

**TRANSPORTATION PLAN  
FOR  
METROPOLITAN  
DADE COUNTY, FLORIDA  
LONG RANGE ELEMENT**

**METROPOLITAN PLANNING ORGANIZATION  
FOR THE MIAMI URBANIZED AREA**



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**TRANSPORTATION PLAN FOR METROPOLITAN DADE COUNTY, FLORIDA  
LONG-RANGE ELEMENT**

**FINAL REPORT**

**prepared by**

**METROPOLITAN PLANNING ORGANIZATION  
44 West Flagler Street, 11th Floor  
Miami, Florida**

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**April 1979**

## FOREWORD

A transportation planning effort undertaken in Dade County in the mid-1960's provided major long-range proposals for five transportation elements: highways, mass transit, seaports, airports, and terminals. The proposals were based, in part, on the area's 1985 General Land Use Master Plan adopted in 1965. A series of public hearings in 1971 and 1972 on this proposed transportation plan revealed neighborhood opposition to many proposed expressways. A reexamination of the highway and transit portions of the plan resulted in a 1974 recommendation that many of the future expressways be deleted, and that additional arterial street, bus, and rapid transit improvements be implemented. These recommendations were accepted in the Fall of 1974 as the revised ground transportation plan for 1985. At that time, the Comprehensive Development Master Plan was being prepared as an update of the General Land Use Master Plan.

The Comprehensive Development Master Plan, adopted by the Board of County Commissioners in March of 1975, is a generalized plan which sets forth comprehensive goals, policies, and guidelines for the overall development of Dade County and includes "Metropolitan Development Pattern" maps for the years 1985 and 2000. The comprehensive plan provides a general framework for the preparation of more specific elements which are detailed in community facility plans. Community facility plans contain specific recommendations and implementation strategies for the effective delivery of individual urban services. As one of several community facility plans, the Transportation Plan presented in this report represents a refinement of and not a replacement for the transportation component of the Comprehensive Development Master Plan.

Based on land use and other socio-economic forecasts associated with the Comprehensive Development Master Plan for the year 2000, travel can be expected to increase by over sixty percent (60%) by the turn of the century. With the realization that existing highways and transit services will be inadequate to accommodate this anticipated growth in travel, County and State staff developed and analyzed over twenty transit and highway alternatives. With the assistance of a citizen team, the alternatives were evaluated on the basis of their cost-effectiveness to meet future travel needs to the year 2000, to support land use policies and economic objectives, to conserve energy and preserve the natural environment, and to enhance the quality of community life. The best alternatives were selected and subjected to considerable public review and public hearings. From this process emerged a long-range transportation plan. The plan consists of major physical improvements to the area's highway and transit system, traffic operations and bus operations improvements, and strategies to reduce peak period vehicular travel demands. The plan, its costs, and optional ways to fund those costs are presented in this report.

The fixed transit and highway facilities shown on Figure 6 and the statement of goal and six objectives contained in Table 1 of this report were adopted by the Dade County Commission and the Metropolitan Planning Organization on July 19, 1978. The remaining portion of this plan document was received as supportive information by the County Commission and Metropolitan Planning Organization. Certain modifications to the 2000 Conceptual Development Pattern Map of the Comprehensive Development Master Plan were adopted on July 19, 1978, by the Board of County Commissioners to render the Transportation Plan and the Comprehensive Development Master Plan consistent with one another.

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## DADE COUNTY: A GROUND TRANSPORTATION PERSPECTIVE

Based on proposed future metropolitan development patterns derived from the adopted Comprehensive Development Master Plan, trip making activity within Dade County is estimated to increase from a current level of roughly four million daily person trips to nearly seven million trips on an average winter weekday in the year 2000. This 64% increase in trip making activity exceeds the growth expected for the area's population and employment — two key indicators used to forecast trip making activity and travel distribution patterns. Figures 1 and 2 show the population and employment distributions, respectively, that existed in 1975 and that are forecast for the year 2000.

Figure 3 diagrams the 64% increase in the number of daily one-way person trips (excluding walk trips) for various trip purposes. Some of these trips will be made by transit, while others will be made by private automobile, truck, taxi, motorcycle, etc. Figure 4 portrays the anticipated distribution of these trips among large geographical sub-areas of the County. This distribution represents only the daily person trip movements that are anticipated for the year 2000, and does not imply either the specific mode which may be involved in making these trips or the specific routes that travelers might use.

There would be no need to expend additional public funds on transportation if today's highways and transit facilities and services could adequately accommodate today's and tomorrow's demands. But how well can our present facilities accommodate this future travel? To help answer this question, travel forecasting techniques and mathematical models were used to allocate future person trip activities to the existing bus services and highway facilities. (See Appendix A for a list of supplemental reports.) After accounting for future transit trips on the existing bus system, the remaining person trip activities for the year 2000 were converted to vehicular travel demands and then assigned to the existing arterial streets and expressways. Figure 5 shows the congestion that would result on Dade's highways where assigned volumes exceed the practical capacity of the existing street system.

The congestion levels shown in Figure 5 would cause several unfavorable side effects to urban travel: the time of the average trip would increase dramatically, circuitous travel would increase as travelers tried to avoid congested roadways, and millions of hours of delay would be imposed on all future travelers. The equivalent dollar cost of this delay (calculated at a rate of \$3.00 per traveler per hour) plus the equivalent cost of circuitous travel (calculated at a rate of 7¢ per vehicle mile) total in excess of \$25 billion over the next 23 years.

Obviously, inadequate urban travel facilities and services restrict an individual's freedom of mobility. Inadequate facilities can also cause several unfavorable side effects in terms of conserving energy, reducing the ability to implement the land use patterns of the Comprehensive Development Master Plan, stifling the overall economic development of the area, and effectively restricting or limiting individual access to job opportunities, social contacts, and cultural and educational facilities.

Undoubtedly, major ground transportation improvements must be made if Metropolitan Dade County is to develop, grow, mature, and attain many of the goals envisioned within the Comprehensive Development Master Plan.

