ave	1,021	3,164	0.32
SW 344th Street b/w 187th and 182nd Ave	5,396	17,015	0.32
Palm Drive b/w SW 157th & 152nd Ave	1,893	7,519	0.25
South Dixie Highway b/w SW 312th & 320th St	20,709	31,214	0.66
SW 137th Avenue b/w 304th and 312th St	7,767	14,137	0.55
SW 137th Avenue b/w 320th and 328th St	3,833	6,820	0.56
SW 152nd Avenue b/w 320th and 328th St	1,366	6,001	0.23
SW 162nd Avenue b/w 296th and 304th St	5,073	7,358	0.69
SW 162nd Avenue Just South of 328th St	2,367	6,245	0.38
SW 167th Avenue Just North of 312th St	3,797	4,265	0.89
SW 177th Avenue b/w 304th and 312th St	14,466	20,145	0.72
SW 177th Avenue Just South of 328th St	2,983	12,365	0.24
SW 182nd Avenue b/w 320th and 328th St	5,188	6,129	0.85
SW 187th Avenue Just North of 296th St	4,072	4,868	0.84
SW 192nd Avenue b/w 320th and 328th St	2,614	2,587	1.01
Average V/C Ratio			0.53



4.1.3 Socioeconomic Data Update

A key component of accurately forecasting the travel demand for the future year scenarios is to validate model within the study area. The first step in the validation process was to update the socioeconomic data in the model with the most recent information on existing and approved developments. A detailed assessment of the land use changes since 2000 was performed as part of this effort. The City of Homestead Development Services Department provided a spreadsheet with current and approved developments within the City. In addition, the City provided all traffic impact studies performed for new developments. The information contained in these reports was also used as an additional source of socioeconomic data. It should be noted that these sources of socioeconomic data did not include projects from the period from 2000 through 2002. Therefore, the base year was estimated using the available data from 2002 through 2005, see Table 4-2. The development information compiled from the City was then located by TAZ to be able to update the ZDATA files. Furthermore, for the transportation analysis zones (TAZs) located partially or entirely within City of Homestead the socioeconomic data for the years 2000 and 2030 were considered as the base year input and fully developed scenario respectively. Since the information obtained only included the number of residential units built and did not include detailed household information, the following assumptions were used to develop the socioeconomic data needed to update the ZDATA files.

- The population of each TAZ within the study area would never exceed the year 2030 value, and these magnitudes could be achieved no later than year 2030.
- TAZs with the city were classified into two groups: the TAZs with and without new developments. For the TAZs with new developments, the household distributions, households with children and without children, were assumed to be similar to the household distributions in west Kendall area. This assumption was based in the significant increase in residential units in the newly developed areas of the city. The new city residents live in the city but travel to work outside the city limits. TAZ 1248 which is bound by the following roadways: SW 96 Street on the north, SW 104 Street on the south, SW 167 Avenue on the west, and SW 162 Avenue on the east. Figure 4-2 depicts the general area where this TAZ is located.
- The population for each TAZ was checked against the counterpart of year 2030. If the population was more than the 2030s, the ratio was readjusted until both populations matched. For the population less than the 2030s, the growth rates from 2000 to 2005 were used for the future years. If the population cannot reach the cap values of year 2030 during the period from 2005 to 2030, the growth rate from year 2005 to 2030 were used instead of the one from year 2000 to 2005.
- For the TAZs without new development in Homestead City, the ratio of households with/without children to the total number of households in each TAZ was assumed to grow linearly between years 2005 and 2030. The number of zonal households with/without children in 2005 was used to factor the average magnitude of person per households with/without children, vehicles per households with/without children,

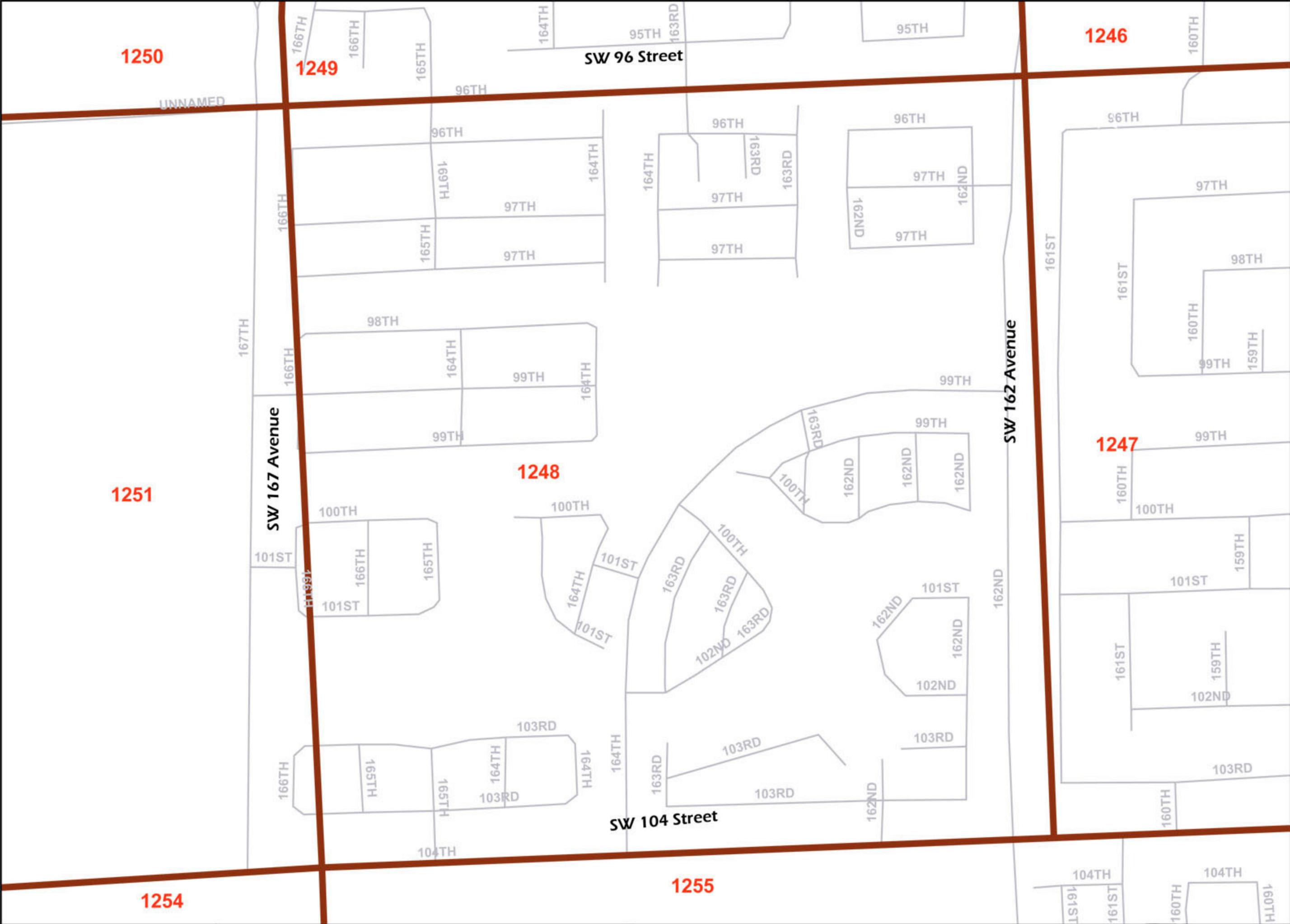


and workers per households with/without children. The total number of these zonal Zdata1a variables was then derived.

- For the number of hotel/motel occupied rooms in each zone and zone type, the values of years 2005 and 2010 were assumed to be the same as year 2000's, and year 2020's were assumed to be the same as year 2030's.
- For TAZs located outside the Homestead City, the zonal growth rates of all variables except the last two of Zdata1a were interpolated linearly between years 2000 and 2030. The projection of these socioeconomic data for 2005, 2010 and 2020 were derived by multiplying the growth rate with increment. The number of hotel/motel occupied rooms and zone type were again assumed that years 2005 and 2010 are the same as 2000, and 2020 is the same as 2030.

Table 4 - 2: Base Year 2005 Model ZDATA and ZDATA 2 Revisions

Categories		2005 Model		Percent Change
		Original	Revised	
ZDATA1A	Households without Children (< 18 Years of Age)	12,346	10,195	-17.4
	Households with Children	8,362	10,954	31.0
	Autos in Households without Children	23,820	19,466	-18.3
	Autos in Households with Children	22,250	28,982	30.3
	Workers in Households without Children	18,215	14,964	-17.9
	Workers in Households with Children	15,688	20,509	30.7
	Persons in Households without Children	26,535	21,874	-17.6
	Persons in Households with Children	35,422	46,310	30.7
	All Types of Occupied Hotel/Motel Rooms	470	465	-1.1
ZDATA2	Industrial Employment	2,714	1,997	-26.4
	Commercial Employment	4,342	2,378	-45.2
	Service Employment	7,248	5,932	-18.2
	Total Employment	14,296	10,307	-27.9
	School Enrollment	15,032	14,797	-1.6





4.1.4 Population Projections

The updated socioeconomic data was used to estimate the current population within the city. The population estimation was performed after updating all the TAZ within City of Homestead. For TAZs that were not entirely within city limits the percent of the area within city limits were determined using GIS by overlaying shape files containing the individual TAZs and the city limits. Furthermore, some refinements of the population densities were made based on aerial photography. Based on this analysis the base year population for the city is 51,336. This estimate is almost identical to a population estimation performed independently by another consultant. In that case the methodology used was based on water service areas for the City of Homestead. Appendix 4, Exhibits 4-1, 4-2, 4-3, and 4-4 depict the population estimates per TAZ for the base year 2005. Please note that adjustments to the column labeled percent population in Homestead were made to TAZs 1378, 1448, 1449, and 1450. These TAZs are denoted in bold in the table in the estimation tables.

4.1.5 Model Volumes Adjustment Procedure

The Screenline Procedure, as outlined in NCHRP 255, (Highway Traffic Data Urbanized Area Project Planning and Design), was used to adjust forecasted traffic volumes for future years, see Table 4-3 and Figures 4-3, 4-4, 4-5 and 4-6. The Screenline Procedure includes two types of adjustments, Ratio Adjustment, and Difference Adjustment. These two ratios are calculated and the average of the two factors is applied to the volumes of the links under consideration. The purpose of the adjustment is to account for probable assignments errors in the model and is represented with the following two relationships.

$$\text{RATIO} = (\text{COUNT}/A_b) \times A_f$$

$$\text{DIFFERENCE} = (\text{COUNT} - A_b) + A_f$$

Where,

COUNT = Actual base year traffic count

A_b = Base year traffic assignment

A_f = Future year traffic forecast

RATIO = Ratio adjusted future year link forecast

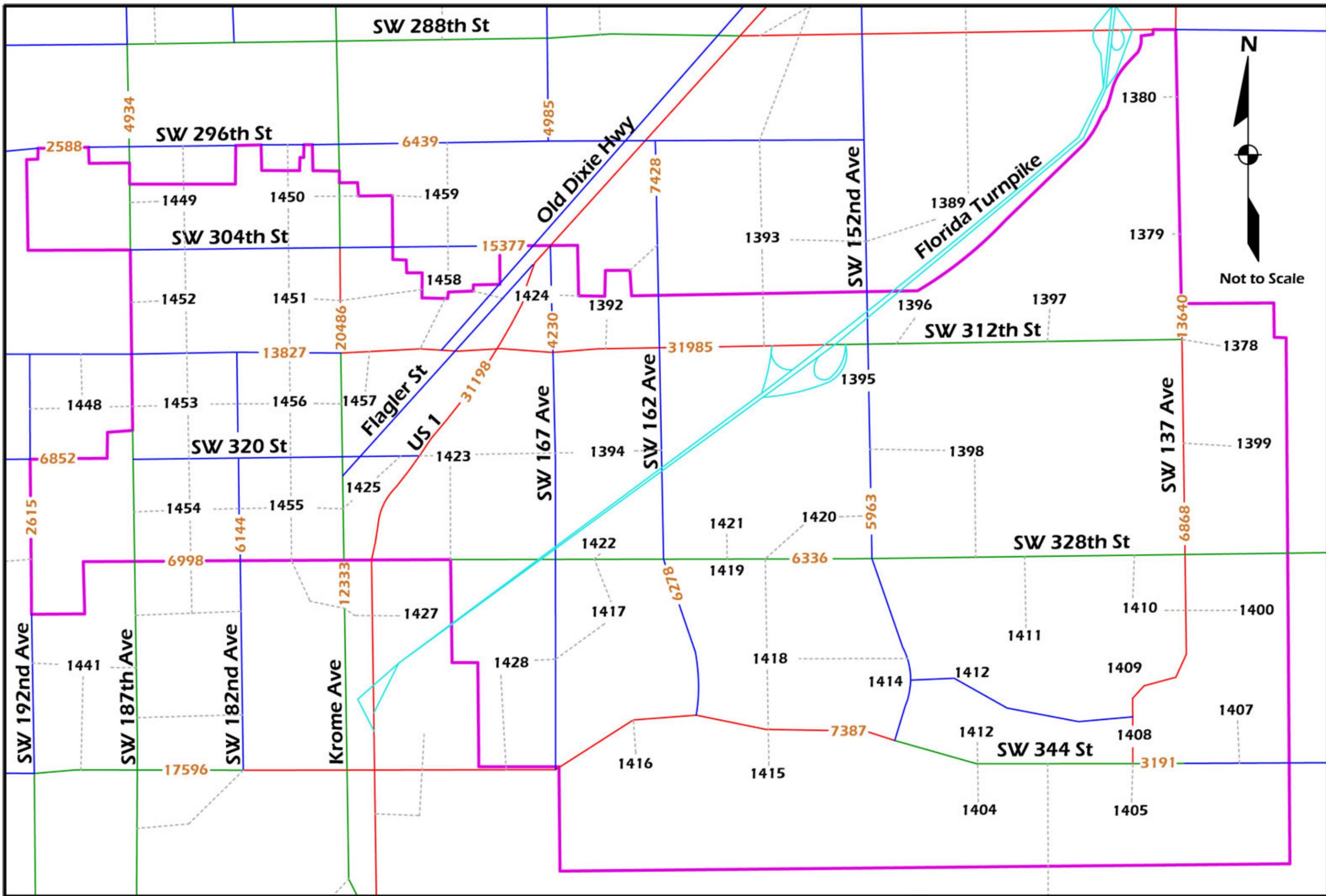
DIFFERENCE = Difference adjusted future year link forecast

These two ratios are calculated and the average of the two factors is applied to the volumes of the links under consideration. The adjusted future year traffic forecast can be calculated using the following equation.

$$RA_f = \frac{(\text{RATIO} + \text{DIFFERENCE})}{2}$$

Table 4 - 3: Screenline Procedure for Volume Adjustments

Location	Actual Count	Base Year Traffic Assignment	Future Year Traffic Assignment(10)	RATIO	Difference	Adjusted Future Year Traffic Assignment(10)	Future Year Traffic Assignment(20)	RATIO	Difference	Adjusted Future Year Traffic Assignment(20)	Future Year Traffic Assignment(25)	RATIO	Difference	Adjusted Future Year Traffic Assignment(25)
SW 296th Street b/w 172nd Ave and 167th Ave	6,446	3,973	4370	7090	6843	6967	5522	8959	7995	8477	6827	11076	9300	10188
SW 304th Street Just West of Old Dixie Highway	15,528	8771	6957	12317	13714	13015	7822	13848	14579	14213	9949	17614	16706	17160
SW 312th Street b/w 162nd and 158th Ave	31,888	25449	29115	36482	35554	36018	31861	39922	38300	39111	34737	43526	41176	42351
SW 312th Street b/w 182nd and 177th Ave	13,914	11479	17006	20613	19441	20027	23174	28090	25609	26849	25491	30898	27926	29412
SW 328th Street b/w 157th and 152nd Ave	6,394	1795	3221	11474	7820	9647	4075	14516	8674	11595	6256	22285	10855	16570
SW 328th Street b/w 187th and 182nd Ave	6,996	6963	7184	7218	7217	7218	9665	9711	9698	9704	11553	11608	11586	11597
SW 344th Street b/w 187th and 182nd Ave	17,015	5451	7246	22618	18810	20714	9664	30166	21228	25697	12043	37592	23607	30599
Palm Drive b/w SW 157th & 152nd Ave	7,519	2017	3560	13271	9062	11167	4325	16123	9827	12975	5604	20891	11106	15998
South Dixie Highway b/w SW 312th & 320th St	31,214	19816	21241	33459	32639	33049	22552	35524	33950	34737	23101	36389	34499	35444
SW 137th Avenue b/w 304th and 312th St	14,137	10224	15647	21636	19560	20598	17788	24596	21701	23148	16223	22432	20136	21284
SW 137th Avenue b/w 320th and 328th St	6,820	3671	5046	9374	8195	8785	5613	10428	8762	9595	5644	10485	8793	9639
SW 152nd Avenue b/w 320th and 328th St	6,001	4698	7287	9308	8590	8949	11231	14346	12534	13440	12448	15900	13751	14826
SW 162nd Avenue b/w 296th and 304th St	7,358	5872	7802	9776	9288	9532	8408	10536	9894	10215	8133	10191	9619	9905
SW 162nd Avenue Just South of 328th St	6,245	2670	3873	9059	7448	8253	4623	10813	8198	9505	4924	11517	8499	10008
SW 167th Avenue Just North of 312th St	4,265	5708	8007	5983	6564	6273	10145	7580	8702	8141	7076	5287	5633	5460
SW 177th Avenue b/w 304th and 312th St	20,145	13237	13535	20599	20443	20521	21877	33294	28785	31039	22591	34381	29499	31940
SW 177th Avenue Just South of 328th St	12,365	2913	6158	26139	15610	20875	12275	52104	21727	36916	15215	64584	24667	44626
SW 182nd Avenue b/w 320th and 328th St	6,129	6222	9244	9106	9151	9128	8406	8280	8313	8297	10832	10670	10739	10705
SW 187th Avenue Just North of 296th St	4,868	4271	5900	6725	6497	6611	5905	6730	6502	6616	6700	7637	7297	7467
SW 192nd Avenue b/w 320th and 328th St	2,587	2317	3497	3905	3767	3836	5543	6189	5813	6001	6690	7470	6960	7215



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Miami, FL 33175
Phone: (305) 480-9938
Fax: (305) 480-9964

