Cross Street Station and Interchange Option - 2013 TIGER/UniversityCity submittal could provide within the UniversityCity SAMS for an examination of several alternatives to expand multimodal services along US41 once the proposed PG6 multimodal station has maximized optimal usage including: 1) a cross street station with the pedestrian bridge, the associated stairways, ramps, elevators, and escalators in addition to optimized safe at-grade intersection improvements within US 41 and community transit operating through the US 41 intersection at SW 109th Avenue; 2) a new array of parking garages with pedestrian-oriented multimodal and intermodal capabilities north of US 41; 3) other improvements that establish a gateway and multimodal function as you enter the City of Sweetwater and improved pedestrian and bicycle access to UniversityCity; and, 4) a do nothing option.
Cross Street Station Elevation
AT LEAST A B-LEVEL GATEWAY STRUCTURE TO SPAN SW 109TH AVENUE REGARDLESS OF ARCHITECTURAL DESIGN TO BE USED

Cross Street Station 1st Floor
Plan View

Cross Street Station 2nd Floor
Plan View

WITHIN THE AVAILABLE RIGHT-OF-WAY, AT LEAST A B-LEVEL STRUCTURE TO SPAN SW 109TH AVENUE AND THE TAMMIAMI CANAL, AND TO PROVIDE, VIA A B-LEVEL PLATFORM, ACCESS TO REGIONAL MASS TRANSIT PROXIMATE TO METROPOLITAN AND LOCAL TRANSIT

ELEVATED, LANDSCAPED, AND HARDSCAPED PLAZA AND CROSS STREET STATION TO LEVERAGE PEDESTRIANS AND BICYCLISTS UP, OVER, AND THROUGH US 41, ON THE SW 109TH CORRIDOR AND INTO REGIONAL, METROPOLITAN AND LOCAL TRANSIT

PROVIDING USEFUL, SAFE, USEFUL, AND COMFORTABLE SPACES, AS WELL AS INTERESTING AND FUN PLACES, TO ACCESS REGIONAL TRANSIT; TO EASILY AND QUICKLY DESCEND TO METROPOLITAN TRANSIT OR COMMUNITY TRANSIT; OR, ACCESS A PEDESTRIAN BRIDGE EXTENDING ACROSS US 41
As the intersection at SW 109th Avenue and US 41 becomes the only safe intersection between FIU and Sweetwater, it facilitates large-scale and frequent pedestrian, bicycle and community transit movements to occur at the cross street station and interchange. As all movements funnel between these communities and pass through this central fulcum-like location, an “hourglass effect” is established within the communities and at the small attractive area and structure of this multimodal and bi-level cross street station improvement. As events in one plaza or the other draw a crowd, the entire apparatuses act as an inclined plane to move people without cars between communities.

As an alternate and/or addition to a Cross Street Station recreate parking and multimodal station north of US 41 when multimodal station south of US 41 files to capacity.

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A dog on a teeter totter is about to change the angle of this inclined plane by shifting the weight and exerting force on the end of the lever. When large numbers of people are drawn to and gather at either plaza located at the ends of the improved SW 109th Avenue and the related pedestrian corridors, they have the same effect such that large numbers of people, without private passenger cars, pass through the cross street station, complete street and plaza improvements that acts as a fulcrum and included plane and means for safe passage across the US 41 barrier or access to transit.

...but only when pedestrian bridges terminate in stairways that serve as community plazas and entertainment venues.

...and only when plazas are world-class venues for the events of every day life.
VIEWS OF LARGE-SCALE PEDESTRIAN MOVEMENT WITHIN THE ENVIRONMENT OF CALLE OCHO IN MIAMI, FLORIDA, AT A DOWNTOWN TRANSMILENIO TRANSPORTATION STOP IN BOGOTÁ, COLUMBIA, AND AT THE INNER HARBOR OF BALTIMORE, MARYLAND.

SEE HTTP://WWW.YOUTUBE.COM/WATCH?V=GHAVUSBXZIG&FEATURE=PLAYER_EMBEDDED.

...AND ONLY WHEN STREETS ARE DESIGNED PRIMARILY FOR PEOPLE TO WALK UPON.