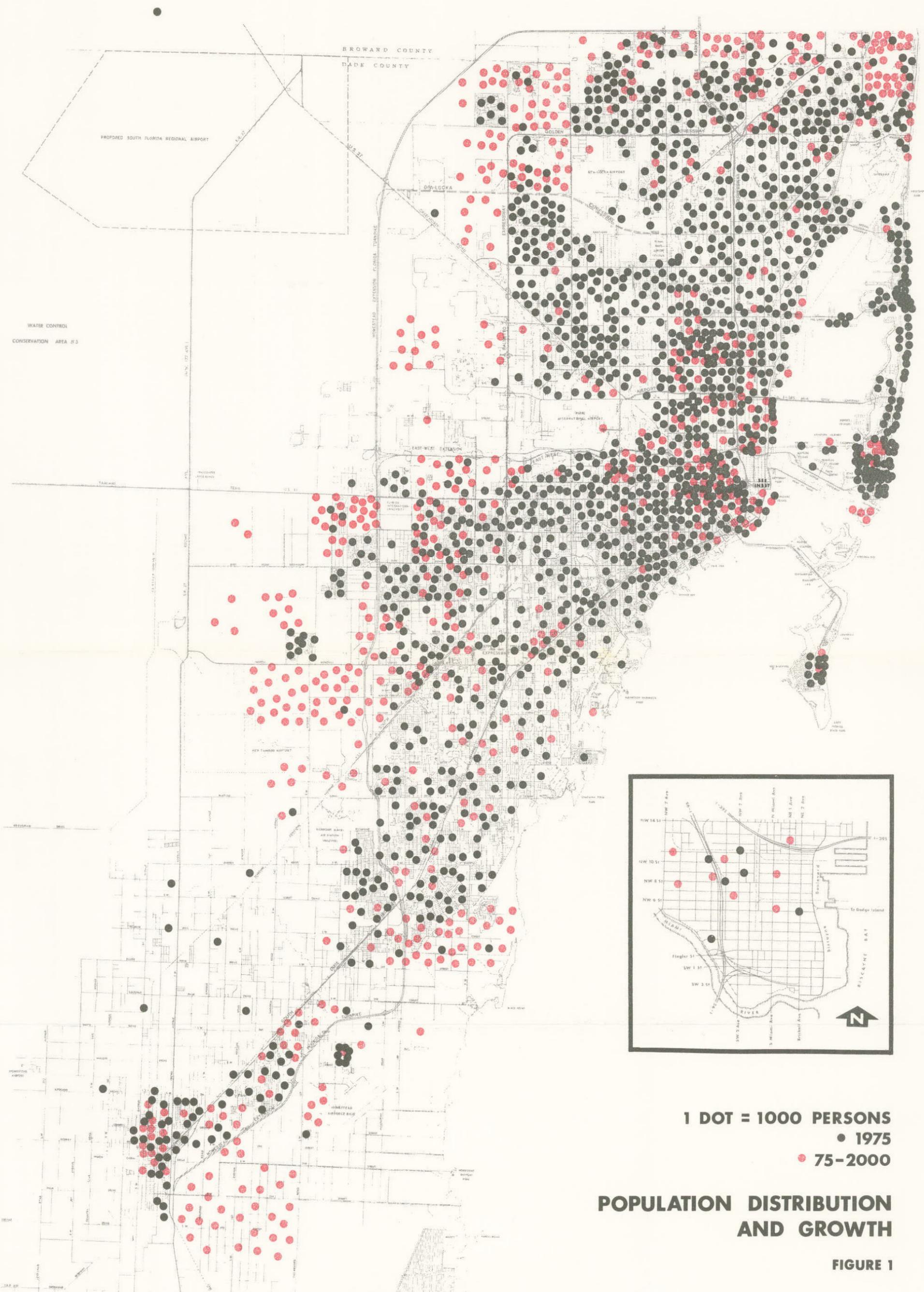
## DEVELOPMENT OF A BALANCED PLAN

The Metropolitan Planning Organization (MPO)<sup>1</sup> selected a cross-section of citizens and formed an Interdisciplinary Team (IDT) to assist staff in the development and evaluation of long-range transportation alternatives. The principal charge to the IDT was to recommend to the MPO a long-range (year 2000) ground transportation plan for Metropolitan Dade County. One of the first actions taken by the IDT was to establish and endorse a goal, objectives, and evaluation criteria for use in comparing the cost-effectiveness of future alternatives. (See Table 1.)

Over twenty transit/highway alternatives were developed for evaluation. The initial alternative utilized the travel demand associated with the year 2000 Comprehensive Development Master Plan applied to the transit and highway system accepted in 1974 as the plan for 1985. Considerable travel congestion and other deficiencies were noted for this alternative. A second transit/highway alternative was generated which attempted to reduce many of the major deficiencies noted in the accepted 1985 plan. While this second alternative performed much better than the first, it also fell substantially short of satisfying many of the evaluation criteria. At this point, over twenty, more-generalized alternatives were developed and evaluated by technical staff. The major beneficial components of these schemes were first reduced to twelve scenarios and then further reduced to nine for review and selection by the IDT. On the basis of technical input and other factors, the IDT reviewed the potential of these nine alternatives. With modest alteration in selecting the best components of the schemes presented, the IDT selected other alternatives for detailed evaluation. Thus, four alternatives were subjected to extensive and detailed evaluation by the IDT and technical staff.

Subsequently, two of the four long-range transportation plan alternatives were selected by the IDT. They determined that either alternative could satisfy Dade County's travel needs in a cost-effective manner and that both plans were substantially more cost-effective than all others considered. In terms of effectiveness, the two alternatives performed very well. Nearly all of the evaluation criteria were met, many were exceeded. The overall land use, economic, and social objectives appeared to be satisfied, and the plans were later subjected to neighborhood reviews to better assess local impacts. The two alternatives offered greatly improved air quality compared to current levels. Based on individual use, both alternatives met the energy conservation criterion; however, both plans failed to meet the established criterion on the basis of total energy use in the year 2000. Both plans offered the transit traveler a considerable improvement in the quality of transit service, but highway congestion was not eliminated and, under either alternative, the average highway trip would take slightly more time than it does today.

<sup>1</sup>With impetus from the federal government, the Governor designated the membership of an MPO Governing Board. (See listing on inside front cover.) Urban transportation planning and programming of transportation improvements of metropolitan significance are the responsibility of the MPO.



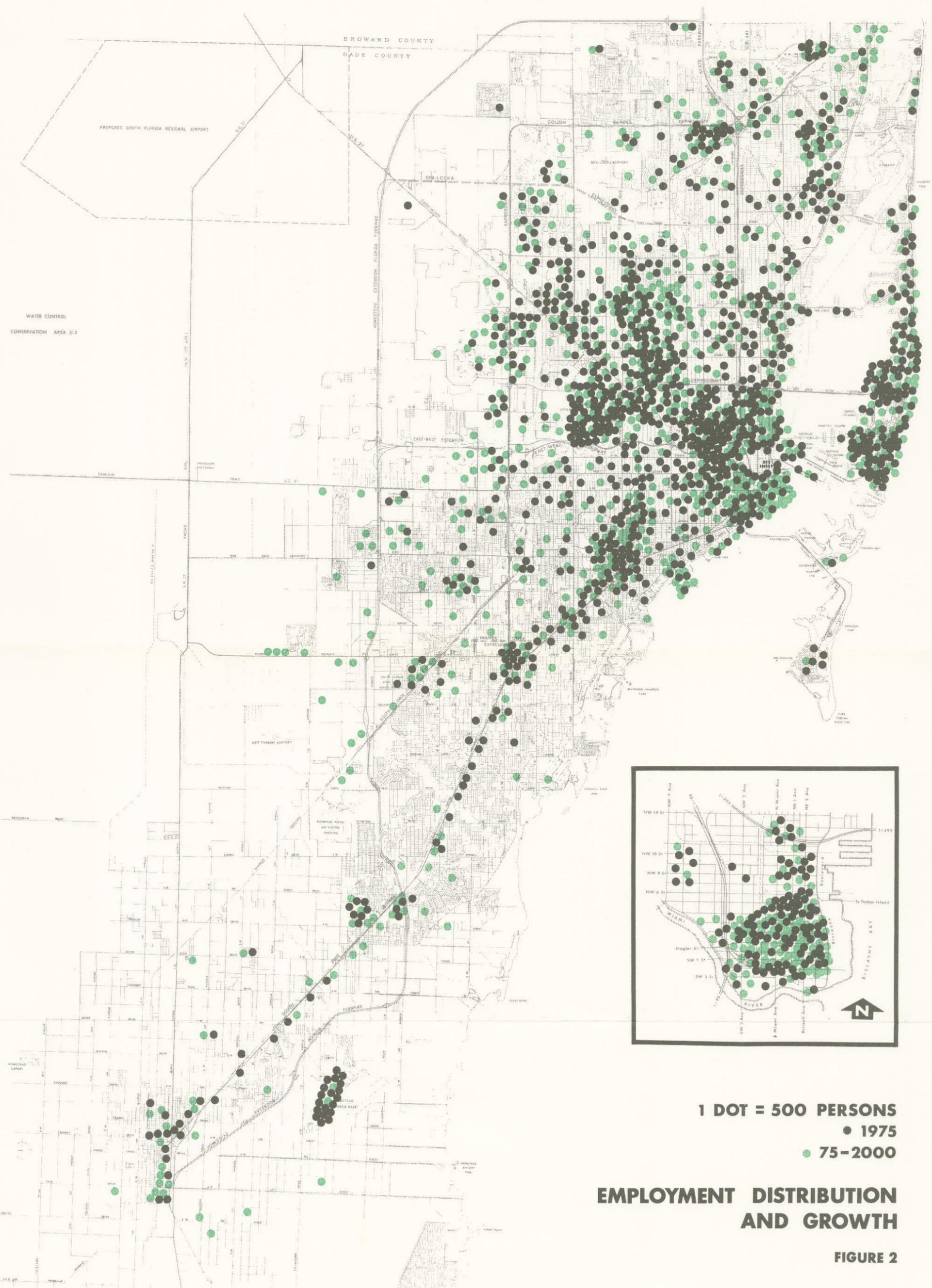
1 DOT = 1000 PERSONS  
 • 1975  
 • 75-2000