— City Limits
XXXX Existing Daily Traffic Volumes

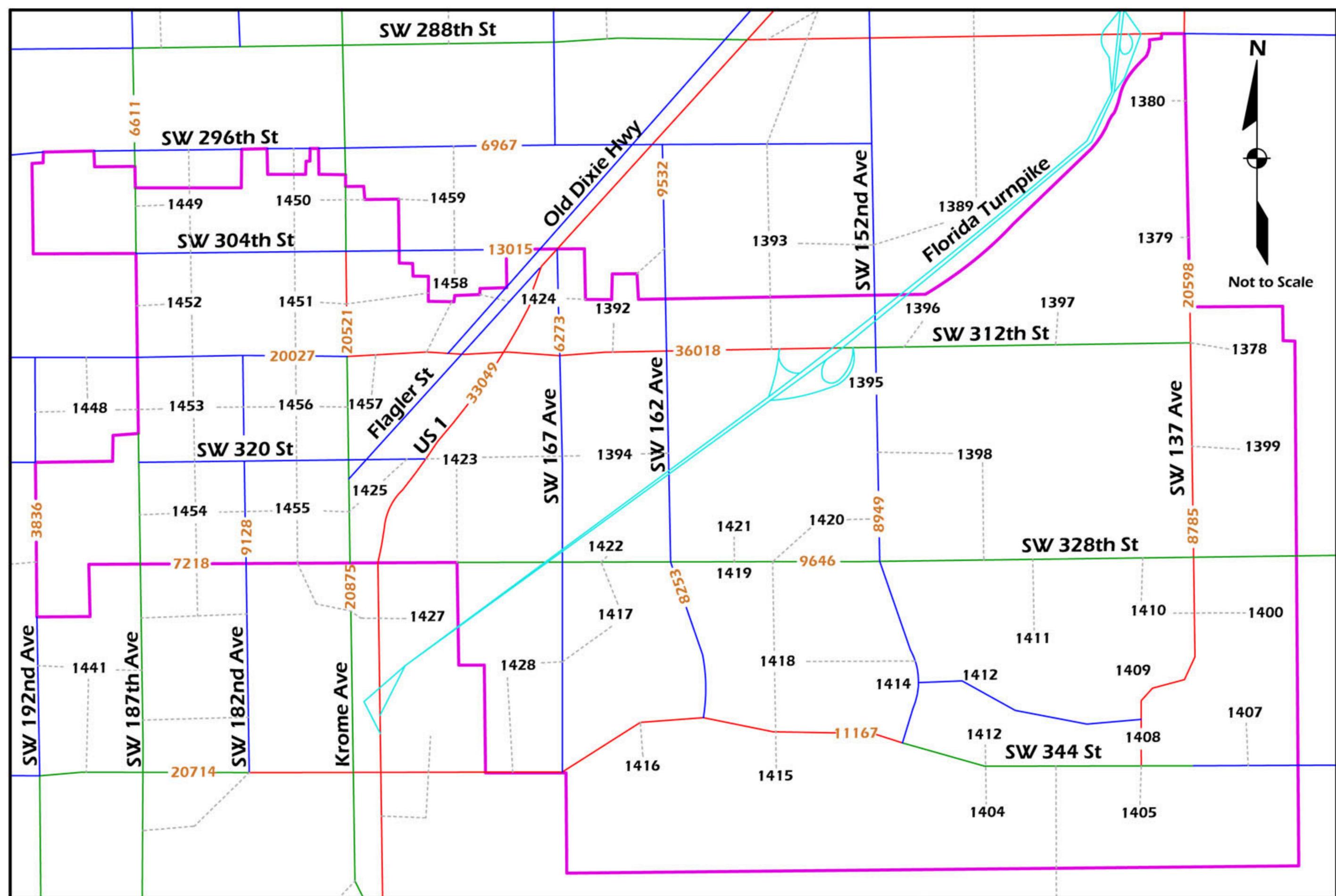
Legend

— Florida Turnpike
--- Centroid Connector

City of Homestead Transit and Transportation Master Plan

Existing Traffic Volumes

FIGURE 4-3



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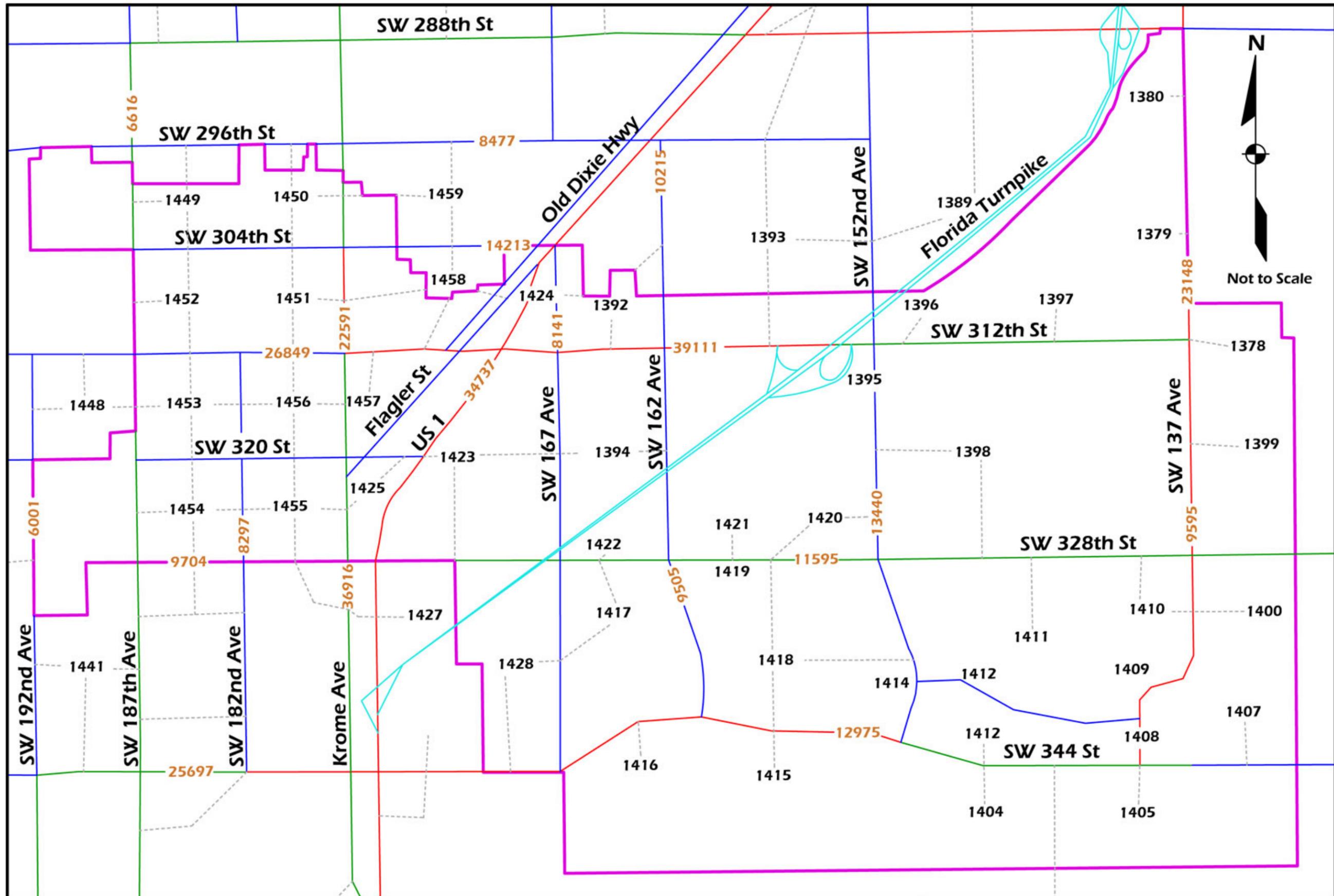
Legend

- City Limits
- Florida Turnpike
- xxxx 2010 Model Traffic Volumes
- - - Centroid Connector

City of Homestead Transit and Transportation Master Plan

2010 Adjusted Traffic Volumes

FIGURE 4-4



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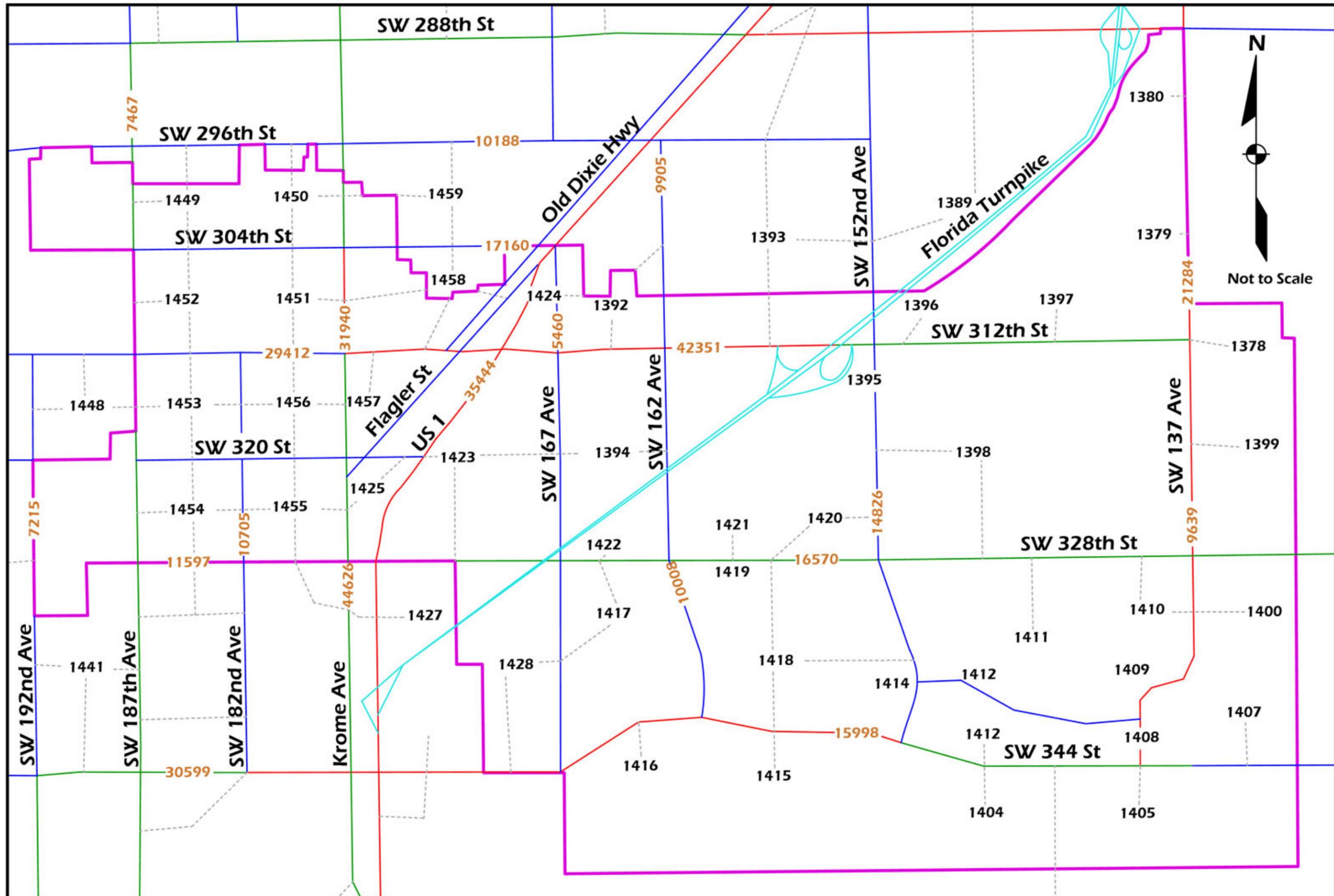
Legend

- City Limits
- 2020 Model Traffic Volumes
- Florida Turnpike
- Centroid Connector

City of Homestead Transit and Transportation Master Plan

2020 Adjusted Traffic Volumes

FIGURE 4-5



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Legend

- City Limits
- Florida Turnpike
- XXXX 2025 Model Traffic Volumes
- - - Centroid Connector

City of Homestead Transit and Transportation Master Plan

2025 Adjusted Traffic Volumes

FIGURE 4-6



4.1.6 Directional Design Hourly Volume

Future traffic conditions were evaluated for selected roadways within the City of Homestead using directional design hourly volumes. Directional design hourly volumes (DDHV) are derived by applying the design hour factor (K) and the directional factor (D) to the average annual daily traffic (AADT).

Since several roads were evaluated the K and D factors varied based on the existing prevailing traffic conditions. The following table summarizes these factors for the roadway segments under study. Future turning moving counts for the intersections within the study area was estimated and balanced using existing turning movement percentages and TURNS 5. DDHV and future turning movement counts were estimated for 2010, 2020 and 2025 horizon years.

Table 4 - 4: Directional Design Hourly Volumes Factors

Segment			AADT	K	D
SW 312 St	b/w	157Ave and 162Ave	31986	0.083	0.550
SW 312 St	b/w	Krome Ave and 182Ave	13827	0.083	0.534
SW 328 St	b/w	182Ave and 187Ave	6998	0.088	0.546
SW 344 St	b/w	182Ave and 187Ave	17596	0.083	0.546
Krome Ave	b/w	304St and 312St	20386	0.075	0.739
US1	b/w	320St and 312St	31199	0.075	0.550
SW 152 Ave	b/w	328St and 312St	6029	0.105	0.610
SW 182 Ave	b/w	312St and 304St	3391	0.097	0.588

4.2 Roadway Network Level of Service

The capacity of a road is defined to be the maximum number of vehicles and people that a facility can accommodate with reasonable safety within a specified timeframe, typically in 15 minutes intervals. Capacity is dependant upon the number of intersection approaches, number of lanes for various movements, and traffic signal timing-at signalized intersections. The qualitative measure of operation for these facilities is evaluated using “Level of Service.” The “Level of Service,” LOS, is categorized from A through F, “A” being the optimal efficiency of the freeway and “F” indicating a breakdown of the freeway system, over-saturation occurs, and “E” indicates capacity is reached at highest density.

The following definitions reflect the general qualitative measure for each level of service.

- **LOS A:** Completely free flow conditions with operation of vehicles virtually unaffected by the presence of other vehicle.



- **LOS B:** Free flow, with presence of other vehicles becoming noticeable and average travel speeds slightly diminished from LOS A.
- **LOS C:** Influence of traffic density on operations is apparent, with ability to maneuver within the traffic stream clearly affected by the presence of other vehicles.
- **LOS D:** Bordering on unstable flow, with speeds and ability to maneuver severely restricted because of traffic congestion.
- **LOS E:** Operations at or near capacity, with unstable conditions. This is the minimum traffic spacing (approximately 80 ft.) at which uniform flow can be maintained.
- **LOS F:** Forced or breakdown flow, where vehicles arriving at the facility at a rate greater than that at which they are discharged, forcing queues to form on the facility. At this LOS, demand on the facility exceeds the capacity.

4.2.1 Existing Level of Service

Level of service analyses was performed at 8 corridors, shown on Table 4-8. In addition, LOS analyses at 7 intersections was also performed see Tables 4-5, 4-6 and 4-7.

According to the Florida Department of Transportation Quality/ Level of Service Handbook Table 6-1, the acceptable LOS for state roads in urbanized areas with a population over 500,000, which is the case of Miami-Dade County, is a LOS “D” for all roadways and LOS “E” for roadways with parallel exclusive transit systems. In the case of Homestead, US 1 is parallel to the proposed Busway. Therefore, a LOS “E” would be acceptable for US 1.

City of Homestead’s Transportation Element states through its objectives to “provide for a safe, convenient and efficient multimodal transportation system through the enforcement and adopted level-of-service standards, annual review and update of the Comprehensive Plan under the leadership of the Planning and Zoning Board, in their capacity as the Local Planning Agency (LPA), and in cooperation with State, county and regional agencies.”

The Comprehensive Plan adopts minimum roadway level-of-service (LOS) standards within Homestead city limits as follows:

Road Type	Peak Hour LOS
State Freeway	D
State Principal Arterials	D
State Minor Arterials	E
County Arterials and Minor Collectors	E
City Roads and Streets	E

The City’s Traffic Consultant prepared a Traffic Study and Concurrency Analysis to obtain existing bi-directional P.M. peak hour traffic volume for the following links: SW 312th Street, SW



162nd Avenue, SW 152nd Avenue, SW 147th Avenue, SW 328th Street and SW 320th Street. These results were obtained by segment for the years 2006 and 2011. An analysis was made for each of the links in terms of provided capacity and used capacity for existing conditions. Future conditions were calculated by adding project traffic for all committed and proposed development within the roadway network.

The existing traffic volume was modified to include a professionally recognized 25% reduction in trips. The effect of this reduction is to zero out potentially double-counted trips from residential uses to existing retail uses that may now be diverted to new commercial development proposed in the area. The LOS analysis was performed using the Florida Department of Transportation Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas (Table 4-4).

Figures 4-7 and 4-8 depict the Existing and Future LOS respectively.

Table 4 - 5: Summary of LOS Results at Un-Signalized Intersections (Existing)

Un-Signalized Intersection			Stopped Approach LOS							
			EB		WB		NB		SB	
			AM	PM	AM	PM	AM	PM	AM	PM
SW 312 Street	at	SW 152 Avenue	-				F	F		

Table 4 - 6: Summary of LOS Results at Signalized Intersections (Existing AM)

Signalized Intersection			Intersection	Approach LOS				Approach Delay (s/veh)			
			LOS	EB	WB	NB	SB	EB	WB	NB	SB
US I	at	SW 304 Street	F	E	D	D	F	56.8	35.3	44.1	135.5
US I	at	SW 320 Street	B	D	A	A	C	38.4	7.0	7.0	31.4
US I	at	SW 328 Street	C	D	D	B	B	37.8	53.4	14.0	12.7
Krome Avenue	at	SW 320 Street	B	B	B	A	A	17.3	17.9	9.2	8.8
Krome Avenue	at	SW 312 Street	C	C	C	C	B	31.6	23.0	23.1	18.9
SW 328 Street	at	SW 152 Avenue	B	A	A	C	C	5.4	4.5	25.6	27.4

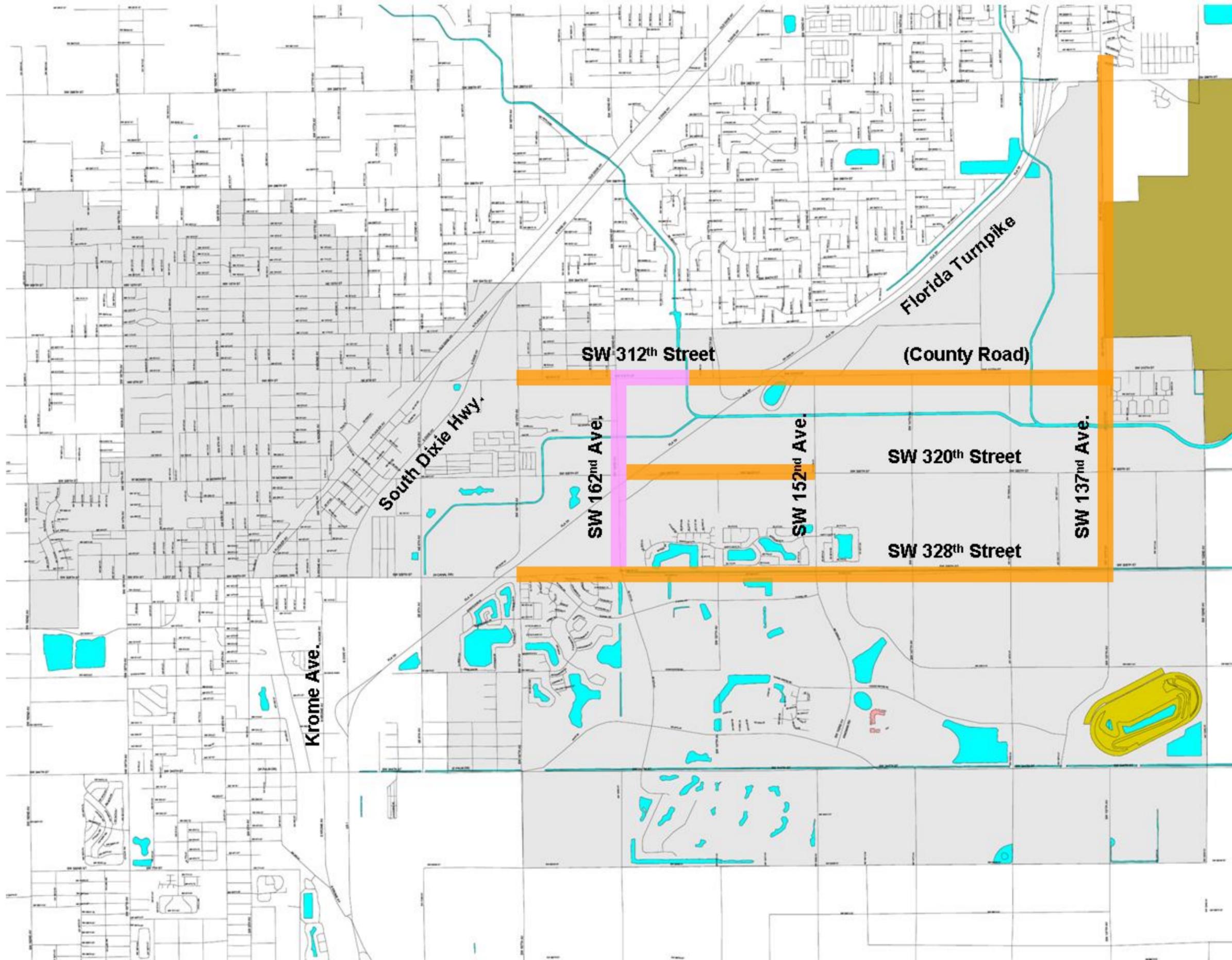
Table 4 - 7: Summary of LOS Results at Signalized Intersections (Existing PM)

Signalized Intersection			Int	Approach LOS				Approach Delay (s/veh)			
			LOS	EB	WB	NB	SB	EB	WB	NB	SB
US I	at	SW 304 Street	F	F	E	F	F	272.3	65.6	240.0	143.7
US I	at	SW 320 Street	B	C	B	A	D	34.7	11.3	8.2	38.4
US I	at	SW 328 Street	B	D	C	B	B	37.2	32.9	14.0	12.7
Krome Avenue	at	SW 320 Street	B	B	C	B	B	18.0	22.3	11.1	10.9
Krome Avenue	at	SW 312 Street	F	B	B	F	F	17.9	13.3	149.8	274.3
SW 328 Street	at	SW 152 Avenue	A	C	C	A	A	29.0	29.7	2.7	2.9

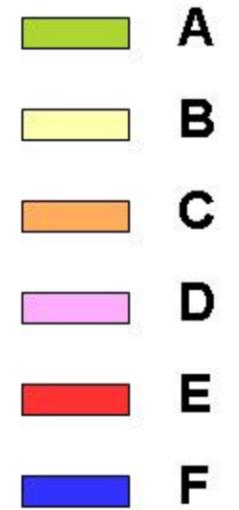
Table 4 - 8: Summary of LOS Results (Existing)

Segment			Input Variables									LOS	
			Peak Direction	Class	Posted Speed	Median Type	AADT	K (%)	D (%)	PHF	% of Heavy Vehicles		Signals /Mile
SW 312 St	b/w	157Ave and 162Ave	Westbound	II	40 mph	Non-Restrictive	31986	8.3	5.5	0.947	8	2	F
SW 312 St	b/w	Krome Ave and 182Ave	Westbound	III	30 mph	No Median	13827	8.3	53.4	0.957	6	5	C
SW 328 St	b/w	182Ave and 187Ave	Eastbound	II	35 mph	No Median	6998	8.8	54.6	0.907	6	2	B
SW 344 St	b/w	182Ave and 187Ave	Westbound	II	30 mph	No Median	17596	8.3	54.6	0.889	6	3	F
Krome Ave	b/w	304St and 312St	Southbound	II	30 mph	No Median	20386	7.5	73.9	0.935	6	2	F
USI	b/w	320St and 312St	Northbound	III	45 mph	Restrictive	31199	7.5	55.0	0.96	8.5	2	F
SW 152 Ave	b/w	328St and 312St	(AM) Northbound	II	40 mph	Restrictive	6029	10.5	61.0	0.85	8.5	1	A
SW 182 Ave	b/w	312St and 304St	(AM) Northbound	II	35 mph	No Median	3391	9.7	59	0.88	8	2	B

EXISTING 2006 LEVELS OF SERVICE (WITHOUT ROADWAY IMPROVEMENTS)



LEVELS OF SERVICE (with existing roadway network)

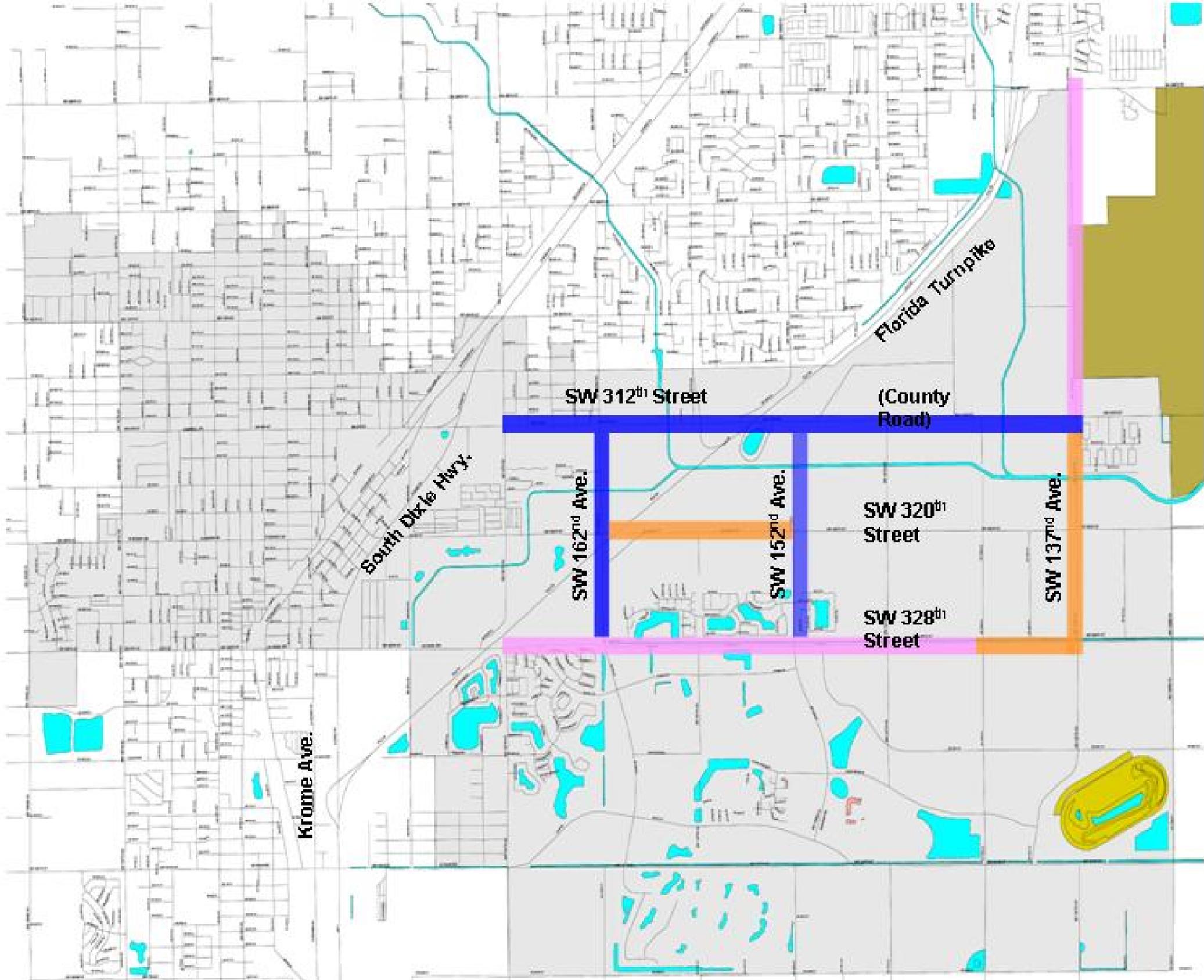


*Source: FDOT Level of Service Handbook, 2002 Generalized Peak Hour Two-way Volumes.



FIGURE 4-7

FUTURE 2011 LEVELS OF SERVICE (WITHOUT ROADWAY IMPROVEMENTS)



LEVELS OF SERVICE
(with existing roadway network plus committed traffic)

- A
- B
- C
- D
- E
- F

*Source: FDOT Level of Service Handbook, 2002 Generalized Peak Hour Two-way Volumes.



FIGURE 4-8



4.3 Crash Analysis

Crash data was gathered to determine the most critical intersections that are notorious of having “High” crash accidents including fatalities. Some of these intersections have unsafe designs and/or deteriorated traffic control.

The accident reports required to summarize a complete analysis of the intersection must have the following information; crash date, weather, lighting condition, road surface condition, direction of travel, 1st contributing cause, 2nd contributing cause, type of accident, location and time that it happened. The collision diagram reflects the conflicting movements, what type of crash, and precise location of the accident. Traffic collision diagrams are very helpful to visualize and detect types of accidents are occurring at the intersection and also used to make recommendations by observation. The diagrams are also a good tool to provide countermeasures for crashes. By gathering collision diagrams local jurisdictions can also provide low cost remedies to improve the efficiency of the intersections. In Chapter 6 Short-Term Improvements were identified including safety improvements.

4.3.1 Crash Data Collection

There are several ways to collect crash data, the first one which is very typical is accident reports. The accident reports usually come from the local police department or from agencies that have jurisdiction on certain roadways. Data was available from the Florida Department of Transportation for the state roads located within the City of Homestead.

The data for this master plan was also collected by gathering safety concerns from the public who attended the visioning sessions and provided their input with concerns such as speeding, visibility issues, geometric deficiencies, and other locations. These locations were then verified in the field for safety issues.

4.3.2 Crash Data Analysis

The crash data for South Dixie/U.S.1 and Krome Avenue corridors was organized in Tables 4-9 and 4-10 and includes the latest available data for these corridors which is from 2001 through 2003.

The data was also scrutinized to identify improperly reported crashes, which would skew the data, identify high crash locations, types of crashes, contributing causes and other information considered appropriate for this type of analysis. Figures 4-9 and 4-10 reflect some of the high crash intersections along these corridors.

From Table 4-9 it was observed that the most frequent crashes were the rear-end type. There are various reasons why this type of accidents keeps occurring, dangerous driver behavior, such as speeding, following too closely, and braking too late. It should not always be blamed on the driver, but other factors are also associated with this scenario. Some of the factors can be due



to the timing of the traffic signal, visibility of the signal, poor street lighting, or even roadway deficiencies.

Aside from driver's following too close, enhancements can be provided to reduce accidents. Some of the enhancements may be providing turn-lanes for left-turn vehicles, using a 12" signal, providing separate signals over each lane, installing a more reflective signal, with high intensity and improving the signal cycles. Further countermeasure may consist of improving roadway features, visibility distance and better signage.

Constant evaluation of these intersections must be provided to improve their efficiency to 100%.

Also Tables 4-9 and 4-10 reflected high crash incidents with Angle and Left-Turn movements. The angle type accidents reflect that there is a probability that the signal timing is not accurate, red light running vehicles, or visibility problems at the intersection. These might be probable causes; however, some countermeasures could be re-evaluation of the geometric design, signal timing adjustment, reduction of speed of the roadway, or installation of better lighting equipment might be necessary.

Left-Turn crashes are associated with large turn volumes, restricted sight distance and excessive speeds, some of the countermeasures might be restricting turns (only allowed when protected left-turn phase), provide guidelines for turn lanes, improve signalization, or reduce speed limit.

In addition to crash incidents, Dixie Hwy/US-1 had a total of eight fatalities within the years of 2001, 2002 and 2003. The nature of these types of accidents would have to be reviewed independently, exclusive per case/per intersection or segment of the roadway. Countermeasures to prevent fatalities would be available as long as there is room for improvement within the roadway.



Table 4 - 9: 2003 Crash Analysis for SR 5/ Dixie Hwy/US-1

Table 4-9 Crash Summary SR 5 between MP 1.85 to MP 3.643						
Description	2001	2002	2003	3-Year Total	% of Total	Yearly Average
Fatalities	3	2	3	8	3.60%	2.67
Injuries	60	55	97	212	95.50%	70.67
Rain/Cloudy/Fog	20	17	19	56	25.23%	18.67
Night/Dusk	33	19	39	91	40.99%	30.33
Crashes by Type						
Rear End	27	17	25	69	31.08%	23.00
Head on	2	1	2	5	2.25%	1.67
Angle	11	10	18	39	17.57%	13.00
Left-turn	14	16	12	42	18.92%	14.00
Right-turn	1	4	0	5	2.25%	1.67
Side swipe	4	2	6	12	5.41%	4.00
Backed into	0	0	0	0	0.00%	0.00
Parked vehicle	0	0	1	1	0.45%	0.33
Pedestrian	2	0	4	6	2.70%	2.00
Bicycle	1	0	2	3	1.35%	1.00
Sign/sign post	0	0	0	0	0.00%	0.00
Utility/light pole	2	0	2	4	1.80%	1.33
Moveable object	0	2	2	4	1.80%	1.33
Fence	0	0	0	0	0.00%	0.00
Conc. Barrier	0	0	0	0	0.00%	0.00
Tree/shrub	2	1	0	3	1.35%	1.00
Construction Barricade	0	0	0	0	0.00%	0.00
Fixed object	0	0	0	0	0.00%	0.00
Run-off road	0	1	0	1	0.45%	0.33
Overtaken	0	0	0	0	0.00%	0.00
Occupant fell from vehicle	0	0	0	0	0.00%	0.00
Other	4	11	13	28	12.61%	9.33
Total Crashes	70	65	87	222	100.00%	74

Source: Florida DOT



Table 4 - 10: 2003 Crash Analysis for SR 997/ Krome Avenue

Table 4-10 Crash Summary SR 997 between MP 1.81 to MP 3.324						
Description	2001	2002	2003	3-Year Total	% of Total	Yearly Average
Fatalities	0	0	0	0	0.00%	0.00
Injuries	32	23	27	82	52.90%	27.33
Rain/Cloudy/Fog	13	20	15	48	30.97%	16.00
Night/Dusk	24	12	17	53	34.19%	17.67
Crashes by Type						
Rear End	12	6	16	34	21.94%	11.33
Head on	1	1	0	2	1.29%	0.67
Angle	19	4	11	34	21.94%	11.33
Left-turn	9	19	6	34	21.94%	11.33
Right-turn	1	1	0	2	1.29%	0.67
Side swipe	3	4	3	10	6.45%	3.33
Backed into	3	1	1	5	3.23%	1.67
Parked vehicle	1	1	0	2	1.29%	0.67
Pedestrian	1	1	2	4	2.58%	1.33
Bicycle	1	2	0	3	1.94%	1.00
Sign/sign post	0	0	0	0	0.00%	0.00
Utility/light pole	0	1	0	1	0.65%	0.33
Moveable object	0	1	0	1	0.65%	0.33
Fence	0	0	1	1	0.65%	0.33
Conc. Barrier	0	0	0	0	0.00%	0.00
Tree/shrub	3	1	2	6	3.87%	2.00
Construction Barricade	0	0	0	0	0.00%	0.00
Fixed object	0	0	1	1	0.65%	0.33
Run-off road	0	0	0	0	0.00%	0.00
Overtaken	0	0	0	0	0.00%	0.00
Occupant fell from vehicle	0	0	0	0	0.00%	0.00
Other	2	8	5	15	9.68%	5.00
Total Crashes	56	51	48	155	100.00%	52

Source: Florida DOT



Figure 4 - 9: 2003 Crash Analysis for US I/SR 5

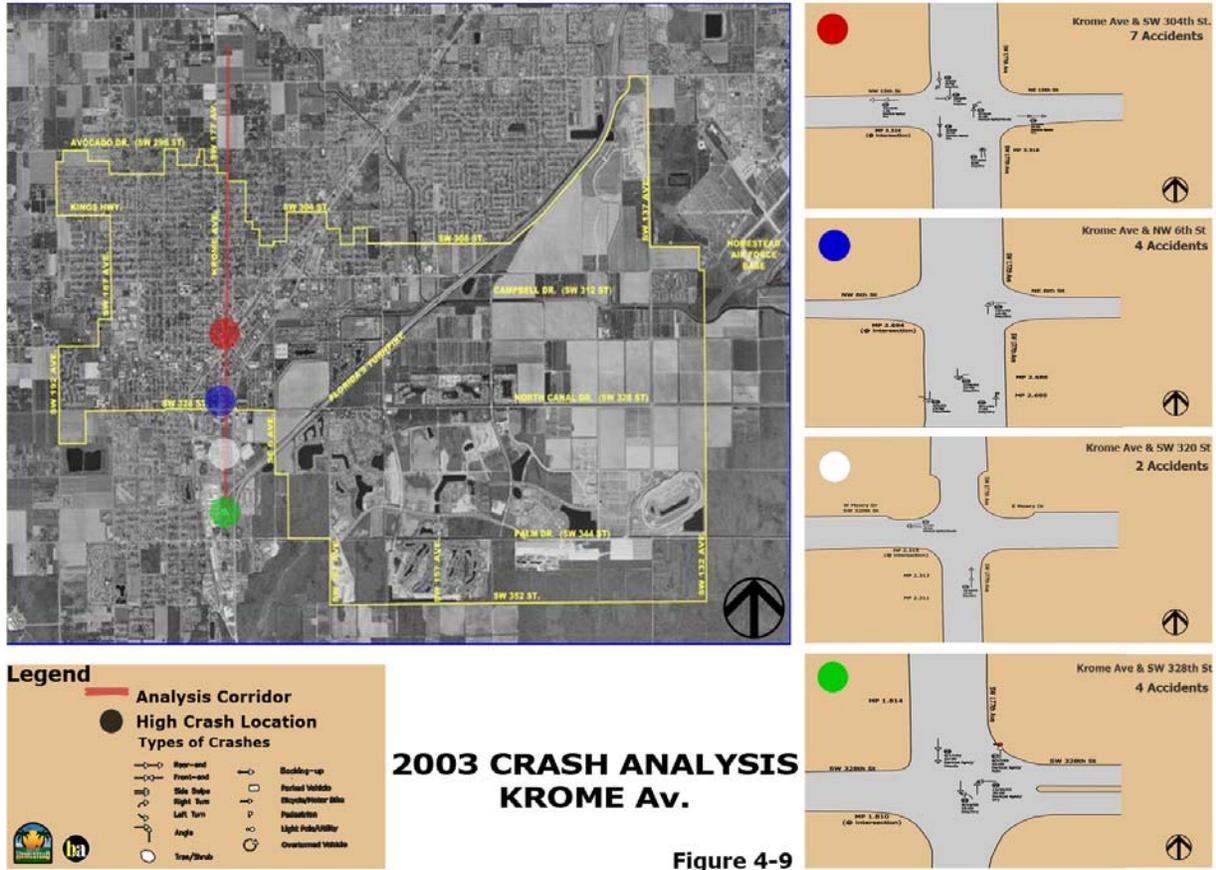
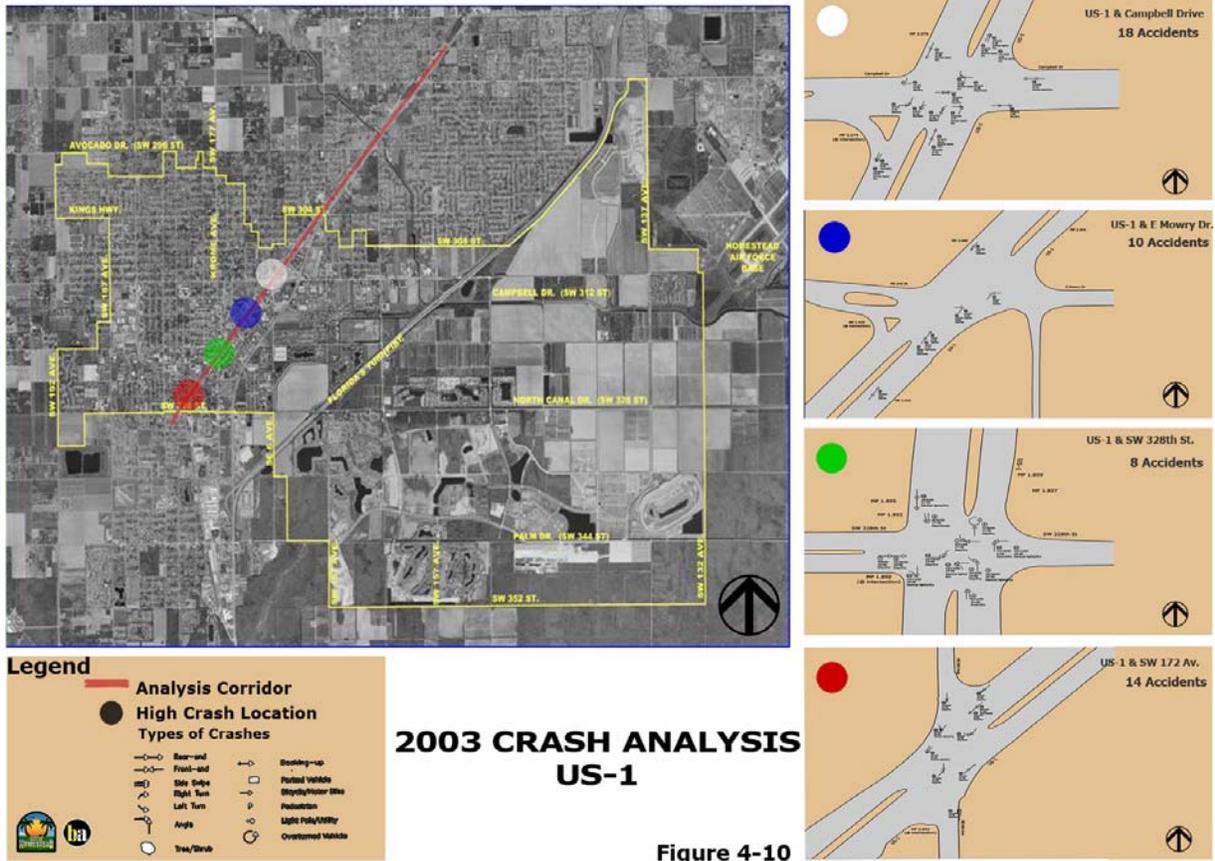


Figure 4-9



Figure 4 - 10: 2003 Crash Analysis for SR 997/ Krome Avenue





4.4 Existing Transit Network

The existing transit network for Homestead will be analyzed based on the following criteria:

4.4.1 Transit network coverage

Whether or not transit service is provided near a person's origin and destination is key in use of transit. Ideally, transit is provided within walking distance of the origin and destination. If transit service is not provided near the origin, other options include driving to a park-and-ride lot or riding a bicycle to transit. Both these options require the transit operator to provide park and ride facilities, bicycle storage facilities and bicycle racks,

The existing transit network is provided on the western areas of the City by Miami-Dade Transit. Most of the routes provided within the City of Homestead are the southern terminal of routes serving Southwest Miami-Dade County and traverse mainly along US 1 and Krome Avenue. The transit network was planned as a regional effort to provide connectivity within the County. This service is provided within walking distance from commercial tenants along Krome Avenue and the downtown area. Additionally, bus stops are located in the vicinity of several schools. However, there are no park and ride facilities nor bicycle racks nor storage facilities for bicycles. This deficiency is planned to be improved by transportation demand management strategies currently being planned by the Development Services Department.

Currently, there are no local transit providers nor private transit service within the City of Homestead. Therefore, there are no local planning transit routes to provide connectivity within the different areas of the city nor to provide eastern-western connectivity.

Transit is intended to serve passengers that can not use private vehicles due to age, disability or lack of income to buy a vehicle. Therefore, future transit routes shall be planned with these users in mind.

4.4.2 Infrastructure and amenities

Current transit stops are determined by Miami-Dade County and are designated by a sign mounted on a single post depicting the transit route or routes serving that point. No system of bus shelters currently exists within the City of Homestead. A few transit stops with pedestrian amenities, such as trash receptacles and benches were only observed within the Historic District. A system-wide system of stops for the City of Homestead shall be the result of local transit planning efforts and include transit shelters and bus bays where there is sufficient right-of-way, and shall include at a minimum a designated stop with transit routes serving the point, a local map with main points of interest and destinations in the vicinity of the point, benches, pedestrian-scaled light fixtures, trash receptacles and pedestrian crosswalks at intersections to designate pedestrian circulation from the bus stop to adjacent destinations.

City of Homestead Transportation and Transit Master Plan



Operational criteria has not been included in this report due to the lack of a meaningful transit network within City limits. However, as soon as the busway and feeder routes are in service, operational analyses shall be performed in order to improve the service.