**POPULATION DISTRIBUTION AND GROWTH**

**FIGURE 1**







WATER CONTROL  
CONSERVATION AREA #3

BROWARD COUNTY  
DADE COUNTY

PROPOSED SOUTH FLORIDA REGIONAL AIRPORT

OSALOCKA

EAST-WEST EXTENSION

KEY TAMIAHI AIRPORT

REARVIEW PLAZA AND REGIONAL  
INDUSTRIAL

REARVIEW PLAZA

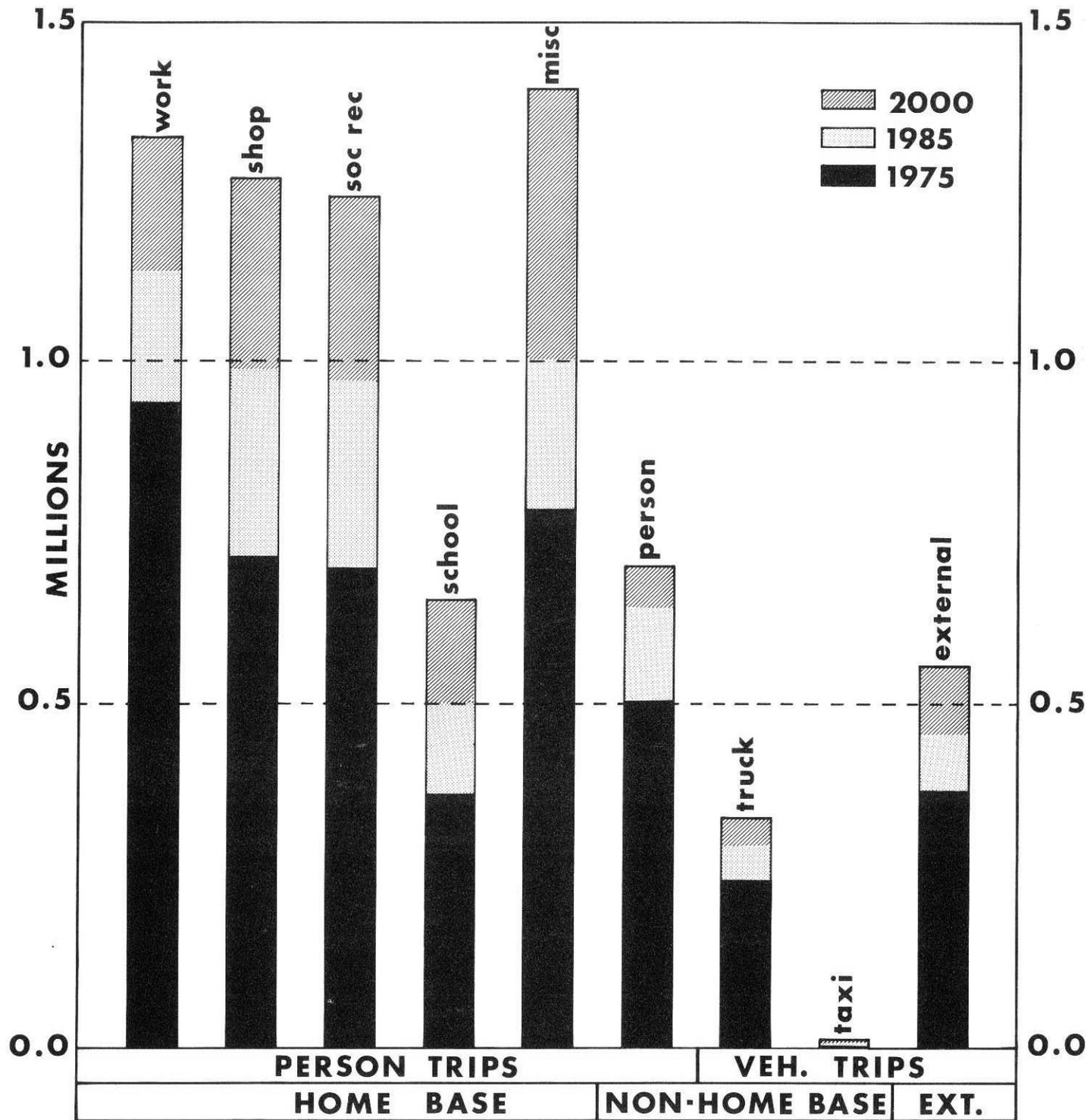


**1 DOT = 500 PERSONS**  
 ● 1975  
 ● 75-2000

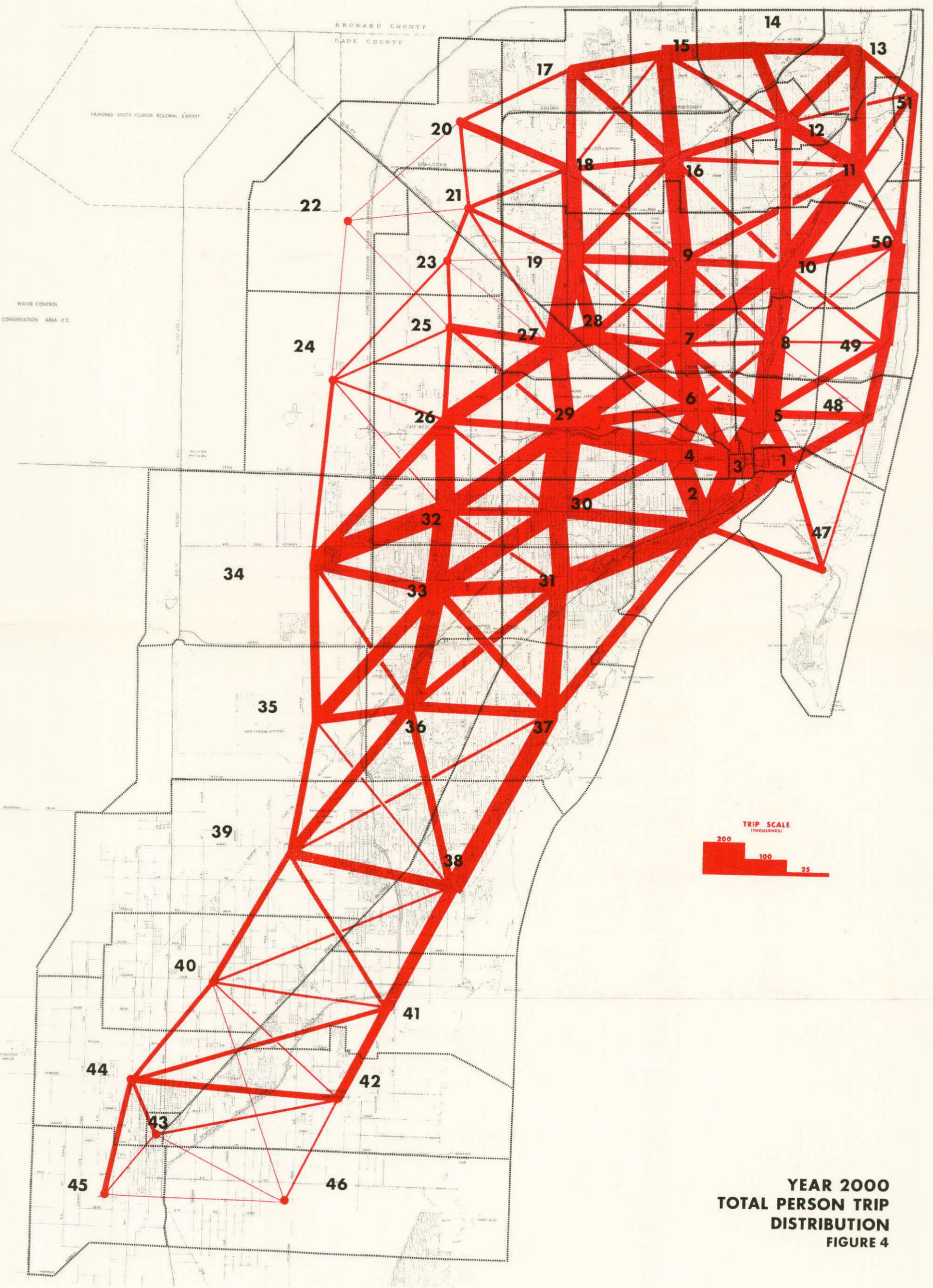
**EMPLOYMENT DISTRIBUTION  
AND GROWTH**