Chapter 5 - Public Involvement

Chapter 5 - Public Involvement



Bermello Ajamil & Partners, Inc.



Chapter 5 Public Involvement Program

The public involvement program was designed as a means to assist in building consensus for the project, and the participation and involvement of the stakeholders of the project. The stakeholder group includes different city departments, intergovernmental agencies within Miami-Dade County, Planning & Zoning Board, Chamber of Economic Development, Vision Council, Historic Preservation Board, residents of the City and economic interest groups.

The public involvement program is depicted in Figure 5-1.

5.1 Data Collection

The first step in the process was a series of inter-departmental meetings within the City of Homestead to create participation and tailor the needs of the different components of the Transportation and Transit Master Plan to include issues and efforts already planned by the different departments and summarized in Table 5-1.

Table 5 - 1: Inter-Departmental Meeting Issues and Efforts Summary

Department	Issues and Efforts
<i>Development Services</i>	Land use and zoning changes, proposed developments and traffic issues, infrastructure improvement plans, need to create traffic guidelines for traffic studies
<i>Parks and Recreation</i>	Park and Bicycle Master Plan, future plans, multimodal issues
<i>Community Redevelopment Agency/Community Development</i>	Southwest Neighborhood Master Plan, Truck By-Pass Routes, Parking Plans, CRA programmed plans, historic district plans and issues (Arts & Entertainment District)
<i>Public Information Office</i>	Existing outreach efforts, existing media outlets available
<i>General Services</i>	Existing outreach outlets
<i>City Manager's Office/City Council Infrastructure Committee</i>	Existing and programmed plans, strategies for participation
<i>Public Works</i>	Existing and programmed plans, strategies for participation

City of Homestead Transportation and Transit Master Plan

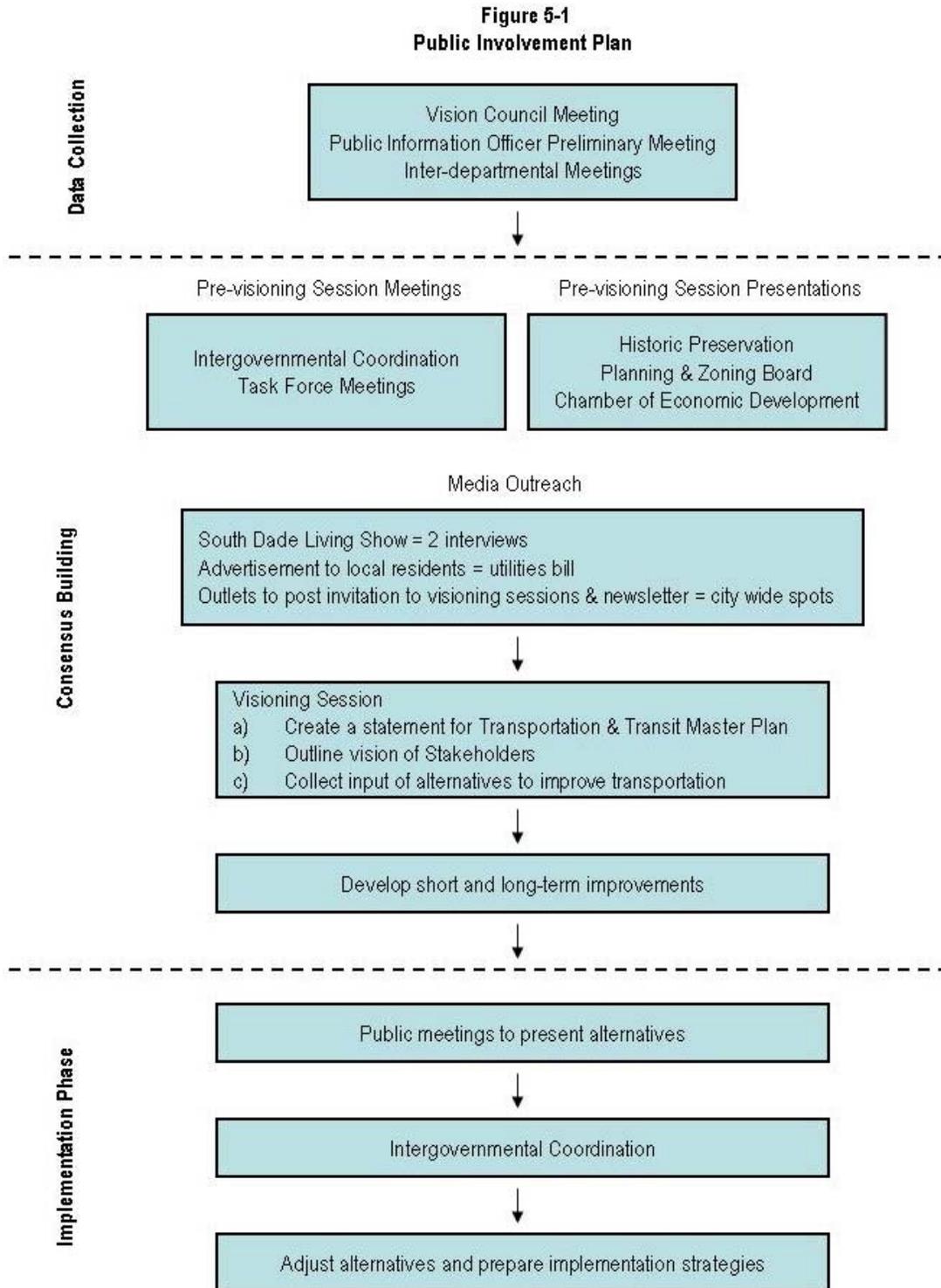


Concurrently with the interdepartmental meeting, a Vision Council Meeting was held on June 17, 2005 which included stakeholders in the South-Miami Dade area and information by different agencies in Miami-Dade County for programmed and planned Transportation Projects in the area such as Florida's Turnpike Enterprise, Florida Department of Transportation, the Metropolitan Planning Organization, Miami-Dade County Public Works Department, Miami-Dade Transit, City of Homestead, Florida City and the Homestead General Airport.

A pre-visioning session meeting was scheduled with Lillian Delgado, Public Information Officer for the City of Homestead, to explore techniques and opportunities to maximize community participation in the Transportation and Transit Master Plan.



Figure 5 - I: Public Involvement Plan





5.2 Consensus Building

As a means to create consensus for the project amongst the different stakeholders, three basic activities were undertaken to engage participation and partnership as follows:

5.2.1 City Departments Participation

A Task force for the Transportation and Transit Master Plan was created with the main objective to ascertain that general planning and transportation planning are fully coordinated in the transportation and transit master plan process. The task force included the following representatives:

- Department of Public Works: Julio Brea, Director – Robert Landon, Assistant Director
- Development Services Department: Rick Sciandra, Director
- Community Redevelopment Agency: Rick Stauts, Director, Dan Wick, Assistant Director
- Department of General Services: Mark Coopersmith

A series of task force meetings were carried out to discuss strategies for public participation, schedule for the Master Plan, and input from the different departments into the process. The meetings also served as a means to update the members on progress made to date. Presentations were made and feedback gathered on steps to follow throughout the process.

A pre-visioning session meeting was scheduled with Lillian Delgado, Public Information Officer for the City of Homestead, to explore techniques and opportunities to maximize community participation for the scheduled Visioning Sessions.

Additionally, presentations to the Planning and Zoning Board, Historic Preservation Board and the Chamber for Economic Development were undertaken to update the stakeholders on the progress made to date, outline the scope of the project and invite the participants to partner with the staff in the development of the master plan through continuous communication and participation in the visioning sessions.

5.2.2 Intergovernmental Coordination

In preparation for the City of Homestead Transportation and Transit Master Plan Visioning Sessions a series of agency coordination meetings were scheduled to collect data pertaining to transportation, transit and planning issues within the City of Homestead, as well as make the agencies a partner in the development of the Transportation and Transit Master Plan.

Staff members from the Consultant Team participated in meetings with agencies such as Miami-Dade Transit, People's Transportation Plan/CITT, Metropolitan Planning Organization and Florida Department of Transportation Planning Department.



Briefing with Miami-Dade Transit- July 7, 2005

Agency Representative: Isabel Padron, David Fialkoff and Frank Talleda

TTMP Representative: Lisa Colmenares and Alicia Gonzalez

This briefing was held to coordinate transit efforts between the City and Miami-Dade County Transit (MDT) for the TTMP. Important feedback was gathered at this briefing regarding existing and proposed MDT routes. The information gathered included Comprehensive Bus Operational Analysis, ridership numbers, and Busway and project updates. MDT informed the team that an often heard complaint is the lack of transit service within the Keys Gate Community. Transit also committed to attending the Visioning Sessions and providing personnel available to answer questions and receive comments about transit service in Homestead. Alicia Gonzalez will coordinate these efforts.

Briefing with Miami-Dade Metropolitan Planning Organization (MPO) - July 7, 2005

Agency Representative: Carlos Roa, David Henderson and Wilson Fernandez

TTMP Representative: Lisa Colmenares and Alicia Gonzalez

This briefing provided valuable information regarding MPO's plans for the City of Homestead and how proposed projects would interrelate with the City's TTMP. Specific items discussed at the meeting included: MPO suggestion to educate public on transportation funding, Downtown Transportation Master Plan, City's concern about lack of LRTP Projects, Southern Link Alternatives and the City's rapid growth rate. MPO staff indicated that they would have materials available for the public at the visioning session.

Briefing with People's Transportation Plan (PTP) - July 14, 2005

Agency Representative: Nan Markowitz, David Tinder and Delfin Molins

TTMP Representative: Lisa Colmenares, and Alicia Gonzalez

The briefing touched on issues relating to PTP monies and how they relate to the TTMP. The PTP staff explained how monies were allocated and disbursed among the municipalities. Staff also explained how the disbursement amounts were calculated. The city's rapidly growing population was also discussed as well as current and proposed PTP projects.

Briefing with Fla. Department of Transportation Planning Department- July 18, 2005

Agency Representative: Ernesto Polo, David Korros and Karen McGuire

TTMP Representative: Lisa Colmenares and Alicia Gonzalez

FDOT provided the team with valuable information including current and upcoming projects, Growth Management Legislation and the Strategic Intermodal System (SIS). Roads that qualify for SIS monies were discussed including the Turnpike and Krome Avenue. Also discussed were CIGPE/CIGR programs and which roadways are eligible.



5.2.3 Media Outreach and Logistics

Once the information from the Intergovernmental Coordination was disseminated the Public Involvement team began the process of preparing for the visioning sessions. The Homestead Family YMCA was the selected location for the sessions on August 23 and August 27, 2005. The team compiled multiple stakeholder lists including elected officials, community and business groups and homeowners associations.

A Visioning Session preparation timeline was provided and approved by the Task Force. A meeting was held with the public information officer with the purpose to discuss outlets to disseminate information to the public regarding the upcoming Visioning Sessions. Discussed were print, electronic, radio and internal outlets available. Community and business distribution strategies were also discussed. Coordination efforts for city, business and civic groups were touched upon as well as potential sites for the Visioning Sessions. A plan to notify residents and tap into existing communication networks was agreed upon.

The Consultant Team and Lillian Delgado worked closely to advise local media of plan to assist in facilitating public input. Press releases and articles were written for the Hometown Tribune, South Dade News Leader, and Miami Herald Neighbors South. Thunder Country, through their South Dade Living Show, offered the team an opportunity to advise the public on several occasions.

In terms of community awareness approach, in early August, letters were mailed to Stakeholders regarding the master plan and the upcoming visioning sessions. Ads announcing the visioning sessions were produced, approved and submitted to the Miami Herald Neighbors, South Dade News Leader and the Hometown Tribune. Bilingual session materials were produced including: surveys, comment sheets, newsletter, session welcome letter and sign in sheets (materials are attached in Appendix 5-1).

Name badges were also made for all staff working the sessions. A flyer announcing the sessions was also designed in English and Spanish. The flyer was placed in 15 different locations throughout the city for public distribution. Some locations included: Sedano's and Publix Supermarkets, City of Homestead Police Department, First National Bank of South Florida, Homestead Family YMCA and Miami-Dade College, Homestead Campus. In addition to the flyers, posters announcing the sessions were displayed at six locations. Flyers were also provided electronically to the Homestead/Florida City Chamber of Commerce and the Vision Council so they could be forwarded to their membership. The information was also posted on the City's website and included in utility bills. Presentations were also given in mid August to the City of Homestead Council and to the Economic Development Division of the Homestead/Florida City Chamber of Commerce to advise them of the upcoming Visioning Sessions and to gather input from these leaders.



5.3 Visioning Session

The main objectives of the visioning session were as follows:

- a) Create a statement for the Transportation and Transit Master Plan
- b) Outline a vision of the Transportation and Transit Master Plan and,
- c) Collect input for alternatives and improvements for transportation and transit within the City of Homestead

Two-day workshop sessions were undertaken to include individual and group meetings. Informal community presentation were undertaken to discuss the goals and objectives of the Transportation and Transit Master Plan, gather community concerns and recommendations, and create an atmosphere of cooperation and trust between the community and the Consultant Group. A room was dedicated at the YMCA for the purpose of carrying out the meetings. The Consultant Team included personnel in different areas of expertise and presented at the designated location information collected as part of the data collection phase.

Miami-Dade Transit was a key partner to the session, as they set up a customer service booth as part of the two visioning sessions, informing the public of existing and proposed services and gather requests for future transit service expansion.

The first visioning session was held on Tuesday, August 23, 2005, at the Homestead Family YMCA from 3pm to 8pm. Attendees included residents, city staff, Miami-Dade Transit representatives and a representative from Senator Larcenia Bullard's office. The session originally scheduled for Saturday, August 27, 2005 from 10 am to 3 pm had to be rescheduled to the alternate date of Saturday, November 10, 2005 due to Hurricane Katrina. The public was advised of the change on Thunder Country's *South Dade Living* Radio Show, and new flyers were distributed to the previous distribution points. Stickers with the new date were placed on the posters previously distributed. The session was attended by residents, representatives of the Hispanic Chamber of Commerce, city staff and Miami-Dade Transit Staff. Survey Forms, distributed at the Visioning Sessions, were also posted on the City's website. In all 15 surveys/comment sheets have been received to date.

**City of Homestead
Transportation and Transit Master Plan**



Display Materials:



Consultant Team and Stakeholders during Visioning Session:



5.3.1 Public Comment Input

The residents of Homestead would like to see a number of changes made to their community in regards to transit and transportation. The area of biggest concern among the written comments received was to add more facilities for bicycle and pedestrian users. The residents would also like to see the Old Dixie Highway corridor updated instead of patchwork fixes, as well as the resurfacing of smaller roads. Also, more traffic lights should be added to make the roads safer. An example for improvements cited by many respondents was the area of the Home Depot and Wal-Mart. In addition, turning lanes should be added to Krome Avenue along with landscaping. Residents felt this would make the road safer to travel on as well as making the roadway more visually appealing. The community would also like to have the Metrorail system extended south to serve those who commute to Miami for work.

City of Homestead
Transportation & Transit Master Plan

Visioning Sessions
August 23 and 27, 2005
Comment Sheet
(Please Print)

*We are in need of additional Pedestrian/Bicycle
outwalks. Better environment at speed limit on
8th street in Homestead. Old roads need to be restored,
not patched. Traffic lights need to be synchronized.
Krome Ave. needs more turning lanes. Old Dixie Hwy
needs to be repaired. There needs to be a light on
US-1 in the Walmart entrance and exit. Bring the
Metro-Rail down here!!*

Name: Jared P. Burdick Date: 9-16-05
Address: 3605 SW 173rd Homestead, FL 33051
E-mail: _____ Phone: 305 284-3325

PLEASE FORWARD COMMENTS TO:
Alana A. Gonzalez
Media Relations Group, LLC
1981 Collier Court
Miami, Florida 33185
Phone: (305) 258-8988
Fax: (305) 258-1613
E-mail: agonzalez@imgmiami.com
Postmarked by: September 16, 2005



5.4 Implementation Phase

5.4.1 Presentation of Alternatives

Projects identified for implementation in the short term were presented to the Transportation and Transit Master Plan Task Force, City staff, and then in public meetings which included members of the City Council, Planning and Zoning Board, Historic Preservation Board and the Chamber for Economic Development, citizens of Homestead, economic interests in the City of Homestead and the general public.

A workshop with the Planning and Zoning Board also presented in more detail the recommendations included in the short term phase in order to collect input and validate the alternatives.

Recommendations for mid and long term have been presented to the Transportation and Transit Master Plan Task Force and will be presented to City staff for validation and input at a public meeting.

5.4.2 Intergovernmental Coordination

The proposed alternatives and main findings of the Transportation and Transit Master Plan are being presented to the different agencies as a follow-up to the meetings and presentations held previous to the Visioning Sessions.

Implementation steps by each agency are being coordinated in order to facilitate the alternatives in the short, mid and long term for transportation and transit.

5.4.3 Media

Follow up on the implementation plan will be provided to the media. Once the report is approved and there are some implementation guidelines, the team will prepare press releases, articles and prepare radio interviews to advise the community on the conclusions of the report. A final newsletter will be prepared to include information about the short term improvements, mid term improvements and final improvements. The newsletter will advise the latest on agency coordination and implementation plans.

Chapter 6 - Proposed Improvements

Chapter 6 - Proposed Improvements



Bermello Ajamil & Partners, Inc.



Chapter 6 Proposed Improvements

Based on the data collection, field reviews, existing transportation network, results of the visioning sessions and input from different stakeholders, a series of short, mid and long term improvements were identified for the City of Homestead.

As a base for the proposed improvements, B&A reviewed and considered the projects included in the City's Capital Improvement Program, the County's Long Range Plan and the Florida Department of Transportation Five-Year Work Program. Figure 6-1 depicts the programmed and proposed projects by agency. Exhibit 6-1 included in Appendix 6 includes the programmed projects by agency.

The following chapter has been divided in two main sections: Short-Term Improvements and Mid to Long term improvements. Improvements identified as part of the TTMP are multimodal in nature and include pedestrian, vehicular, transit, bicycle, ADA and safety improvements. Funding for most of these improvements will be provided through the State, County, PTP or developer.

6.1 Short Term Improvements

Short term improvements are designed to provide operational and/or enhanced mobility in a relatively short period of time with minimal investment. These are also designed to improve the transportation network within the different planning areas of the City of Homestead. Refer to Figure 6-2 and Table 6-1 for a location and types of Short Term Improvements.

As part of this effort extensive field reviews performed citywide served to identify transportation deficiencies that could be addressed through the implementation of low cost, fast implementation improvements. Additionally the agency with jurisdictional authority to assist in the implementation phase, i.e., Miami-Dade County Public Works Department or the Florida Department of Transportation, Miami-Dade Transit, was identified.

PROPOSED TRANSPORTATION IMPROVEMENTS

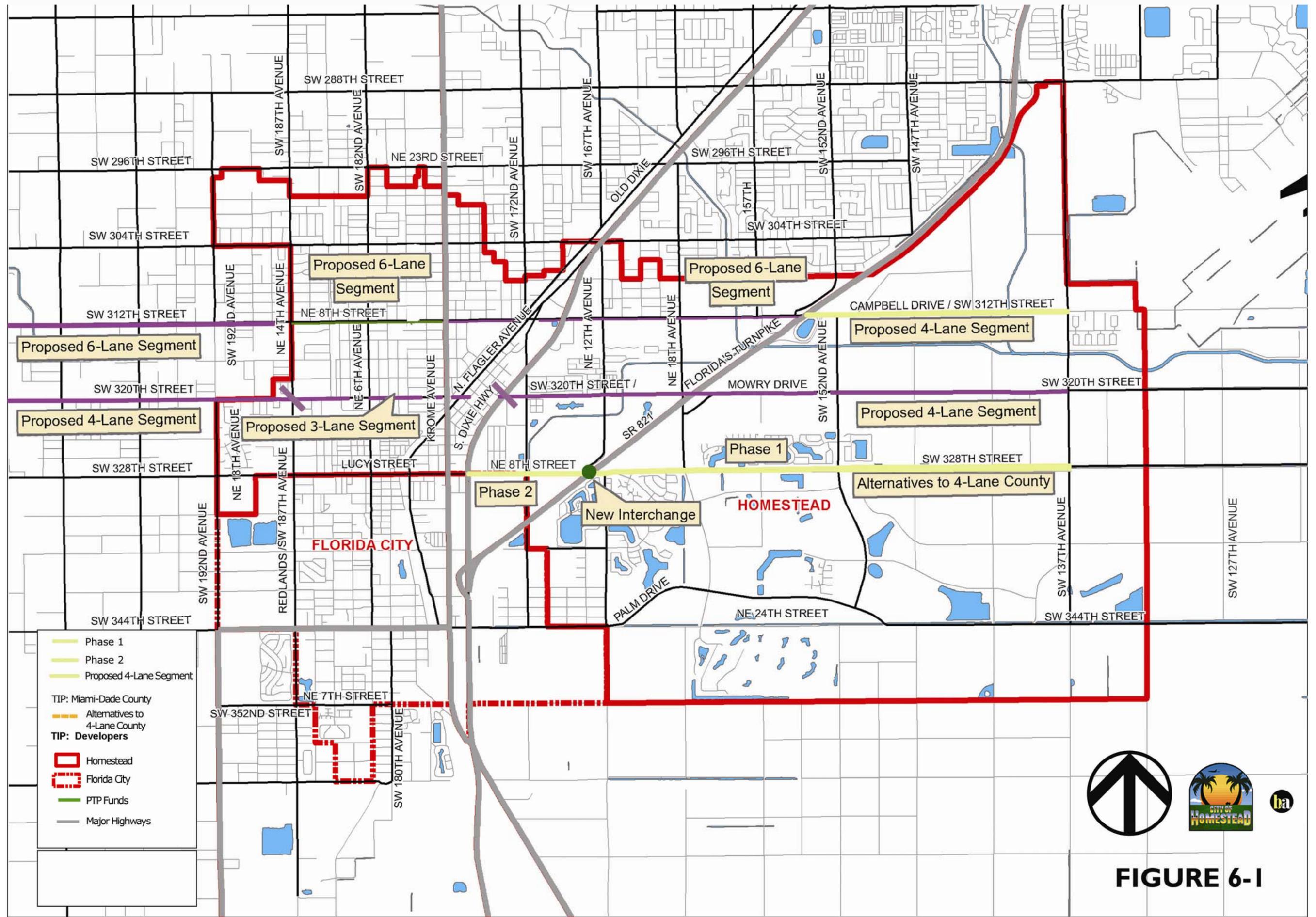
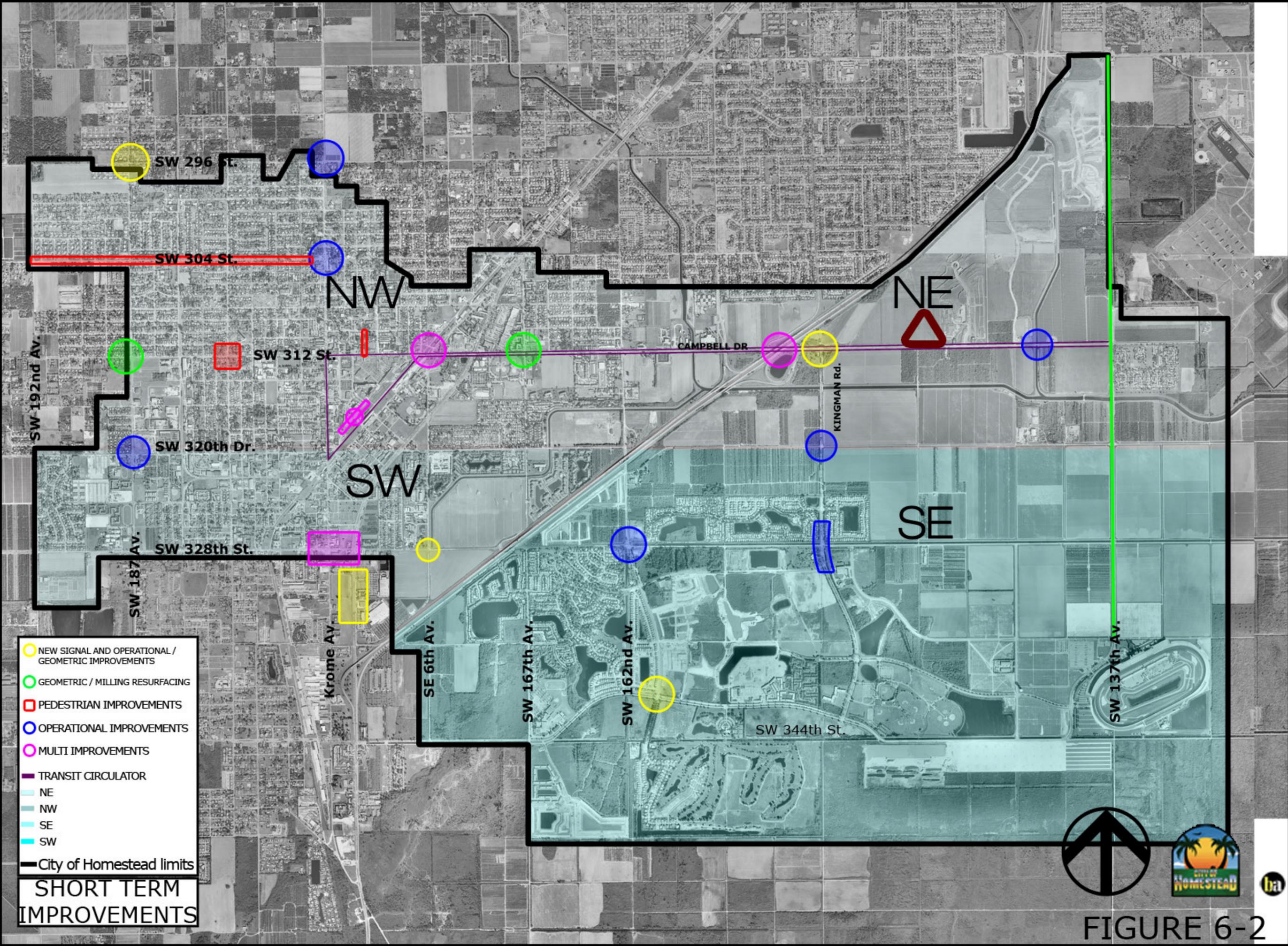


FIGURE 6-1



- NEW SIGNAL AND OPERATIONAL / GEOMETRIC IMPROVEMENTS
- GEOMETRIC / MILLING RESURFACING
- PEDESTRIAN IMPROVEMENTS
- OPERATIONAL IMPROVEMENTS
- MULTI IMPROVEMENTS
- TRANSIT CIRCULATOR
- NE
- NW
- SE
- SW
- City of Homestead limits

SHORT TERM IMPROVEMENTS



FIGURE 6-2

Table 6 - I: Locations of Short-Term Improvements

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
1 - Parkway Avenue between Civic Court and College Terrace (Miami-Dade College)	MDC CRA (CITY)	<ul style="list-style-type: none"> Discontinuous sidewalks, non-ADA compliant. Pavement in poor conditions. Connectivity between downtown area (future City Hall) and Flagler/USI –rest of City) 	<ul style="list-style-type: none"> Improve overall area Create multimodal connectivity area. 	\$125,000
2- NW 15 th Street (SW 304 th Street) West of Krome Avenue	City of Homestead – Miami Dade County Public Works Department	<ul style="list-style-type: none"> Non-Compliant ADA Ramps. 	<ul style="list-style-type: none"> Improve ADA access ramps at non-signalized intersections. 	\$125,000
3 - Homestead Middle School	City of Homestead – Miami Dade Public Works	<ul style="list-style-type: none"> Missing 0.15 miles of sidewalk on west side. School zone sign is cut in half west of NW 2nd Avenue. 	<ul style="list-style-type: none"> Add 0.15 miles sidewalk Replace School Zone sign 	\$175,000
4 - NE 2 nd Avenue north of Campbell Drive	City of Homestead	<ul style="list-style-type: none"> Missing section of sidewalk 	Add missing section of sidewalk.	\$75,000
5 - SW 344 th Street and SW 162 nd Avenue	Developer	<ul style="list-style-type: none"> Safety Concerns 	<ul style="list-style-type: none"> New signal and safety mitigation 	\$150,000
6 - SW 162 nd Avenue and SW 320 th Street	City of Homestead	<ul style="list-style-type: none"> Sight Distance Restrictions Guardrail missing at west leg of intersection Lighting missing on SW 162nd Avenue 	<ul style="list-style-type: none"> Trim bushes on west side of SW 162nd Avenue Install lighting on SW 162nd Avenue Operational/Geometric Improvement 	\$150,000
7 - Campbell Drive & Waterstone Way	MDCPWD	<ul style="list-style-type: none"> 15 MPH regulatory signs installed along Campbell Drive which is posted at 45 mph. School zone currently established on 	<ul style="list-style-type: none"> Remove 15 mph signs on Campbell and establish school zone with flashers. 	\$130,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
		Waterstone Way, but not on Campbell Drive.		
8 - Campbell Drive & SW 187 th Avenue	MDCPWD	<ul style="list-style-type: none"> Pavement markings and pavement in poor condition. 	<ul style="list-style-type: none"> Mill and resurface the intersection. 	\$100,000
9 - SW 328 Street & US 1	FDOT	<ul style="list-style-type: none"> Single lane NB experiences excessive delay during peak hours. NB left turning traffic blocks through traffic. 	<ul style="list-style-type: none"> Widen the NB approach to accommodate exclusive left turn bay Provide NB-SB protected/permissive operation 	\$450,000
10 - SW 328 Street & Krome Avenue	FDOT	<ul style="list-style-type: none"> High delays for the NB-SB left turn movements. Pavement and markings in poor condition. 	<ul style="list-style-type: none"> Mill and resurface the intersection. Install NB-SB protected/permissive left turn operation. 	\$100,000
11 - Krome Avenue & SW 304 Street	FDOT	<ul style="list-style-type: none"> Cycle failures in the East-West through movements and the North-South left turn directions. 	<ul style="list-style-type: none"> North-South protected permissive left turn phase. Optimized signal splits for the East-West movements 	\$25,000
12 - Krome Avenue & 296 Street	FDOT	<ul style="list-style-type: none"> Excessive delays were observed for the East-West movements 	<ul style="list-style-type: none"> Install exclusive left turn bays in the East-West directions 	\$350,000
13 - Kingman & SW 328 Street	MDCPWD	<ul style="list-style-type: none"> Pavement and markings in poor condition Guardrail has been hit on the NE and NW corners of the intersection. No pedestrian features at the intersection. 	<ul style="list-style-type: none"> Milling and resurfacing of the intersection. Repair guardrail installation. Provide pedestrian features. 	\$100,000
14 - Kingman & SW 320 Street	MDCPWD	<ul style="list-style-type: none"> Guardrail installation on the NW corner of the intersection is in poor condition. Guardrail installation on the SW corner does not provide the appropriate end treatment and development length. 	<ul style="list-style-type: none"> Replace the guardrail installation. 	\$15,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
15 - SW 137 between SW 296 Street and SW 344 Street.	MDCPWD	<ul style="list-style-type: none"> There is no need for guardrail on the north side of SW 137th Avenue. 	<ul style="list-style-type: none"> Remove guardrail installation 	\$10,000
16 - SW 187 Avenue & SW 296 Street	MDCPWD	<ul style="list-style-type: none"> High volumes on all approaches of the intersection. Currently under All Way Stop Control. 	<ul style="list-style-type: none"> Evaluate the need for signal installation. 	\$100,000
17 - SW 187 Avenue & SW 320 Street	MDCPWD	<ul style="list-style-type: none"> Left turn demand was observed, but no left turn bays are provided. Pavement and pavement markings are in poor condition 	<ul style="list-style-type: none"> North-South left turn bays should be installed. Mill and resurface the intersection 	\$250,000
18 - Campbell Drive & Kingman	MDCPWD	<ul style="list-style-type: none"> Northbound queues of up to 15 vehicles Low Delay NB No sight distances concerns Heavy EB right turn movement during the PM peak hour. Intense development adjacent to the intersection 	<ul style="list-style-type: none"> Evaluate signal installation based on projected traffic volumes. Install EB exclusive right turn lane 	\$200,000
19 - Campbell Drive & Turnpike	MDCPWD FDOT	<ul style="list-style-type: none"> Signs at the intersection must be realigned, i.e., Do Not Enter. Vehicular conflicts at the median opening between SB and NB traffic U-turns from through lane in the EB direction 	<ul style="list-style-type: none"> Install channelization island at the median opening to separate the SB and NB movements. Install No U-Turn and No Left Turn Signs facing EB traffic. Guardrail under bridge must be reinstalled with a rigid installation to shield the overpass columns. 	\$60,000 (Does not include guardrail improvement, should be reported to Turnpike)
20 - Campbell Drive & SW 167 Avenue	MDCPWD	<ul style="list-style-type: none"> Pavement markings and pavement are in poor condition 	<ul style="list-style-type: none"> Milling and resurfacing of the intersection 	\$100,000
21 - Campbell Drive & US 1	FDOT	<ul style="list-style-type: none"> High delays for Campbell Drive movements. The signal operation is split phase for the East-West movements due to 	<ul style="list-style-type: none"> Extend the EB left turn lane. Change the lane assignments of the shared left and through lanes to through only; this will allow 	\$80,000

Location	Jurisdiction	Field Review Notes	Recommendations	Cost
		<p>shared left and through lane assignments.</p> <ul style="list-style-type: none"> East-West left turn movements are not high and can be handled with a single left turn lane. 	<p>concurrent left turn phase operation.</p>	
22 – SW 328 th Street and BJ's	City of Homestead/ MDCPWD	<ul style="list-style-type: none"> Queues on all approaches 	<ul style="list-style-type: none"> New signal 	\$120,000
23 – US 1 and Wal-Mart /Home Depot	FDOT	<ul style="list-style-type: none"> Westbound exit unsafe (non-adequate storage on median) 	<ul style="list-style-type: none"> New signal at southernmost access driveway (Babcock) Provide adequate southbound to eastbound left-turn storage Safety improvements 	\$200,000
24 –City of Homestead Local Circulator (Busway Feeder) along Campbell Drive	City of Homestead (PTP)/ Miami-Dade Transit	<ul style="list-style-type: none"> Transit improvements were suggested at visioning session. Campbell Drive is operating at capacity. Transit improvements are being considered as part of Master Plan 	<p>Provide connections to main traffic generators: Baptist Hospital, Schools, Miami-Dade College, Busway Stations, Krome Avenue</p>	\$90,000
25 – US1 and SW 320 th Street	FDOT	<ul style="list-style-type: none"> Safety issues for South Bound to East Bound turning traffic 	<p>Relocate exclusive turn lane</p>	\$50,000
26 – SW 137 th Ave and SW 288 th Street	Miami-Dade County / City of Homestead	<ul style="list-style-type: none"> East Bound and West Bound delays PM Peak 	<p>Operational improvements</p>	\$80,000



6.1.1 Miami-Dade Transit Busway

Currently Miami-Dade Transit is constructing the Busway extension from SW 264th Street to Florida City. This project was considered as a key project in the City of Homestead and transit improvements proposed for the short, mid and long term are focused into providing feeder routes for the Busway as well as to provide east-west mobility within the City of Homestead.

Currently there are three Busway stops planned in Homestead, SW 312th Street, SW 320th Street and 328th Street. There is a stop south of Homestead, which is the terminal stop within the Busway in Florida City, on SW 344th Street. The Busway project is being funded through the federal and state governments, and is being built to SW 344th Street to ease traffic congestion along US-1.

The Busway is being built exclusively with its own right-of-way running parallel to US-1. The commute in the Busway is considered to be express service by-passing all the traffic. The Busway has been built in phases, Phase I services from Dadeland South to SW 112th Avenue, and Phase 2 from SW 112th Avenue to Florida City. A portion of the second phase has already been opened, the remaining of the second phase will carry-out the Busway in Florida City, south of Homestead and it is scheduled to open on July 8th, 2007. The Busway goes through major business, shopping centers, schools, cultural centers. There are also other routes that connect with the Busway route to transport passengers to other destinations, Northbound and Southbound, or connect to the Metrorail, which services the Downtown Miami area.

- Aesthetic Design

The Busway stations have been designed with landscaped areas for aesthetic reasons. The landscaping has been done with south Florida's native species. The landscaping has also been provided to enhance the pedestrian friendly atmosphere. In the Homestead area the existing bicycle path called South Florida Greenway, runs parallel to the Busway in some segments.

The waiting areas of the Busway are well designed to provide traveling maps, schedules of buses, brochures and telephone booths for commuter convenience. However, the City of Homestead Bus stops areas have been funded through PTP funds and have adopted their own bus stop designs.

- Park and Ride

There are several free Park and Ride locations at the Busway; located at SW 152nd Street, SW 168th Street, Coral Reef Drive/Florida's Turnpike, Southland Mall, Golden Glades, Miami Dade College Kendall, SW 200th Street, SW 244th Street and SW 296th Street/US-1. There are currently no Park and Ride facilities in the City of Homestead. However, there are potential location for Park and Ride in the downtown Homestead area. The existing CRA and proposed projects are located on SW 328th Street and SW 312th Street adjacent to US-1.



Figure 6 - 3: Busway station



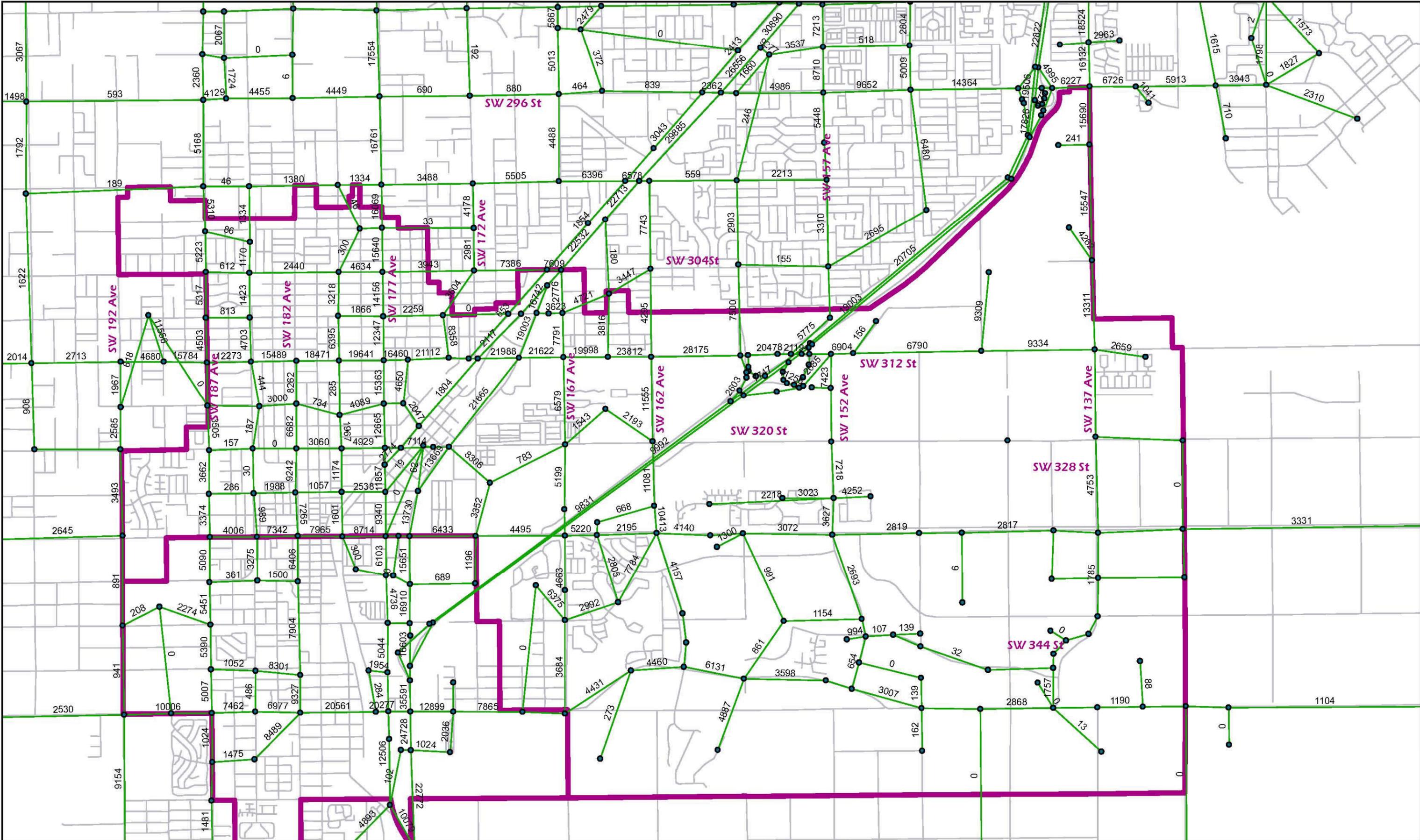
6.2 Mid and Long Range Improvements

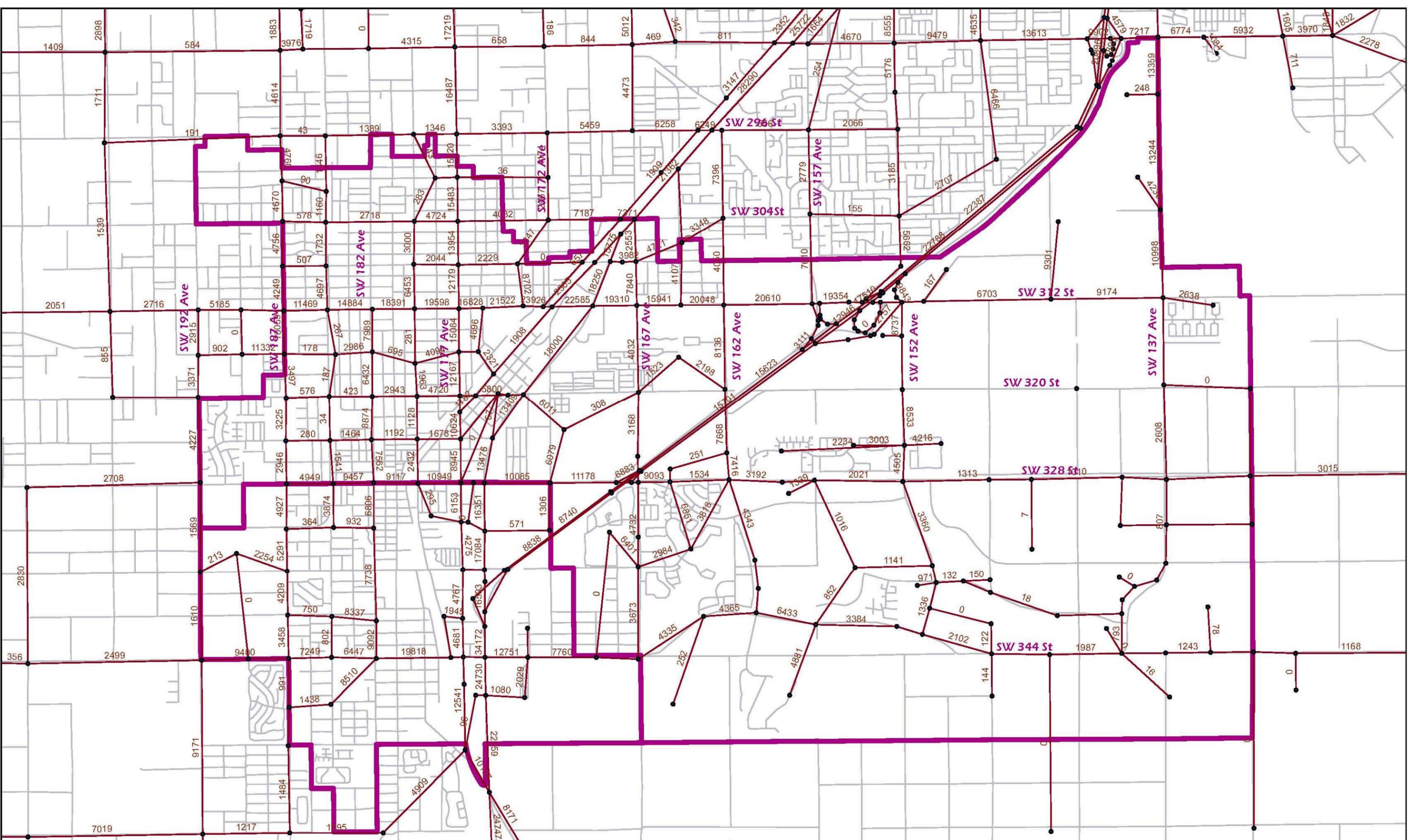
Mid and Long term improvements are planned to be implemented in a time horizon from 2010 to 2030. Projects identified by Metropolitan Planning Organization were validated and included in the TTMP and also included in the Sub-Area Model. Table 6-2 makes reference to the (LRTP 2030 Projects).