**FIGURE 2**



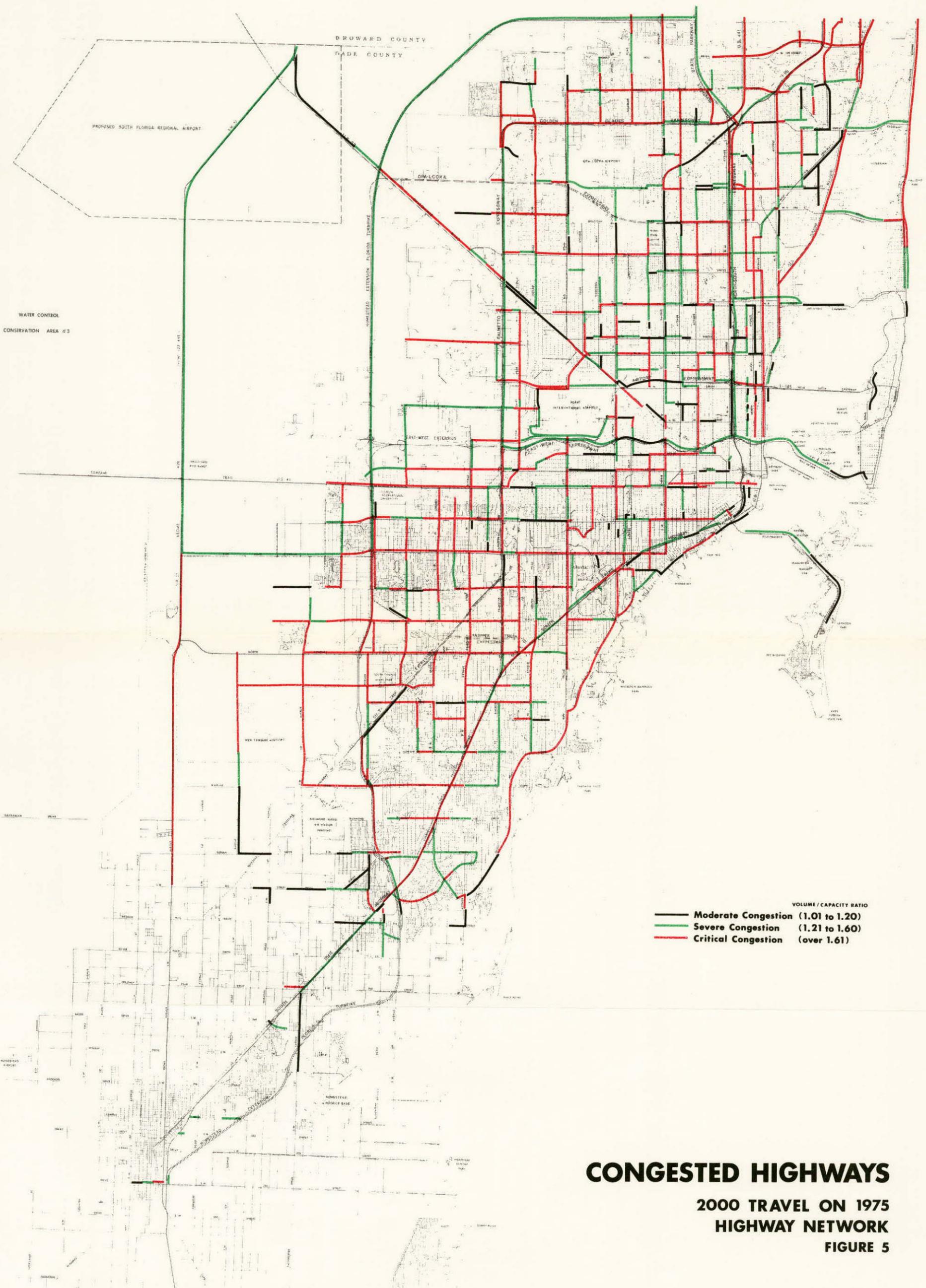


**DADE COUNTY GROWTH  
DAILY TRIPS BY PURPOSE**



**YEAR 2000  
TOTAL PERSON TRIP  
DISTRIBUTION  
FIGURE 4**





# CONGESTED HIGHWAYS

2000 TRAVEL ON 1975  
HIGHWAY NETWORK

FIGURE 5





**TABLE 1**  
**GOAL, OBJECTIVES AND EVALUATION CRITERIA**

**GOAL: PROMOTE THE IMPLEMENTATION OF OFFICIALLY ACCEPTED OR ADOPTED POLICIES OF THE COMPREHENSIVE DEVELOPMENT MASTER PLAN INCLUDING THE PROVISION FOR THE SAFE, EFFICIENT, AND ECONOMIC MOVEMENT OF PEOPLE AND GOODS.**

**LAND USE OBJECTIVE** – Support the land development policies of the Comprehensive Development Master Plan.

Criteria –

- 60% of the County population should be within 30 minutes of at least one regional activity center.
- 70% of the County population should be within 15 minutes of at least one metropolitan activity center.
- 80% of the County population should be within 15 minutes of at least one sub-metropolitan activity center.
- No more than 10% of the County population should be within 15 minutes of any area designated as environmentally sensitive or as a conservation zone.

**ECONOMIC OBJECTIVE** – Support the development of opportunities which enhance the economic vitality of the metropolitan area.

Criteria –

- 50% of all jobs within the metropolitan area should be within 30 minutes of the Dade County labor force.
- 50% of all jobs within the metropolitan area should be within 30 minutes via auto or 30 minutes via transit of the Dade County labor force living within low income areas.
- 80% of the County population should be within 15 minutes of at least one major commercial area.
- The number of businesses displaced should be minimized.

**SOCIAL OBJECTIVE** – Maintain and enhance the quality of community life.

Criteria –

- Transportation improvements should not sever well defined neighborhoods.
- Transportation improvements should not adversely affect areas of historical value.
- Discourage through traffic in neighborhoods by accommodating arterial demands.
- The number of residences displaced should be minimized.
- 70% of all major recreational and cultural facilities should be within 15 minutes of Dade County residents.

**ENVIRONMENT OBJECTIVE** – Preserve the natural resources and amenities of the physical environment.

Criteria –

- The total level of pollutant emissions within the metro area should be no greater than the existing level.
- Transportation improvements should not have any significant adverse impact on areas of environmental concern within Dade County.

**ENERGY OBJECTIVE** – Conserve energy and other natural resources.

Criteria –

- Energy consumption should be no greater than the existing level.

**QUALITY OF TRANSPORTATION SERVICE OBJECTIVE** – Provide a safe, efficient, and economic transportation system.

Criteria –

- The number of accidents per million person miles of travel should be reduced by 20% of the existing rate.
- At least 60% of arterial and expressway travel should be accommodated at better than Level of Service "D".
- The average out-of-pocket cost per person mile should not increase more than 10% over the existing level (ignoring inflation).
- The frequency and directness of transit service should be improved by at least 10% over existing service levels.
- The average highway and transit traveltimes should be improved by 5% over the existing average traveltimes.

After the alternatives and the IDT recommendations had been reviewed by the MPO's Technical Planning Council and the County Manager, the MPO Governing Board instructed that a brief report be prepared to describe the IDT recommendations and that the report be widely distributed. The report, "Recommended Alternative Transportation Master Plans for Dade County, Florida", was distributed to the public and, together with an array of graphic aids, was presented to the Dade County Planning Advisory Board and the MPO's Public Involvement Policy Committee and Intergovernmental Policy Committee. Presentations of the alternatives were made at individual workshops conducted by the Public Involvement Policy Committee and Intergovernmental Policy Committee as well as at the Planning Advisory Board's workshops conducted on April 20, and 27, 1978. The Planning Advisory Board also conducted three public hearings on June 12, 13, and 15, 1978, to receive additional public input. Substantial public input was derived from these workshops and hearings, particularly those conducted by the Planning Advisory Board. The Metropolitan Planning Organization and Dade County Commission received recommendations from the Interdisciplinary Team, the Planning Advisory Board, Planning Department, the Public Involvement Policy Committee, the Intergovernmental Policy Committee and the MPO's Technical Planning Committee prior to conducting a joint public hearing on July 19, 1978, to derive additional public input. On the basis of the information received from these recommendations and at the joint public hearing, both the Metropolitan Planning Organization and Board of County Commissioners adopted and endorsed a long-range ground transportation plan for the area. This action was taken by both bodies on July 19, 1978. (Appendices B and C contain the formal ordinance and resolution; Appendix D includes a description of the composition of each of the committees discussed above.)

## **THE LONG-RANGE GROUND TRANSPORTATION PLAN**

The transportation plan consists of major fixed improvements for transit and highways, strategies to reduce future peak period vehicular travel demands, as well as bus and traffic operational improvements to the year 2000. Each of these components is an integral part of the overall plan and interrelate with each other. The fixed guideway transit improvement and roadway improvements were adopted by the Board of County Commissioners and adopted and endorsed by the Metropolitan Planning Organization. The remaining elements of the plan were received by each body.

### **MAJOR PHYSICAL IMPROVEMENTS**

The fixed guideway transit facilities and roadway improvements as adopted are shown in Figure 6.