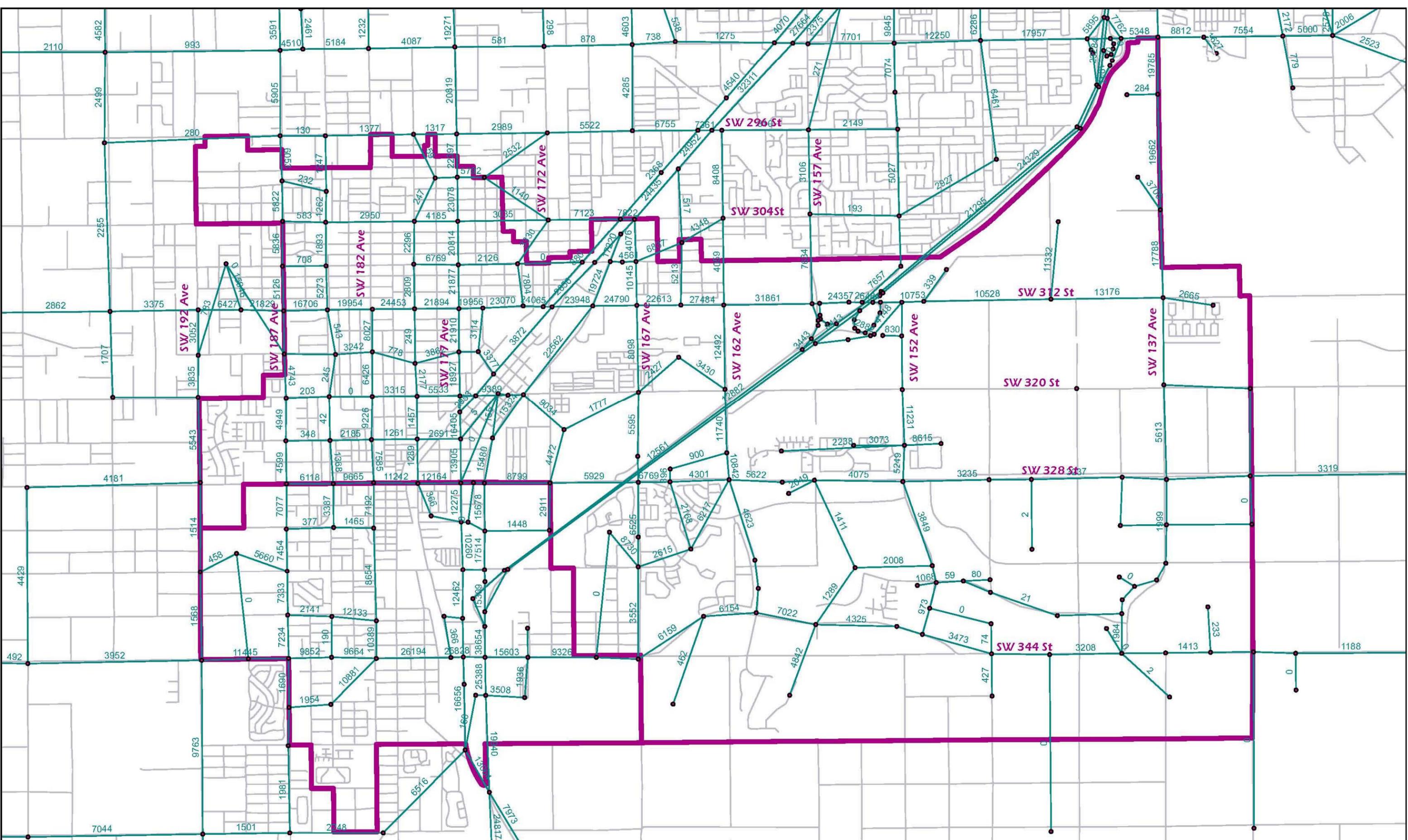
Table 6 - 2: Proposed Mid-Long Term Improvements

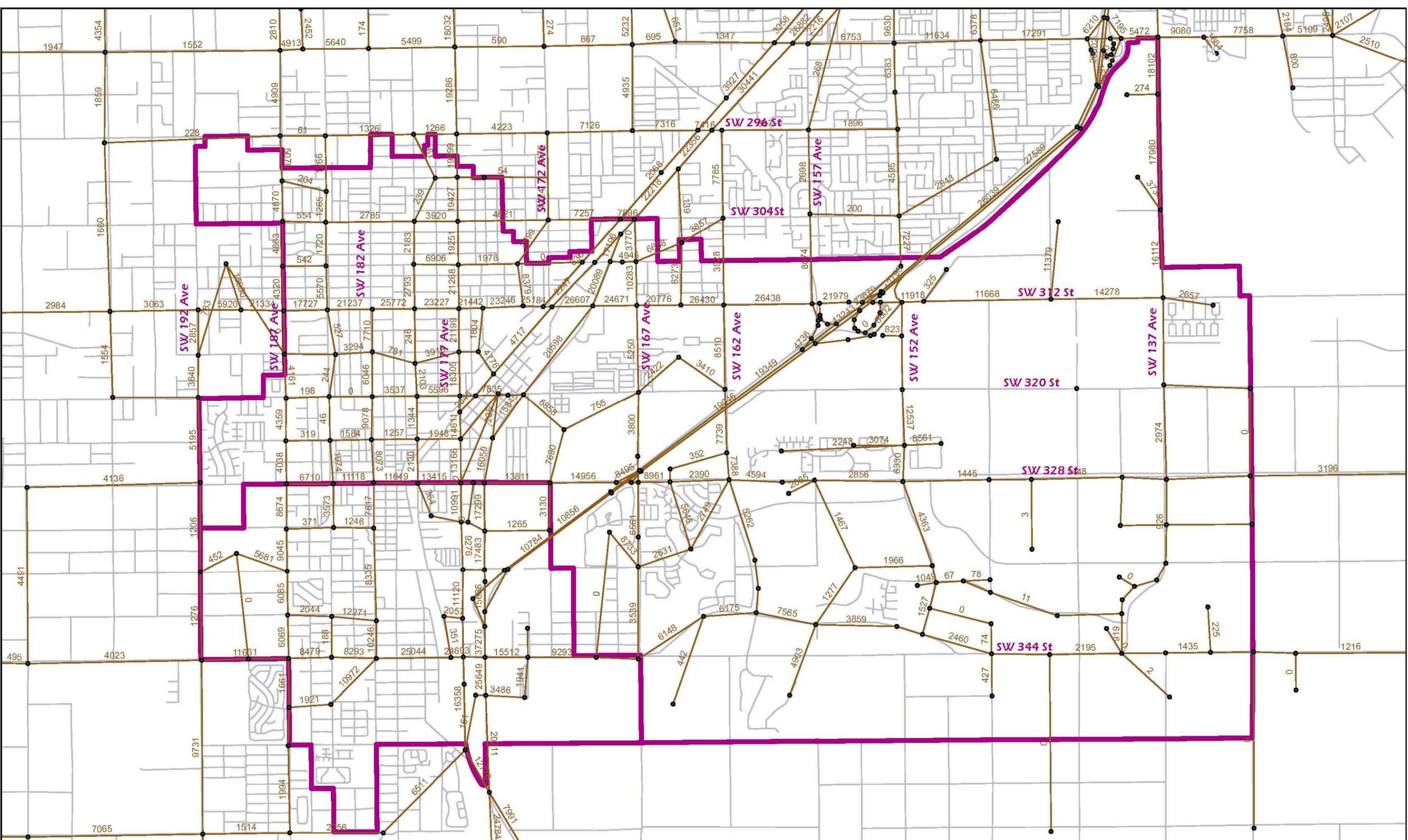
Long Range Transportation Plan (LRTP)		
Agency	Limits of Project	Description
MPO	US-1 to SW 296 Street	Widen Krome Avenue/SW 177 th Avenue from 2 to 4 lanes- Truck By-Pass
MPO	HEFT-Homestead Toll Plaza	3 Express Lanes
MPO	Homestead Transit Hub	Location TBD

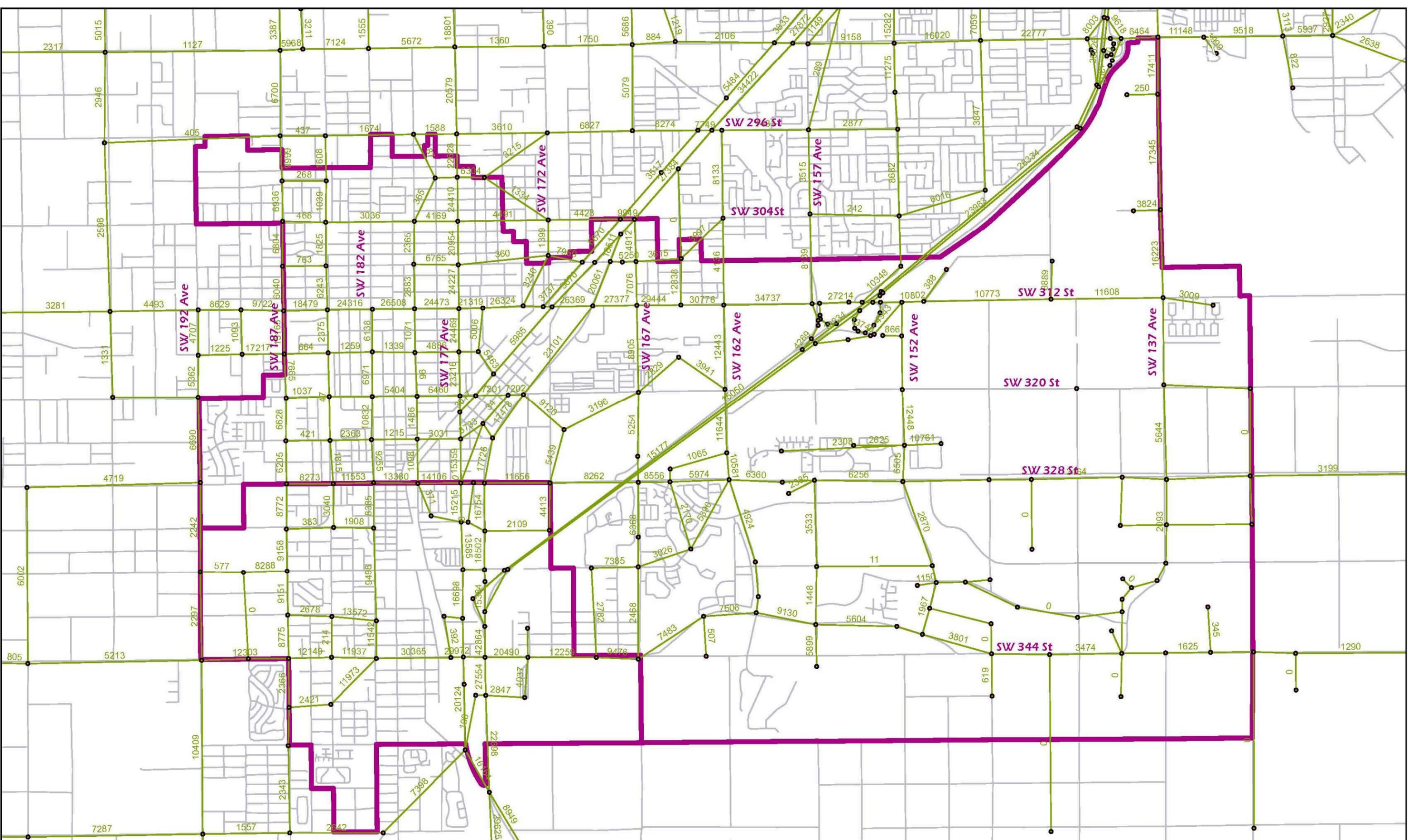
Figures 6-5 through 6-10 depict the model volumes projected for the years 2010, 2020 and 2025 for the “do nothing” scenario. This scenario assigns future traffic volumes assuming no changes are done to the existing roadway network. Through the model results it is obvious that there needs to be improvement of the infrastructure.













An analysis of the proposed and already built new developments there is an extreme necessity to add to Homestead’s infrastructure to be able to keep up with the growth pace within the City.

Improvements to the infrastructure are proposed by widening of Campbell Drive, Mowry Drive, Lucy Street, Turnpike, Flagler Avenue, and SW 187th Avenue, see Figures 6-7 and 6-8. Another enhancement that has been reviewed is the interchange of the Florida Turnpike at Lucy Street.

6.2.1 Lucy Street Interchange

A feasibility report prepared by David Plummer and Associates, Inc. concludes: *“The proposed interchange at Lucy Street will help alleviate traffic at the Campbell Drive interchange and at the south terminus of the Turnpike. Additionally, the traffic level of service for the majority of the analyzed segment will improve or remain within acceptable levels.”*

Tables 6-3 and 6-4 show a reduction in the number of vehicles in the surrounding arterials such as SW 312th Street, Krome Avenue, and SW 344th Street, and on the major avenues of SW 162nd Avenue, SW 167th Avenue, and US-1. The Lucy Interchange is an addition that if/when added will enhance traffic mobility.

Table 6 - 3: Year 2020 Improvements with Interchange

Comparison chart for SW 328 Street Interchange			
Year:2020			
Location	Volumes- No Build	Volumes- Build	% Change in Vehicle Volumes
US-1 S of SW 312th Street	22,562	20,598	- 8.7%
SW 312th Street E of SW 162nd Ave	31,861	26,438	- 17.0%
SW 167th Avenue N of SW 312th Street	10,145	10,283	+ 1.4%
SW 162nd Avenue S of SW 328th Street	4,623	5,262	+ 13.8%
Krome Avenue S of SW 328th Street	12,275	10,991	- 10.5%
SW 344th Street E of SW 162nd Avenue	7,022	7,565	+ 7.7%
SW 344th Street W of SW 182nd Avenue	9,664	8,293	- 14.2%

PROPOSED MID-TERM VOLUMES (NO BUILD 2010)

MID TERM IMPROVEMENT

LONG TERM IMPROVEMENT

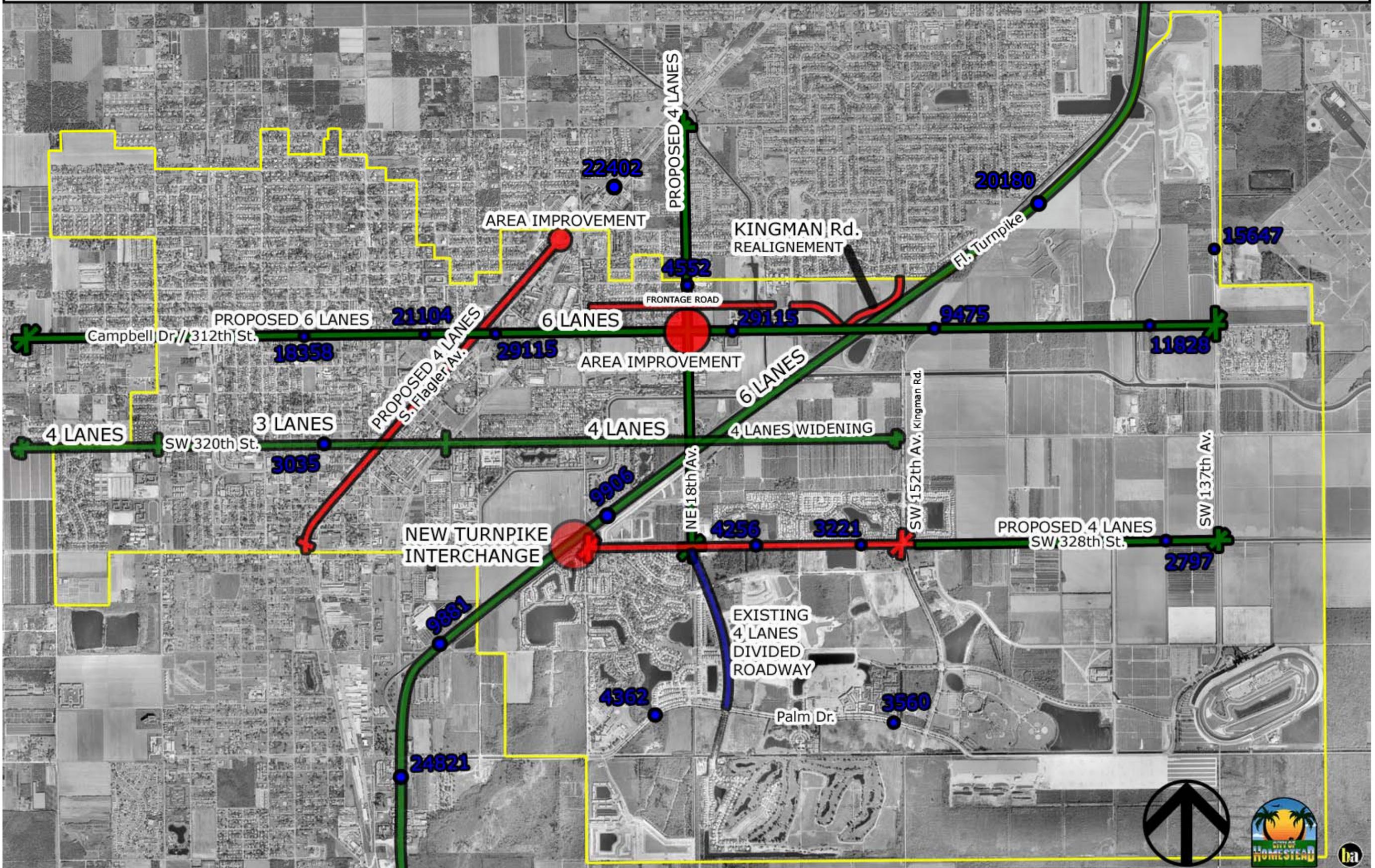


FIGURE 6-10

PROPOSED LONG-TERM VOLUMES (NO BUILD 2025)