**Transit** — The major transit improvements consist of rapid transit as well as substantial expansion of the plant and operations of the surface bus network. For purposes of estimating the performance and cost of the plan, the grade-separated transit system was considered as heavy rail rapid transit. A total of 59.6 miles of rapid transit with 45 stations and a special bus facility in the N.W. 27th Avenue Corridor are included in the plan. The high level of transit offered within the corridors having rapid transit will require additional detailed analyses before specific transit modes can be determined.

Along the Flagler Street Corridor rapid transit extends from downtown Miami to the Midway Mall area west of the Palmetto Expressway. The Stage I system in south Dade is extended from Dadeland south to Cutler Ridge along the South Dixie Highway Corridor. In northeast Dade County, rapid transit service is offered in the Biscayne Boulevard Corridor from downtown Miami to Aventura, and for northwest Dade a new north-south line links Flagler Street to N.W. 103rd Street in the LeJeune/Douglas Corridor.

Figure 6 portrays only fixed guideway facilities and does not show the feeder bus, local bus, nor express bus service improvements which are an integral and important part of the plan. Bus improvements include a restructured routing system and an extensive increase in service frequencies. Today's frequency of two buses per hour on the average local route is increased to over four buses per hour. These local bus improvements and similar expansion of express bus services will utilize over twice as many buses as are in use today.

**Highways** — Many existing arterial streets will be widened as the plan is implemented. Additionally, new public streets and the extension of many existing highways will be constructed through public works programs and through street dedications by land developers. The street and highway portion of the plan includes consideration of only the expressways, principal and minor arterial streets and major collector routes. (Due to their local character and insignificant nature when viewed from a metropolitan perspective, residential streets could not and were not specifically considered in the development of the overall long-range transit/highway plan.) In summary, the plan increases arterial center-line mileage for year 2000 by 10.2% and lane miles, incorporated in new facilities plus road widening projects, by 30.0% beyond what existed in 1975. The overall effect of this portion of the plan is a 55.8% increase in the capacity of the arterial street and expressway system to accommodate a portion of the future growth in travel demand.

A major widening to the Homestead Extension of Florida's Turnpike from the Cutler Ridge area north to N.W. 74th Street is envisioned, together with major widenings to portions of the East-West Expressway and additional lanes to the Airport Expressway west of I-95. A new, limited-access, north-south facility in the LeJeune/Douglas Corridor is a major part of the plan to connect the East-West Expressway with the Airport Expressway and improve access to the Miami International Airport terminal. With the introduction of I-75 into northwest Dade County, a new Gratigny Parkway from the Palmetto Expressway to N.W. 27th Avenue is made part of the plan to help disperse traffic.

Many of the arterial streets to be widened lie in the growing southwest portion of the County. Other arterial streets will be widened in areas of the County which are already developed so as to improve overall accessibility and mobility, and to reduce the infiltration of through traffic pressures on local residential streets and neighborhoods.

Traffic operational improvements are incorporated into the plan, mainly at arterial street intersections and at a considerable number of expressway interchanges. Adjustments to the geometrics and signalization of intersections form an important aspect of the overall plan as a means to help achieve

a higher degree of operational performance at relatively low cost. A continuous program of operational and safety improvements has been included in the cost estimates of the plan.

### REDUCTION OF VEHICULAR DEMANDS

Various strategies can be used to reduce peak period vehicular demands. Strategies used in other metropolitan areas around the world were analyzed in terms of their potential effects if applied to Dade County. From these, the more feasible strategies are incorporated into the plan to complement the physical and operational improvements described above. The projects within these strategies and the expected community response is shown in Table 2. These strategies, in combination with major physical and operational improvements, represent an integrated and cost-effective approach to promote efficient utilization of transportation resources.

**TABLE 2  
STRATEGIES TO REDUCE PEAK PERIOD VEHICULAR TRAVEL**

<b>TYPE OF STRATEGY</b>	<b>PROJECT DESCRIPTION</b>	<b>POSSIBLE IMPACTS</b>	<b>ADDITIONAL COMMENTS</b>
<b>VARIABLE WORK HOURS</b>	<b>Employer-Based Variable Work Hours</b> — Analyze and evaluate in detail the options and incentives to implement an employer-based variable work hours program for Dade County's Year 2000 regional and metropolitan activity centers, either specialized or diversified.	A large promotional campaign and substantial incentives may be needed to implement a worthwhile program. Otherwise, the program may not produce large reductions in peak hour traffic demand. Business and public relations may be affected.	Timing of the planning studies and any proposed start up of the programs should be commensurate with the growth of each activity center. Should be started in FY '80 for the downtown, Civic Center and Brickell Avenue areas. Success of this effort may rely heavily on the results achieved in the County Government variable work hours project.
<b>HOURS</b>	<b>County Government Variable Work Hours</b> — Implement County Government variable work hours to determine the long-range viability of this concept for all of Dade County.	Peak hour demand may be reduced only slightly. Size of demonstration may be inappropriate to draw general conclusions. Demonstration could adversely affect County operations.	Should be implemented in various stages to include combining with parking management strategies and ride-sharing projects.
<b>PARKING AND MANAGEMENT CONTROL</b>	<b>Parking Policy</b> — Develop and implement a Countywide parking policy that manages and controls the amount and location of all parking facilities within regional and metropolitan activity centers, that establishes pricing strategies for short and long-term parking and that provides preferential parking facilities for high-occupancy vehicles.  <b>Rapid Transit Station Parking</b> — Implement a staged parking policy for rapid transit station areas that manages and controls the amount of park-n-ride facilities to achieve maximum use of those facilities.	Public support may be difficult to obtain, making the development, adoption, and implementation of such a policy very difficult. The role of private enterprise versus municipal ownership of parking facilities could be difficult to resolve.  A careful balance between supply and demand will be difficult to achieve as costs will be of paramount importance.	Should be timed with the orderly development of each activity center and immediately implemented for downtown Miami. Time with the start up of rapid transit lines so as to offer alternative modal options.  Should be implemented on a staged basis. Highway access improvements will be necessary. Supports the County-wide parking policy for regional and metropolitan activity centers.

TABLE 2 – Continued

TYPE OF STRATEGY	PROJECT DESCRIPTION	POSSIBLE IMPACTS	ADDITIONAL COMMENTS
PREFERENTIAL	<p><b>I-95 HOV/Ramp Metering</b> – Investigate the use of ramp metering and HOV ramp bypass between the Airport Expressway and the Golden Glades Interchange. Initial preliminary analyses indicate that the N.W. 79th Street/N.W. 82nd Street interchange is a prime candidate.</p>	<p>Parallel facilities to I-95 could become severely overloaded by traffic opting to bypass the metered areas. Effect on parallel facilities should be investigated as part of project.</p>	<p>Some potential exists to apply this same strategy to the Palmetto Expressway in later years, depending on travel demand growth.</p>
TREATMENT	<p><b>East-West HOV</b> – Perform corridor-level and project-level analyses to determine effects on travel demand and project feasibility of constructing two reversible lanes along the East-West (Dolphin) Expressway, physically separated from mixed traffic lanes, for the exclusive use by high-occupancy vehicles. Vehicles using HOV lanes should be exempt from toll collections and should be allowed ramp access between the Palmetto Expressway and I-95.</p>	<p>The capital cost of this project would be fairly high. Interchange configurations may become extremely complex and costly if combined with those that exist. Limited points of access to HOV lanes, required for effective enforcement, may diminish potential demand.</p>	<p>This plan shows a widening of this expressway from 6 lanes to 10 lanes from the Palmetto Expressway to approximately N.W. 39th Ave., and 2 additional lanes from that point east to N.W. 17th Ave. Feasibility of HOV lanes should be determined prior to project design work so no loss in staging of project improvements will occur, should analyses reveal need to incorporate HOV lanes as an addition to or as a replacement for new lanes for mixed traffic flow.</p>
FOR	<p>using HOV lanes should be exempt from toll collections and should be allowed ramp access between the Palmetto Expressway and I-95.</p>	<p>Left turn movements from South Dixie would have to be accommodated through a series of right turns. This may overload nearby collector and arterial roads, thus requiring additional modifications to those facilities.</p>	<p>Close coordination with the present engineering and design of the rapid transit system might alleviate a need to acquire additional land.</p>
HIGH-OCCUPANCY	<p><b>South Dixie HOV</b> – Investigate the cost-effectiveness of improved HOV lanes in S. Dixie Highway corridor between Snapper Creek Expressway and I-95. Additional at-grade HOV lanes would probably be located in reconstructed median with appropriate separation from mixed traffic for safety and enforcement.</p>	<p>Left turn movements from South Dixie would have to be accommodated through a series of right turns. This may overload nearby collector and arterial roads, thus requiring additional modifications to those facilities.</p>	<p>Close coordination with the present engineering and design of the rapid transit system might alleviate a need to acquire additional land.</p>
VEHICLES	<p>using HOV lanes should be exempt from toll collections and should be allowed ramp access between the Palmetto Expressway and I-95.</p>	<p>Left turn movements from South Dixie would have to be accommodated through a series of right turns. This may overload nearby collector and arterial roads, thus requiring additional modifications to those facilities.</p>	<p>Close coordination with the present engineering and design of the rapid transit system might alleviate a need to acquire additional land.</p>
(HOV)	<p>using HOV lanes should be exempt from toll collections and should be allowed ramp access between the Palmetto Expressway and I-95.</p>	<p>Left turn movements from South Dixie would have to be accommodated through a series of right turns. This may overload nearby collector and arterial roads, thus requiring additional modifications to those facilities.</p>	<p>Close coordination with the present engineering and design of the rapid transit system might alleviate a need to acquire additional land.</p>
RIDE	<p><b>Employer-Based Carpool Program</b> – Develop an employer-based carpool-matching program coupled with carpool parking incentives for certain specialized and diversified regional and metropolitan activity centers. This program should be implemented immediately for downtown Miami and for the Civic Center in the near future. Projects for other activity centers should be programmed as travel congestion or other factors dictate.</p>	<p>A large promotional campaign with reasonably substantial incentives may be needed to effectively implement a worthwhile program. Such a program might be counterproductive to Variable Work Hours projects initiated by major employers, although this has not been found to be true in other areas. Incentives may prove to be either very costly or too difficult to administer.</p>	<p>Dade County Government and some of the financial institutions would be logical first choices in the downtown and the Civic Center areas. Project should be implemented in stages and coordinated with parking management strategies, ride-sharing, paratransit projects, and variable work hours programs.</p>
SHARING	<p><b>Taxi Ride-Sharing</b> – Institute a demonstration program to promote the use of taxis and other for-hire vehicles for shared-ride and specialized transportation services. Such a demonstration should utilize for-hire vehicles to supplement and complement express bus and line-haul transit operations, for goods movement, and for special services of the elderly, handicapped and social service agencies. The demonstration should include a transportation broker role concept, a regulatory component for improving the efficiency of regulating for-hire vehicles, and a computer-assisted routing and dispatching component.</p>	<p>Will require several new County ordinances to implement regulatory aspects and additional personnel to administer the operational aspects. Current municipal certificates will have to be devalued or compensation awarded to eliminate. Will involve risks to the for-hire operators as their territories will be opened up for general use.</p>	<p>A grant request to the Urban Mass Transportation Administration is being prepared that would fund such a demonstration for two years. A program of this type could be a requirement by Urban Mass Transportation Administration in future years.</p>

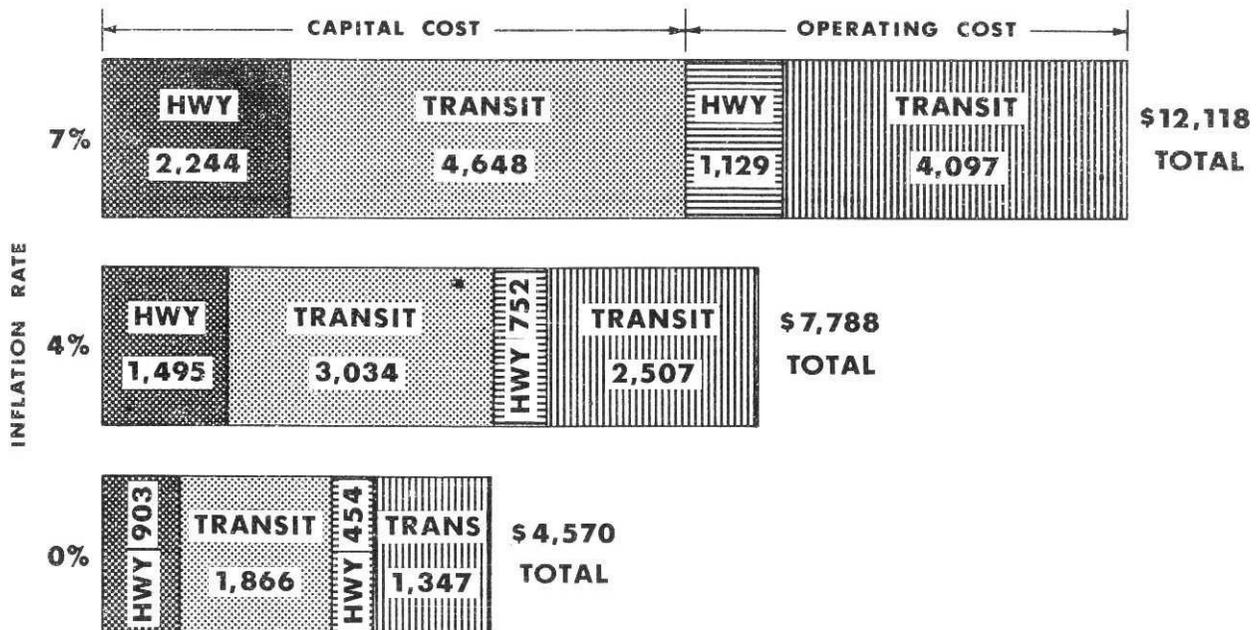
## IMPLEMENTING THE PLAN

In jointly adopting the fixed transit and highway components of the plan, the Dade County Board of County Commissioners and the Metropolitan Planning Organization took a giant step toward the orderly implementation of ground transportation improvements within the County. Additionally, the Board of County Commissioners, by ordinance, rendered the adopted plan and portions of the Comprehensive Development Master Plan consistent with one another by modifying certain arterial roadways shown on the Comprehensive Development Master Plan's year 2000 Conceptual Metropolitan Development Pattern Map. (See Appendix E.)

A major responsibility for implementation of the plan rests with Metropolitan Dade County in cooperation with the Florida Department of Transportation. Public costs to implement and operate the roadway and transit system by the year 2000 must be funded from federal, State and local sources. A financial analysis of the plan requires a detailed examination of estimated capital and operating costs, estimated revenues from existing funding sources, and an identification of potential revenues from new funding sources.

### Costs

The impact that various rates of inflation will have on the capital and operating costs of the plan is shown in Figure 7. A large part of these costs is actually fixed; in other words, if no improvements are made, a substantial capital and operating cost still will be required in order to operate the current transit and highway system and to replace outdated capital equipment and facilities to the year 2000.



**CAPITAL AND OPERATING COST (\$ MILLIONS)**

FIGURE 7

## Funding

The primary sources of ground transportation funding at this time are highway gas taxes returned for use in the County and federal aid for transit capital improvements. However, an important key in receiving many forms of federal-aid transportation funds is that of providing the necessary State and local matching funds.

The rate of inflation to the year 2000 is another important key to funding the implementation of the plan. Inflation significantly affects the ability of existing revenue sources to meet the capital and operating requirements of the plan. Figure 8 summarizes this effect. Existing funding sources are sufficient to cover anticipated costs if there is no inflation, but additional revenue sources will be necessary if inflation continues.

As may be seen in Figure 8, the shortage in funds from existing revenue sources to fully implement the plan varies considerably by mode for either the 4% or 7% inflation rate. Although transit capital and transit operating costs are substantially higher than those for the highway components of the plan, the highway funding shortages are more acute. Neglecting the substantial amount required in fixed costs, approximately 81% of the transit improvements and only 60% of the highway improvements can be funded from existing revenue sources if a constant 7% inflation rate is encountered over the next twenty-two years. This vast discrepancy is mainly due to the large part of the current highway funding – gasoline taxes – being insensitive to inflation as opposed to Federal and State funding for transit coming from general revenues which are more inflation sensitive, although also inadequate to meet future needs. Funds derived from a tax on the gallons of fuel purchased rather than a tax on the purchase price creates a more severe problem for highway projects. More equitable and inflation-sensitive forms of funding for all transportation modes are required.