 MID TERM IMPROVEMENT

 LONG TERM IMPROVEMENT

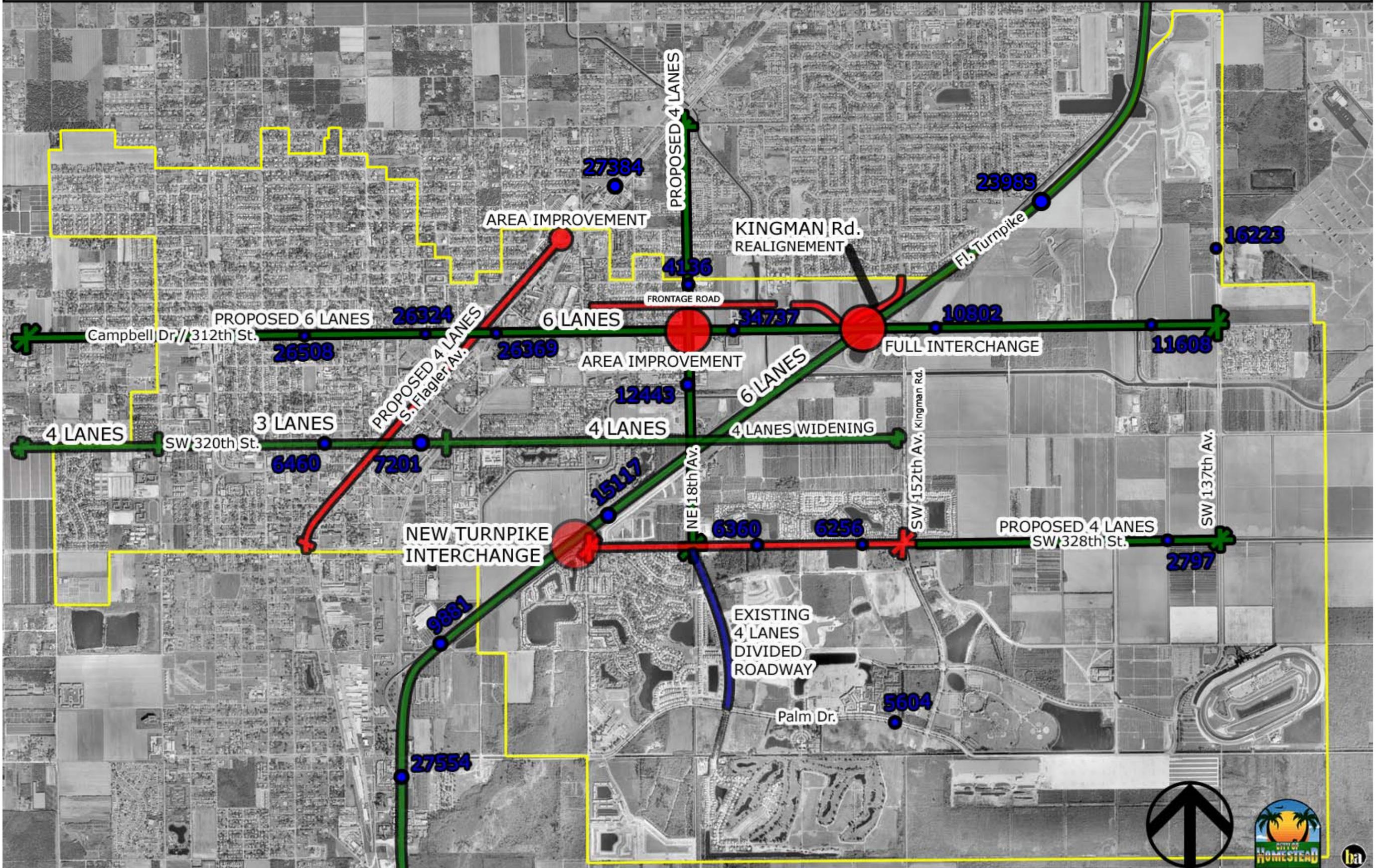


FIGURE 6-11



Table 6 - 4: Year 2025 Improvements with Interchange

Comparison chart for SW 328 Street Interchange			
Year:2025			
Location	Volumes- No Build	Volumes- Build	% Change in Vehicle Volumes
US-1 S of SW 312th Street	23,101	24,646	+ 6.7%
SW 312th Street E of SW 162nd Ave	34,737	33,297	- 4.1%
SW 167th Avenue N of SW 312th Street	7,076	7,269	+ 2.7%
SW 162nd Avenue S of SW 328th Street	4,924	6,676	+35.6%
Krome Avenue S of SW 328th Street	15,215	14,056	- 7.6%
SW 344th Street E of SW 162nd Avenue	9,130	16,106	+ 76.4%
SW 344th Street W of SW 182nd Avenue	11,937	9,516	- 20.3%

6.2.2 Widening of the Homestead Extension of the Florida Turnpike

In addition to the proposed interchange, (Lucy Street Interchange), showing significant improvement to the infrastructure, there needs to be improvements made on the H.E.F.T., known as homestead Extension of the Florida Turnpike. It is recommended that the H.E.F.T. be widened to six lanes to accommodate future growth. In fact Figures 6-5 and Figures 6-10 are the result of model runs performed with the enhancements to the infrastructure. The modeled Lucy Street Interchange includes the widening of SW 162nd Avenue to four lanes, the widening of the Turnpike to six lanes and the widening of SW 328th Street.

6.2.3 Transit Improvements

Homestead is a city built with its main roadway system operating in the North/South direction. Traditionally these roadways satisfied mobility needs within the City of Homestead. With the steady growth and future growth the existing roadway network will not suffice.

One of the observations made during the visioning sessions by the public and during the interagency coordination meetings is the need for Homestead to provide improvements within their transit network to provide east-west mobility and to feed into the already under construction Busway, that connects the City of Homestead with the rest of Miami-Dade County. With the new developments; including residential housing, retail stores, and a major hospital there needs to be connection between the eastern new development and to the western existing traditional neighborhoods and downtown Homestead.

Figure 6-13 presents the proposed transit routes as part of the improvements to the existing transit network. As seen in Figure 6-13, the proposed routes were planned to mainly connect the eastern and western areas of the City to the proposed Busway and providing a city-wide



system of stops at the main traffic generators including main residential developments, schools, institutional uses, commercial areas, city parks, downtown Homestead and tourist attractions. The proposed routes are described as follows:

- **Proposed Campbell Drive Connector (Short Term implementation):**

Current new development and main traffic generators are concentrated along the eastern section of Campbell Drive. This is the main corridor within the City as it is continuous throughout the city and connects the downtown area with the main north-south corridors. As a means to alleviate traffic along Campbell Drive and to connect the eastern and western cored of the City and main traffic generators, the first route that should be prioritized is the proposed Campbell Drive Connector. This route is already being coordinated through the City of Homestead Public Works Department.

The Campbell has the following system of stops: SW 137th Avenue - Waterstone School - Baptist Hospital - Homestead Pavilion - SW 162nd Avenue - Tennessee - YMCA - North Busway - Rexall Drugs - NW 4th Street - Pioneer Commerce Park - Miami Dade College - North Busway - YMCA - Tennessee - SW 162nd Avenue - West Portofino - Baptist Hospital - Waterstone - SW 137th Avenue.

- **Mowry Drive/Campbell Drive Circulator (Mid-Term implementation):**

This route provides connectivity along the residential development along Mowry Drive to the main traffic generators along Campbell Drive and the downtown area. The system of stops is as follows: Baptist Hospital - Baywinds/Oasis - Kingman Road/Pacific - North Gate - Mercedes Homes - Moorey Drive - Colony Lakes - Casa del Sol - US 1 - North Busway - Old City Hall - YMCA - Tennessee (SW 167th Avenue) - SW 162nd Avenue - West Portofino/Homestead Pavilion - Baptist Hospital.

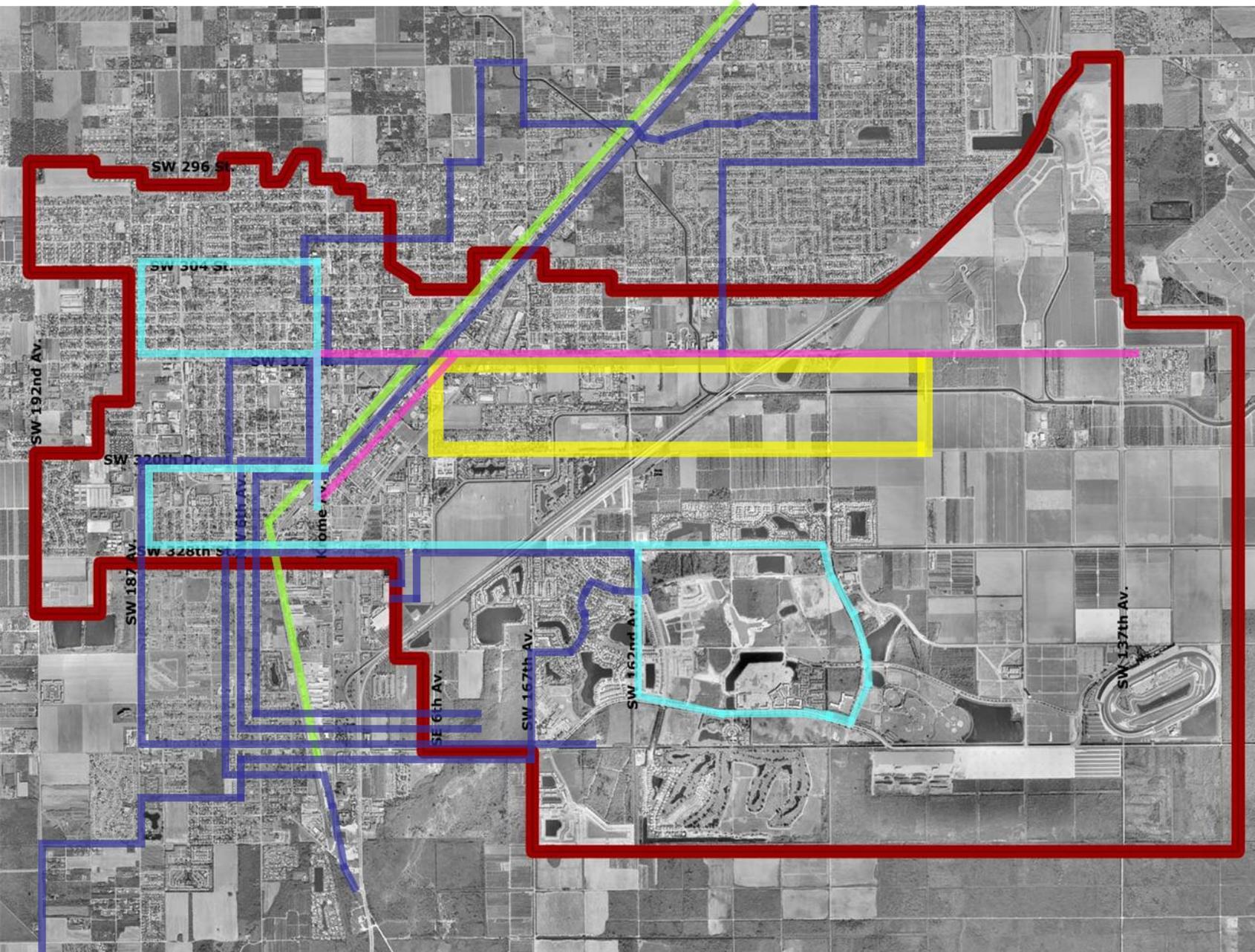
- **South Circulator (Mid-Long Range implementation):**

This route proposes the connectivity of the southern portions of the City, including the Southwest Neighborhood, along SW 328th Street with a system of stops established as follows: Park of Commerce - Sports Complex - Towngate - Keysgate South- The Shores - Keys Landing - Technology Park - 6th Avenue - Krome - Flagler South - Martin Luther King - Redlands North - SW 4th Street - Mowry West - 6th Avenue - Flagler North - Pioneer Commerce Park - Homestead City Hall/Busway South - Krome Avenue - 6th Avenue - Technology Park - Keysgate North - Park of Commerce.

- **Northwest Circulator (Long Range implementation):**

This route proposed connectivity for the Northwest Neighborhood mainly along Krome Avenue and Redlands with a system of stops as follows: Homestead City Hall/Busway South - Seminole Theater - NW 4th Street East - Rexall Drugs - Krome Center - Kings Highway - NW 6th Avenue North - Redlands North - Campbell West - NW 6th Avenue South - NW 4th Street West - NW 6th Street - Seminole Theater - Homestead City Hall/Busway South.

EXISTING AND PROPOSED TRANSIT NETWORK



-  Existing Transit Network
-  Programmed Busway Extension
-  Proposed Mowry Drive-Campbell Drive Circulator
-  Proposed Campbell Drive Connector (short term improvement)
-  Proposed Krome - North Canal - Palm Drive Connector
-  City limits



FIGURE 6-12



6.2.4 Truck By-Pass Improvements

The City of Homestead has approved a resolution on January 17, 2006, to allow a Truck-By-Pass Route around the Historic District. Krome Avenue serves as the main access for trucks to traverse the Downtown District to travel to and from the Farmer's Market and other agricultural matters.

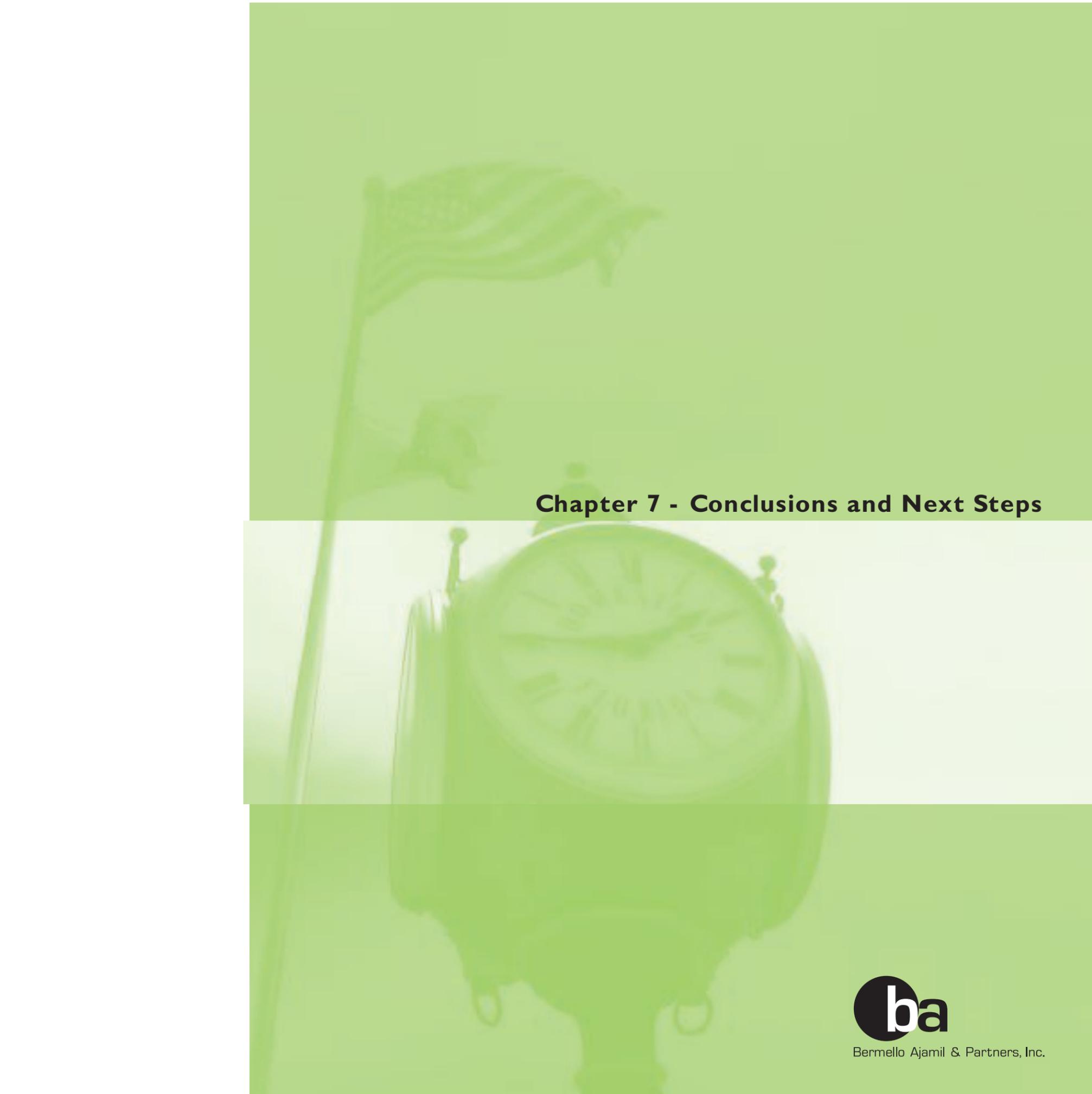
The City of Homestead has preserved and improved Krome Avenue and designated the City's historic district within Krome Avenue. This area has a high concentration of pedestrians and parking on the street. This setup is not compatible with a truck route. Therefore, removal of truck traffic from "Main Street" is more appealing for the merchants and its clients, and safer and more efficient for pedestrians and other modes of transportation such as public transit system and bicycles, adding to the mobility and accessibility within the City.

A truck route was designated to bypass the historic district and will begin at Krome Avenue, South of Flagler Avenue and continue north along Flagler Avenue until the Civic Court intersection. It continues north to meet with the intersection of Krome Avenue just North of N.W. 6th Street and then it proceeds North along Krome, see Figure 6-13 for details of the proposed route.



Proposed Truck By-Pass
 City of Homestead Downtown Area

FIGURE 6-13



Chapter 7 - Conclusions and Next Steps

Chapter 7 - Conclusions and Next Steps



Bermello Ajamil & Partners, Inc.



Chapter 7 Conclusions and Next Steps

The Transit and Transportation Master Plan has been developed to assess and implement the most efficient alternatives for multimodal enhancements within the City of Homestead, Florida.

The analyses performed on the transportation and transit systems within the City of Homestead have confirmed many deficiencies that are planned to be resolved in the short, mid and long term.

7.1 Identified Major Needs

Some of the major needs of the transportation and transit network are as follows:

- Enhance the roadway and transit infrastructure to accommodate the population and development growth and their mobility needs.
- Provide a pedestrian network for all major destinations within the City. Special attention shall be given to schools, public institutions, the downtown district and areas of pedestrian traffic. Pedestrian network shall provide enhancements for disabled users.
- Provide a bicycle system consistent with the parks master plan prepared for the City, which includes the main east-west corridors of the City and ties into the busway.
- Provide safe means to evacuate the population in the event of a hurricane or disaster. It should be considered that Florida City and the Florida Keys use the same evacuation routes designated for Homestead by the County's Emergency Management office.
- Enhance east-west mobility within the City of Homestead.

7.2 Proposed Enhancements

By applying the recommended enhancements to the infrastructure it will allow the mobility of people and goods to be more efficient, and provide a safer network that benefits the entire City.

Proposed recommendations include the following:

- Widening of the main roadway facilities like Krome Avenue, US-1, Turnpike (H.E.F.T), SW 312th Street, SW 328th Street, and SW 344th Street.



- Provide parallel roadways to distribute projected traffic demand from the main corridors such as Flagler Avenue as an alleviator for US 1, two proposed frontage roads to alleviate traffic on Campbell Drive, and SW 187th Avenue to alleviate projected traffic demand on Krome Avenue.
- Construction of the Lucy Interchange and widening of the Florida Turnpike to improve traffic on Campbell Drive and provide safer hurricane evacuation means. The City shall meet with the County's Emergency Management Office and include east-west evacuation routes such as Campbell Drive, Mowry Drive and SW 328th Street, north-south evacuation through Krome Avenue, as well as an arterial in the north-south direction for the eastern core of the City. Currently there is only one hurricane evacuation shelter located on the western core of the City. Evacuation shelters shall also be provided in the eastern areas of the City.
- Complete the under-construction busway to provide an alternative mode of transportation to the Citizens of Homestead that need to travel in the northbound direction. The transit network needs to be complemented by a feeder transit system to carry people from the new Eastern developments, including Baptist Hospital to the rest of the City and to the busway.
- Enhance the transit network by providing a localized city-wide system of stops in coordination with the stops designated by Miami-Dade Transit. Efforts to improve transit in the City of Homestead are already being coordinated with Miami-Dade Transit.
- Provide a Concurrency Management System to assist the City in keeping up with mobility needs within Homestead. Traffic review guidelines need to include concurrency analyses performed by applicants. It is also encouraged that the City of Homestead, Miami-Dade County and developers enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants to shared transportation facilities.
- The Comprehensive Plan and the Code of Ordinances of the City shall be revised to include the recommendations of the Master Plan in coordination with the appropriate departments and staff within the City.
- Provide Transportation Demand Management Strategies that are multimodal in scope to address mobility needs within development projects in the City of Homestead with emphasis on implementing transit, pedestrian and bicycle improvements such as transit stops, pedestrian access, amenities and features, bicycle storage and racks, park and ride facilities, transit information at bus stops main traffic generators. Miami-Dade County and the MPO are crucial partners in assisting the City in their efforts to improve multimodal mobility within the City.



- Provide appropriate standards for parking and internal circulation within development plans to ensure safe and efficient traffic within commercial, residential and mixed use projects. The City shall strive to provide means to improve mobility within adjacent and compatible uses such as parallel frontage roads, cross-vehicular and cross-pedestrian access to decrease trips off main roads.