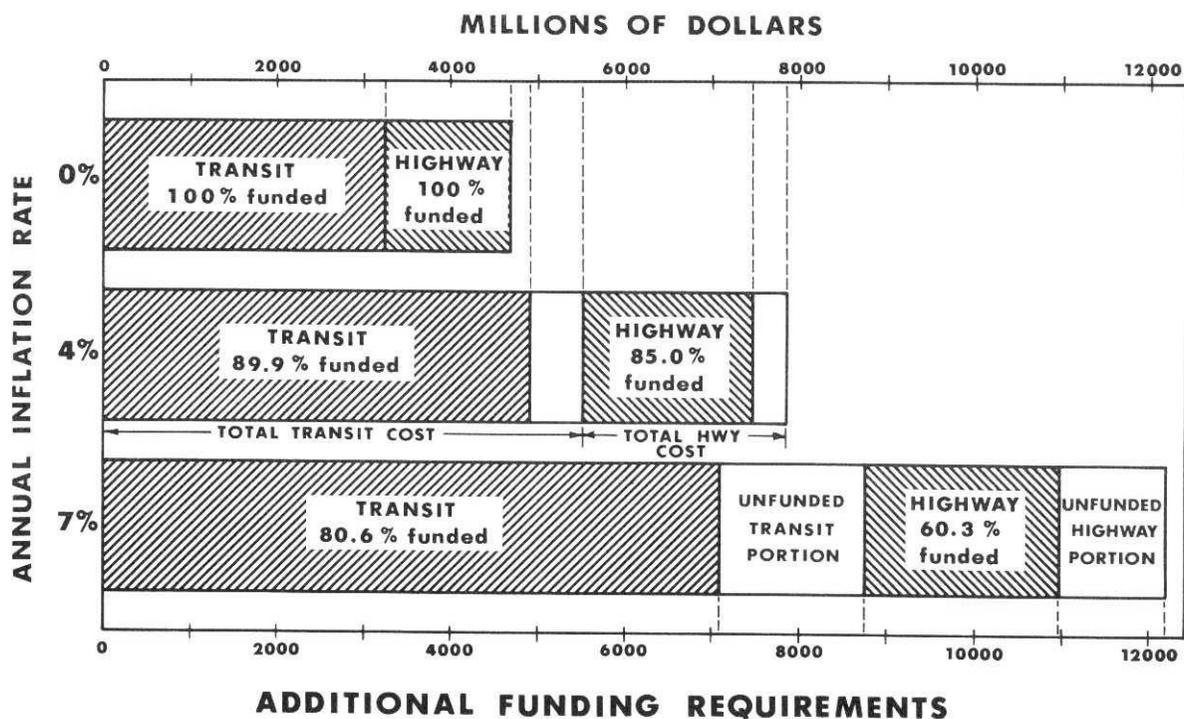
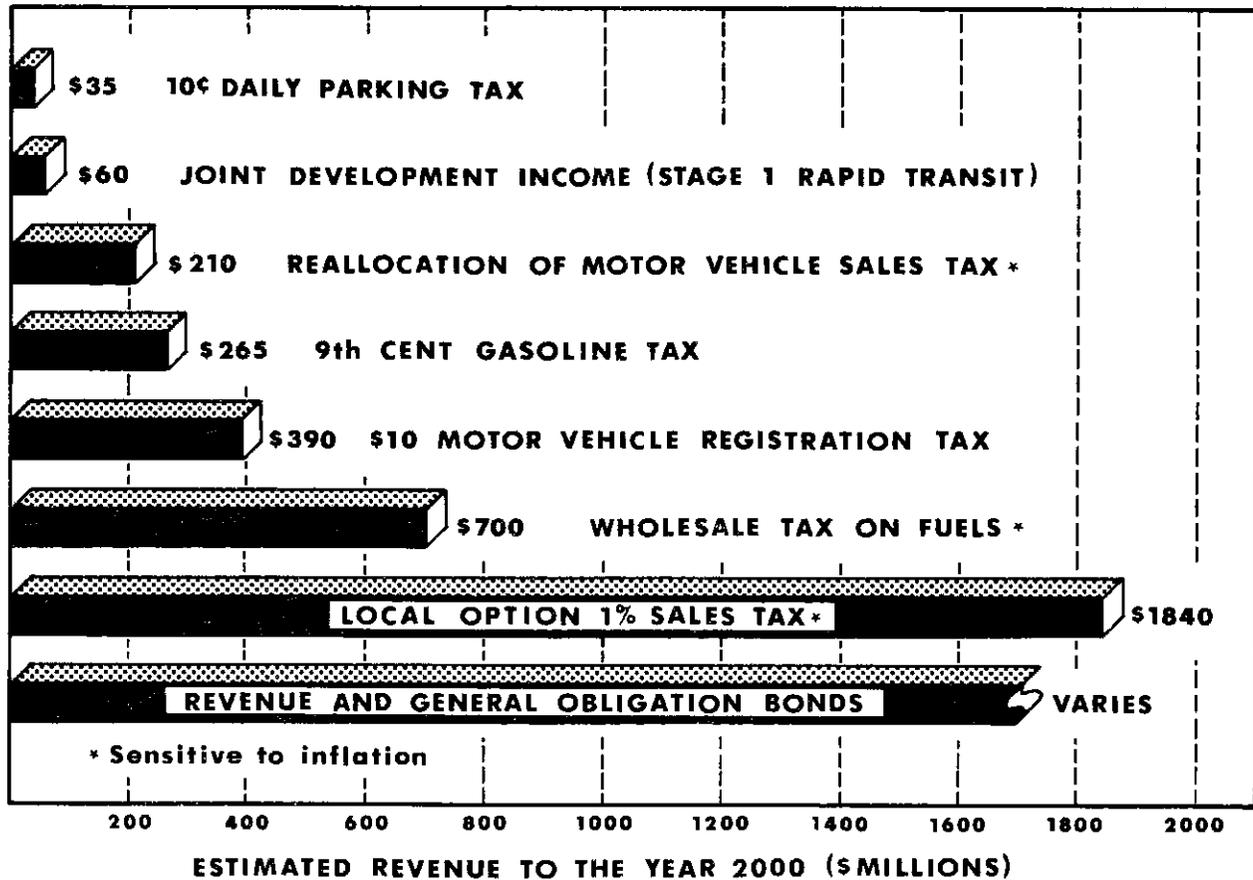


FIGURE 8

### New Revenue Sources

Many potential revenue sources have the ability to supplement existing sources so that the plan could be fully implemented, even if relatively high rates of inflation prevail to the year 2000. Figure 9 summarizes a few of these potential sources and their estimated yield to the year 2000. Added to existing revenue sources available, some of the additional sources shown in Figure 9 could be applied exclusively, while others could be applied in combination to meet the capital and operating costs of the plan. Many of the potential sources listed would require State enabling legislation, while a few would require only local initiative to be effectuated.



### POTENTIAL ADDITIONAL FUNDING SOURCES AND REVENUE

FIGURE 9

Revenue bonds and general obligation bonds can provide varying amounts of revenue for capital improvements; general obligation bonds require voter approval. The local option 1% Countywide sales tax for mass transit would require voter approval, but no new legislation. A new 7½% tax on the wholesale price of fuels has been proposed in lieu of gasoline gallonage tax increases. A \$10 Countywide auto registration fee has been proposed, but would require State enabling legislation. The local option 9th cent gasoline tax would need voter approval, but no new legislation. New State legislation would be required to allow sales tax receipts collected from motor vehicle purchases to be transferred to transportation programs. New income derived from joint development schemes from Stage I of the rapid transit improvement program is estimated in the amount shown. Parking taxes in



downtown areas and other key areas are now collected in other communities, but would require special local legislation to be implemented.

## **CONTINUING PLANNING PROGRAM**

Long-range policy guidance has been established by the adoption of a long-range Transportation Plan by the Dade County Board of County Commissioners and the adoption and endorsement of the plan by the Metropolitan Planning Organization. The Transportation Plan represents a major step toward a balanced ground transportation system to meet the travel needs of Dade County's existing population, future residents, and visitors to the area. During the evaluations and deliberations which preceded adoption of the plan, various trade-offs were made to provide a balanced, cost-effective plan acceptable to the community. These difficult decisions have been made; others yet remain.

Funding and other constraints dictate that the plan be implemented in phases over the remainder of this century. The adopted plan contains sufficient specificity to permit elements to be prioritized and improvements to be staged for implementation in a manner which best accommodates anticipated land use development patterns and travel demand changes to the year 2000. In developing the plan implementation staging, consideration will be given to existing travel deficiencies, improvements currently scheduled for improvement, operational feasibility, and the potential of ground transportation facilities to enhance the logical and orderly implementation of the 1985 and 2000 land use development patterns of the Comprehensive Development Master Plan.