7.3 Funding Sources

In order to perform the proposed enhancements needed by the City funding sources need to be identified. There are government agencies that are available to fund some improvements and also have jurisdiction on some of the city's facilities and are partners in this effort, including the Florida Department of Transportation (FDOT), Metropolitan Planning Organization (MPO), The Florida's Turnpike Authority, Miami-Dade Transit, and the Miami Dade County.

There are projects that are scheduled to be performed within the next five years, known as Short Term Improvements and are included in the County's TIP, FDOT's 5-year work program and the City's Capital Improvement Program. Short term improvements identified in the Master Plan shall be included in one of these documents, dependant on the funding entity. In cases where developers are contributing for enhancements on the City streets, these shall be identified in the City's Capital Improvement Program.

There are also projects scheduled for mid to long term improvements, which would correspond to ten to twenty years horizon for implementation. Some of these projects are included in the County's 2030 Long Range Transportation Plan.

The Finance Division of the City and the Public Works Department shall work with the City Manager's Office, City Council, Planning and Zoning Board and the Master Plan Task Force to determine priorities to fund these projects, based on the projected transportation demand, analyses and recommendations of the master plan and intergovernmental coordination feedback.

The City's capital improvement project needs to be evaluated and reviewed for the short term range with frequency. Certain guidelines will have to be followed in order to evaluate the rate of the implementation project.

Next steps of the master plan include performing Benefit Cost Analysis of the selected projects for implementation in order to establish the feasibility of moving projects ahead. Continuous coordination with the different agencies shall be performed to address appropriate processes to implement the projects in the short, mid and long term.

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Appendices

Appendices



Bermello Ajamil & Partners, Inc.



APPENDICES

Chapter 3 Appendix

- Exhibit 3-1: Photographic reconnaissance and data collected for the roadway inventory.
- Exhibit 3-2: On and Off-street Parking Availability Study along Krome Avenue
- Exhibit 3-3: Raw traffic data collection

Chapter 4 Appendix

- Exhibit 4-1: 2005 Population Projection for the City of Homestead, per TAZ
- Exhibit 4-2: 2010 Population Projection for the City of Homestead, per TAZ
- Exhibit 4-3: 2020 Population Projection for the City of Homestead, per TAZ
- Exhibit 4-4: 2030 Population Projection for the City of Homestead, per TAZ

Chapter 6 Appendix

- Exhibit 6-1: Short Term Improvements by agency



Exhibit 3-1

Photographic reconnaissance and data collected for the roadway inventory

(Refer to hard copy)



Exhibit 3-2

On and Off-street Parking Availability Study along Krome Avenue

(Refer to hard copy)



Exhibit 3-3

Raw traffic data collection

(Refer to hard copy)

Exhibit 4-1

2005 Population Projection for the City of Homestead, per TAZ

Exhibit 4-1

2005 Population Projection for the City of Homestead, per TAZ

2005								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1378	8311944	6511097	78.3%	100.0%	161	1073	1234	1234
1379	11515127	11416540	99.1%	99.1%	834	2010	2844	2820
1380	4799523.5	3731884	77.8%	77.8%	291	702	993	772
1389	23453768	619931	2.6%	2.6%	1602	3042	4644	123
1392	19823054	7523723	38.0%	38.0%	1066	2568	3633	1379
1393	20417392	4062682	19.9%	19.9%	1350	2769	4119	820
1394	17332018	17332019	100.0%	100.0%	1235	2976	4211	4211
1395	8072629	8072629	100.0%	100.0%	132	318	450	450
1396	7230795	6965202	96.3%	96.3%	117	283	400	386
1397	20236814	19284421	95.3%	95.3%	870	2097	2967	2827
1398	34477212	34477212	100.0%	100.0%	241	586	827	827
1399	20661440	10303161	49.9%	49.9%	0	0	0	0
1400	13720355	6856986	50.0%	50.0%	0	0	0	0
1404	14743709	14453340	98.0%	98.0%	0	0	0	0
1405	14176497	13939012	98.3%	98.3%	0	0	0	0
1407	8895687	8836346	99.3%	99.3%	0	0	0	0
1408	2124364.8	2124365	100.0%	100.0%	0	0	0	0
1409	3434755.5	3434756	100.0%	100.0%	0	0	0	0
1410	11345382	11345382	100.0%	100.0%	0	0	0	0
1411	5343383.5	5343384	100.0%	100.0%	0	0	0	0

2005								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1412	7867771.5	7867771	100.0%	100.0%	0	0	0	0
1413	7521595.5	7521595	100.0%	100.0%	0	0	0	0
1414	4779816.5	4779816	100.0%	100.0%	0	0	0	0
1415	19566336	19338737	98.8%	98.8%	594	1419	2013	1990
1416	9937704	9811023	98.7%	98.7%	212	512	724	715
1417	15238826	15238002	100.0%	100.0%	1154	2779	3933	3933
1418	15445172	15445172	100.0%	100.0%	741	1788	2528	2528
1419	3132308.8	3132309	100.0%	100.0%	124	300	424	424
1420	7639358.5	7639359	100.0%	100.0%	266	641	907	907
1421	7047404.5	7047404	100.0%	100.0%	427	1026	1454	1454
1422	3822280.8	3822281	100.0%	100.0%	170	410	579	579
1423	17977864	17929938	99.7%	99.7%	1008	2426	3434	3425
1424	4447962	4361927	98.1%	98.1%	245	431	676	663
1425	6605329.5	6591796	99.8%	99.8%	152	77	229	229
1427	6624098	1739312	26.3%	26.3%	2	0	2	1
1428	12398923	10632393	85.8%	85.8%	701	1688	2389	2049
1441	14333600	1733652	12.1%	12.1%	251	8	259	31
1448	49238952	13918376	28.3%	35.0%	1364	3290	4654	1629
1449	10732552	4494132	41.9%	70.0%	572	666	1238	867
1450	10606007	5911710	55.7%	75.0%	509	502	1011	758
1451	8952868	8952868	100.0%	100.0%	816	1124	1940	1940
1452	7662131.5	7591411	99.1%	99.1%	791	2017	2808	2782
1453	6621445	6568209	99.2%	99.2%	207	432	639	634
1454	7094863	7034712	99.2%	99.2%	497	617	1115	1105

2005								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1455	7222517.5	7168792	99.3%	99.3%	571	614	1185	1176
1456	5442406	5442406	100.0%	100.0%	506	1222	1728	1728
1457	4682981.5	4682982	100.0%	100.0%	3	2	5	5
1458	10053598	7387297	73.5%	73.5%	1127	2717	3844	2825
1459	16727974	2052086	12.3%	12.3%	964	1179	2143	263
TOTAL					21874	46310	68184	50486

Exhibit 4-2

2010 Population Projection for the City of Homestead, per TAZ

Exhibit 4-2

2010 Population Projection for the City of Homestead, per TAZ

2010								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1378	8311944	6511097	78.3%	100.0%	161	1075	1236	1236
1379	11515127	11416540	99.1%	99.1%	900	2168	3068	3042
1380	4799523.5	3731884	77.8%	77.8%	360	869	1229	956
1389	23453768	619931	2.6%	2.6%	1596	3066	4662	123
1392	19823054	7523723	38.0%	38.0%	1188	2798	3986	1513
1393	20417392	4062682	19.9%	19.9%	1213	2921	4134	823
1394	17332018	17332019	100.0%	100.0%	1441	4358	5799	5799
1395	8072629	8072629	100.0%	100.0%	264	636	900	900
1396	7230795	6965202	96.3%	96.3%	235	566	801	772
1397	20236814	19284421	95.3%	95.3%	1740	4194	5934	5655
1398	34477212	34477212	100.0%	100.0%	1360	1380	2740	2740
1399	20661440	10303161	49.9%	49.9%	0	0	0	0
1400	13720355	6856986	50.0%	50.0%	0	0	0	0
1404	14743709	14453340	98.0%	98.0%	0	0	0	0
1405	14176497	13939012	98.3%	98.3%	0	0	0	0
1407	8895687	8836346	99.3%	99.3%	0	0	0	0
1408	2124364.8	2124365	100.0%	100.0%	0	0	0	0
1409	3434755.5	3434756	100.0%	100.0%	0	0	0	0
1410	11345382	11345382	100.0%	100.0%	0	0	0	0
1411	5343383.5	5343384	100.0%	100.0%	0	0	0	0
1412	7867771.5	7867771	100.0%	100.0%	0	0	0	0

2010								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1413	7521595.5	7521595	100.0%	100.0%	0	0	0	0
1414	4779816.5	4779816	100.0%	100.0%	0	0	0	0
1415	19566336	19338737	98.8%	98.8%	906	2165	3071	3035
1416	9937704	9811023	98.7%	98.7%	425	1023	1448	1430
1417	15238826	15238002	100.0%	100.0%	1273	4146	5419	5419
1418	15445172	15445172	100.0%	100.0%	810	3224	4034	4034
1419	3132308.8	3132309	100.0%	100.0%	232	380	612	612
1420	7639358.5	7639359	100.0%	100.0%	157	1185	1342	1342
1421	7047404.5	7047404	100.0%	100.0%	526	1264	1790	1790
1422	3822280.8	3822281	100.0%	100.0%	255	454	709	709
1423	17977864	17929938	99.7%	99.7%	1010	2431	3441	3432
1424	4447962	4361927	98.1%	98.1%	244	436	680	667
1425	6605329.5	6591796	99.8%	99.8%	156	79	235	235
1427	6624098	1739312	26.3%	26.3%	86	90	176	46
1428	12398923	10632393	85.8%	85.8%	1143	1888	3031	2599
1441	14333600	1733652	12.1%	12.1%	1294	46	1340	162
1448	49238952	13918376	28.3%	50.0%	1786	4232	6018	3009
1449	10732552	4494132	41.9%	70.0%	582	685	1267	887
1450	10606007	5911710	55.7%	90.0%	526	525	1051	946
1451	8952868	8952868	100.0%	100.0%	814	1133	1947	1947
1452	7662131.5	7591411	99.1%	99.1%	788	2033	2821	2795
1453	6621445	6568209	99.2%	99.2%	207	437	644	639
1454	7094863	7034712	99.2%	99.2%	327	789	1116	1107
1455	7222517.5	7168792	99.3%	99.3%	572	621	1193	1184

2010								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1456	5442406	5442406	100.0%	100.0%	539	1299	1838	1838
1457	4682981.5	4682982	100.0%	100.0%	3	2	5	5
1458	10053598	7387297	73.5%	73.5%	1215	2928	4143	3044
1459	16727974	2052086	12.3%	12.3%	1025	1271	2296	282
TOTAL					27359	58797	86156	66751

Exhibit 4-3

2020 Population Projection for the City of Homestead, per TAZ

Exhibit 4-3

2020 Population Projection for the City of Homestead, per TAZ

2020								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1378	8311944	6511097	78.3%	78.3%	160	1080	1240	971
1379	11515127	11416540	99.1%	99.1%	900	2168	3068	3042
1380	4799523.5	3731884	77.8%	77.8%	360	869	1229	956
1389	23453768	619931	2.6%	2.6%	1585	3116	4701	124
1392	19823054	7523723	38.0%	38.0%	1431	3258	4689	1780
1393	20417392	4062682	19.9%	19.9%	1213	2921	4134	823
1394	17332018	17332019	100.0%	100.0%	1852	7123	8975	8975
1395	8072629	8072629	100.0%	100.0%	527	1272	1799	1799
1396	7230795	6965202	96.3%	96.3%	469	1132	1601	1542
1397	20236814	19284421	95.3%	95.3%	2070	4987	7057	6725
1398	34477212	34477212	100.0%	100.0%	3596	2968	6564	6564
1399	20661440	10303161	49.9%	49.9%	0	0	0	0
1400	13720355	6856986	50.0%	50.0%	0	0	0	0
1404	14743709	14453340	98.0%	98.0%	0	0	0	0
1405	14176497	13939012	98.3%	98.3%	0	0	0	0
1407	8895687	8836346	99.3%	99.3%	0	0	0	0
1408	2124364.8	2124365	100.0%	100.0%	0	0	0	0
1409	3434755.5	3434756	100.0%	100.0%	0	0	0	0
1410	11345382	11345382	100.0%	100.0%	0	0	0	0
1411	5343383.5	5343384	100.0%	100.0%	1	0	1	1
1412	7867771.5	7867771	100.0%	100.0%	0	0	0	0

2020								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1413	7521595.5	7521595	100.0%	100.0%	0	0	0	0
1414	4779816.5	4779816	100.0%	100.0%	0	0	0	0
1415	19566336	19338737	98.8%	98.8%	906	2165	3071	3035
1416	9937704	9811023	98.7%	98.7%	799	1926	2725	2690
1417	15238826	15238002	100.0%	100.0%	1075	2592	3667	3667
1418	15445172	15445172	100.0%	100.0%	1610	3884	5494	5494
1419	3132308.8	3132309	100.0%	100.0%	447	541	988	988
1420	7639358.5	7639359	100.0%	100.0%	416	1002	1418	1418
1421	7047404.5	7047404	100.0%	100.0%	526	1264	1790	1790
1422	3822280.8	3822281	100.0%	100.0%	425	544	969	969
1423	17977864	17929938	99.7%	99.7%	1010	2431	3441	3432
1424	4447962	4361927	98.1%	98.1%	244	445	689	676
1425	6605329.5	6591796	99.8%	99.8%	164	84	248	247
1427	6624098	1739312	26.3%	26.3%	253	268	521	137
1428	12398923	10632393	85.8%	85.8%	2026	2287	4313	3699
1441	14333600	1733652	12.1%	12.1%	3381	121	3502	424
1448	49238952	13918376	28.3%	28.3%	2631	6115	8746	2472
1449	10732552	4494132	41.9%	41.9%	602	722	1324	554
1450	10606007	5911710	55.7%	55.7%	559	570	1129	629
1451	8952868	8952868	100.0%	100.0%	810	1153	1963	1963
1452	7662131.5	7591411	99.1%	99.1%	781	2065	2846	2820
1453	6621445	6568209	99.2%	99.2%	206	446	652	647
1454	7094863	7034712	99.2%	99.2%	327	789	1116	1107
1455	7222517.5	7168792	99.3%	99.3%	574	635	1209	1200
1456	5442406	5442406	100.0%	100.0%	539	1299	1838	1838

2020								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1457	4682981.5	4682982	100.0%	100.0%	2	3	5	5
1458	10053598	7387297	73.5%	73.5%	1215	2928	4143	3044
1459	16727974	2052086	12.3%	12.3%	1148	1455	2603	319
TOTAL					36840	68628	105468	78565

Exhibit 4-4

2030 Population Projection for the City of Homestead, per TAZ

Exhibit 4-4

2030 Population Projection for the City of Homestead, per TAZ

2030								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1378	8311944	6511097	78.3%	78.3%	159	1084	1243	974
1379	11515127	11416540	99.1%	99.1%	1487	1581	3068	3042
1380	4799523.5	3731884	77.8%	77.8%	595	634	1229	956
1389	23453768	619931	2.6%	2.6%	1574	3166	4740	125
1392	19823054	7523723	38.0%	38.0%	1675	3719	5394	2047
1393	20417392	4062682	19.9%	19.9%	1474	2660	4134	823
1394	17332018	17332019	100.0%	100.0%	3380	5720	9100	9100
1395	8072629	8072629	100.0%	100.0%	892	948	1840	1840
1396	7230795	6965202	96.3%	96.3%	892	948	1840	1772
1397	20236814	19284421	95.3%	95.3%	3423	3634	7057	6725
1398	34477212	34477212	100.0%	100.0%	5833	4556	10389	10389
1399	20661440	10303161	49.9%	49.9%	0	0	0	0
1400	13720355	6856986	50.0%	50.0%	0	0	0	0
1404	14743709	14453340	98.0%	98.0%	0	0	0	0
1405	14176497	13939012	98.3%	98.3%	0	0	0	0
1407	8895687	8836346	99.3%	99.3%	0	0	0	0
1408	2124364.8	2124365	100.0%	100.0%	0	0	0	0
1409	3434755.5	3434756	100.0%	100.0%	0	0	0	0
1410	11345382	11345382	100.0%	100.0%	0	0	0	0
1411	5343383.5	5343384	100.0%	100.0%	2	0	2	2
1412	7867771.5	7867771	100.0%	100.0%	0	0	0	0

2030								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1413	7521595.5	7521595	100.0%	100.0%	0	0	0	0
1414	4779816.5	4779816	100.0%	100.0%	0	0	0	0
1415	19566336	19338737	98.8%	98.8%	2527	544	3071	3035
1416	9937704	9811023	98.7%	98.7%	1323	1402	2725	2690
1417	15238826	15238002	100.0%	100.0%	1474	2193	3667	3667
1418	15445172	15445172	100.0%	100.0%	3530	1964	5494	5494
1419	3132308.8	3132309	100.0%	100.0%	662	702	1364	1364
1420	7639358.5	7639359	100.0%	100.0%	1112	306	1418	1418
1421	7047404.5	7047404	100.0%	100.0%	1412	378	1790	1790
1422	3822280.8	3822281	100.0%	100.0%	595	634	1229	1229
1423	17977864	17929938	99.7%	99.7%	789	2652	3441	3432
1424	4447962	4361927	98.1%	98.1%	243	455	698	684
1425	6605329.5	6591796	99.8%	99.8%	172	89	261	260
1427	6624098	1739312	26.3%	26.3%	421	446	867	228
1428	12398923	10632393	85.8%	85.8%	2910	2686	5596	4799
1441	14333600	1733652	12.1%	12.1%	5467	196	5663	685
1448	49238952	13918376	28.3%	28.3%	3475	7999	11474	3243
1449	10732552	4494132	41.9%	41.9%	621	760	1381	578
1450	10606007	5911710	55.7%	55.7%	593	616	1209	674
1451	8952868	8952868	100.0%	100.0%	806	1173	1979	1979
1452	7662131.5	7591411	99.1%	99.1%	774	2096	2870	2844
1453	6621445	6568209	99.2%	99.2%	205	455	660	655
1454	7094863	7034712	99.2%	99.2%	513	603	1116	1107
1455	7222517.5	7168792	99.3%	99.3%	576	650	1226	1217

2030								
TAZ Number	TAZ Area (Sq. Feet)	Intersecting Area (Sq. Feet)	Percent Area in Homestead	Percent Population in Homestead	Persons Without Children	Persons With Children	Total Population in TAZ	Population in Homestead
1456	5442406	5442406	100.0%	100.0%	737	1101	1838	1838
1457	4682981.5	4682982	100.0%	100.0%	2	4	6	6
1458	10053598	7387297	73.5%	73.5%	1669	2474	4143	3044
1459	16727974	2052086	12.3%	12.3%	1271	1640	2911	357
TOTAL					55265	62868	118133	86111



Exhibit 6-1

Short Term Improvements by Agency

City of Homestead
Transportation and Transit Master Plan



Exhibit 6-1: Short Term Improvements provided by agency

Roadway Projects w/ City of Homestead			
Roadway	Limits		Description
	From	To	
SW 137th Ave/ Tallahassee Rd	SW 344 th St.	HEFT	PD&E and Final Design services for the widening and reconstruction of approximately four (4) miles of an urban arterial including bridge design services. Project was designed to FDOT standards as part of a LAP agreement with the City.
SW 142nd Street	SW 344 th St.	SW 328th St.	Final Design Services for approximately one (1) mile of new roadway.
SW 336th St.	SW 142nd Ave.	SW 137th Ave.	Final Design Services for approximately 0.5 miles of new roadway.
SW 344th St./ Palm Dr.	Fla. City	SW 167 th Ave.	Final Design Services for approximately 0.5 miles of new roadway.
SW 344th St./ Palm Dr.	SW 152nd Ave	SW 137th Ave.	Final Design Services for approximately 1.5 miles of new roadway.
SW 4 th Street	SW 2 nd Avenue	Krome Avenue	Streetscape

Projects with Homestead CRA	
Project	Description
West Service Area and N-29 Infrastructure Improvements	Design and Construction Management Services for Water and Sewer improvements. Project funding was through a Community Development Block Grant (CDBG).
Pioneer Village	Design and Construction Management Services for Pioneer Village Phase I (Paving, Grading, Water and Sewer). Project was located just west of Homestead's Historic District.

**City of Homestead
Transportation and Transit Master Plan**



Other Relevant Projects		
Agency	Project	Description
MDCPW	Bus and School Safe Routes	County wide evaluation of sidewalk conditions along designated bus routes and school safe routes and development of repair details and bid packages.
MDCPW	Signing and Stripping Evaluation	County wide evaluation of signing and pavement marking conditions. Included development of several bid packages to correct deficiencies noted.

Transportation Improvement Project (TIP)		
Agency	Limits of Project	Description
MPO	SW 187 th Avenue to US I/S. Dixie	Widen SW 320 Street to 3 lanes
MPO	SW 152 Avenue to SW 137 Avenue	Widen SW 312 Street from 2 to 4 lanes
MPO	SW 187 Avenue to SW 177 Avenue	Widen SW 312 Street (Phase 2) to 5 lanes
MPO	US-1 to SW 162 Avenue	Widen SW 328 Street to 4 lanes
MPO	SW 162 Avenue to SW 152 Avenue	Widen SW 328 Street to 4 lanes
South Miami-Dade Busway	Cutler Ridge to Florida City	Busway extension