With the adopted plan and tentative staging recommendations as a basis, the fixed transit facilities to the year 2000 that are extension to the area's Stage I rapid transit system must go through at least one more step of detailed planning analyses before specific transit modes can be agreed upon within the fixed transit corridors of the adopted plan. After this has been established, preliminary engineering and final design activities for these extensions can be started in an incremental fashion. Similar forms of detailed planning analyses may be required for certain expressway segments of the plan.

One of the more difficult decisions that remains is establishment of viable and balanced revenue sources to augment existing sources for complete funding of public capital and operating expenses associated with the plan. A considerable amount of additional detailed study, public discussion, and deliberation will be required before additional sources of funding are acted upon and become effective.

Changes in land use and travel patterns along with other factors affect the viability of the plan over time. The adopted transportation plan is not inflexible. Each year the MPO staff will be monitoring various data items to re-assess growth and travel needs and the location of those needs. Thus, the specific improvements established in this report and/or their staging of implementation may be modified in the future. The MPO intends to endorse, refine, or modify various parts of the plan on an

annual basis. This annual endorsement/plan-refinement step is extremely important in keeping the plan up to date.

To complement the long-range element of the transportation plan, the MPO also maintains a transportation systems management element. The transportation systems management element addresses short-range measures required to make more effective use of existing highway facilities and transit services through various traffic management techniques. Portions of the long-range plan and transportation system management element become part of a short-term, project-specific Transportation Improvement Program (TIP). The TIP maintains current funding, production and other realities of a short-term nature, yet possesses various elements of the long-range plan for implementation. Each year the TIP is updated by the MPO. Thus, inclusion of specific projects within the annually-updated TIP allows preliminary engineering, right-of-way acquisition, construction, and various miscellaneous activities to be undertaken which converts the long-range plan into a usable reality by the traveling public.

## **APPENDICES**

- A: SYNOPSES OF SUPPLEMENTAL REPORTS**
- B: TRANSPORTATION MASTER PLAN ADOPTION ORDINANCE  
BY BOARD OF COUNTY COMMISSIONERS**
- C: PLAN ADOPTION AND ENDORSEMENT RESOLUTION  
BY MPO**
- D: PLAN DEVELOPMENT COMMITTEE ROSTERS**
- E: REVISION TO CDMP 2000 CONCEPTUAL METROPOLITAN  
PATTERN MAP – ORDINANCE BY BOARD OF COUNTY  
COMMISSIONERS**

## **APPENDIX A: SYNOPSES OF SUPPLEMENTAL REPORTS**

Six interim reports and a widely distributed report on recommendations were prepared during the development of the transportation plan. Brief description of the content of these reports is presented below.

**INTERIM REPORT 1:** "Planning Process and Goals & Objectives," July, 1975, presents a proposed citizen participation structure and a proposed plan adoption procedure for purposes of the Metropolitan Planning Organization, as well as separate actions anticipated by the Dade County Planning Advisory Board and the Board of County Commissioners to make portions of the plan an official element of the Comprehensive Development Master Plan. Based on and as a refinement to the Comprehensive Development Master Plan's transportation-related policies, a tentative list of transportation goals and objectives is established. The citizen participation program, the proposed plan adoption procedure and many of the goals and objectives were further refined through the course of developing the plan.

**INTERIM REPORT 2:** "Existing Ground Transportation Conditions," September, 1975, highlights recent travel growth in Dade County, documents urban travel conditions as they existed at that time, and provides an inventory of facilities of the various transportation modes available for the movement of persons and goods throughout the urbanized area. This report established a current reference base of the ground transportation facilities, services, and travel from which future alternatives could be generated.

**INTERIM REPORT 3:** "Validation of Travel Demand Models," February, 1976, describes in detail the complex mathematical formulations, procedures, techniques, and methods used to synthetically replicate ground transportation travel on a mathematically-replicated highway/transit system. The ability and accuracy of the mathematically-oriented travel forecasting process to replicate observed ground transportation conditions as they existed in 1975 is described through a series of statistical tests and logical extensions. From a given set of land use patterns and socio-economic data relating the distribution of activity within the urban area, calibrated mathematical relationships enable such information to be transformed into travel demand. The report concludes that the mathematical modeling has a demonstrated ability to replicate existing travel conditions and that the calibrated travel models and relationships hold over time. Thus, they can be used to predict future travel conditions with reasonable accuracy.

**ITERIM REPORT SUPPLEMENT 3a:** "Internal-External and Auto Occupancy Models," January, 1978, relays additional information regarding the two travel demand models dealing with inter-county travel and methods to predict the average number of persons in each auto based on characteristics of the trip. The logic and predictive accuracy of these two models are explored in greater depth than that presented in the third report in this series.

**INTERIM REPORT 4:** "Guidelines for Plan Development," March, 1976, reviews existing problems and anticipated concerns which would affect the development and implementation of a long-range ground transportation plan. The report investigates federal, state, and local planning requirements, budgetary limitations, land use and environmental issues, and potential social concerns. These conditions are summarized into guidelines used for the purpose of realistically developing alternative ground transportation concepts and alternatives and in shaping the ground transportation plan which evolves.

**INTERIM REPORT 5:** "Future Travel and Proposed Development/Evaluation of Alternatives," March, 1976, proposes a method for formulating and evaluating realistic alternatives to accommodate year 2000 travel demands. This report discusses the formation and function of an Interdisciplinary Team, describes a detailed number of performance, impact, and cost measures to be developed for the evaluation of alternatives, and describes travel demands anticipated in the year 2000. Year 2000 travel demands assigned to the highway and transit facilities which existed in 1975 are compared with year 2000 travel on the transit/highway system recommended for future planning purposes in 1974 (the Base Alternative).

**INTERIM REPORT 6:** "Development, Evaluation, and Funding of Alternatives," April, 1978, presents background and details of procedures, methodology, and techniques used by staff and an Interdisciplinary Team in the development and evaluation of over twenty potential alternatives. Performance measures and the ability of certain alternatives to satisfy established criteria are detailed, together with a discussion of capital and operation costs, cost-effectiveness, travel demand alteration, funding sources, and the establishment of a plan adoption procedure.

**SUMMARY RECOMMENDATIONS:** "Recommended Alternative Transportation Master Plans for Metropolitan Dade County, Florida," December, 1977, describes the relationship between the Comprehensive Development Master Plan and more detailed transportation plans. This report summarizes in non-technical terms the anticipated growth in travel, the alternatives development and evaluation process, evaluation criteria, and the plan adoption procedure. Two alternatives are presented as cost-effective transportation plans for the year 2000. The performance, costs and funding impacts of the recommended alternatives are summarized. "Planes Maestros de Transporte Opciones Recomendadas para el Condado Metropolitano de Dade, Florida," the Spanish version of the recommended alternatives, was also prepared.

**SUPPLEMENTAL REPORT S-1:** "Recommended Staging of Implementation," December, 1978, describes the plan implementation process through public and private sector actions, delineates needs for and uses of an implementation staging plan, defines and discusses eight objectives used to develop a recommended staging plan, and presents in graphical and tabular form a recommended four-phase staging plan for implementing the fixed transit and major roadway improvement components of the adopted long-range element of the area's transportation plan. The report is intended to be used as a guide for implementing the adopted transportation plan.

ORDINANCE NO. 78-55

**ORDINANCE ENACTING SECTIONS 2-115.4, 2-115.5, and 2-115.6 OF THE CODE OF METROPOLITAN DADE COUNTY BY ADOPTING THE TRANSPORTATION MASTER PLAN FOR METROPOLITAN DADE COUNTY AS ANCILLARY TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING FOR THE PLAN'S LEGAL STATUS AND AMENDMENT; PROVIDING SEVERABILITY; PROVIDING INCLUSION IN THE CODE; AND PROVIDING AN EFFECTIVE DATE**

*WHEREAS, pursuant to Section 2-115.1 of the Code of Metropolitan Dade County, the Dade County Board of County Commissioners is directed to adopt more specific rules, regulations and ordinances which shall implement the policies, standards and objectives of the Dade County Comprehensive Development Master Plan; and*

*WHEREAS, Dade County's growing population has increased the need for improved transportation facilities, and*

*WHEREAS, pursuant to Federal regulations, planning and programming of transportation improvements in the Miami Urbanized Area is the responsibility of the Metropolitan Planning Organization (MPO); and*

*WHEREAS, the Dade County Board of County Commissioners constitutes the MPO for Dade County, Florida; and*

*WHEREAS, the aforesaid Federal regulations required the MPO to prepare and maintain an approved long-range multi-modal transportation master plan, consistent with Dade's comprehensively planned development, as a condition for continuing Federal funding of transportation improvements; and*

*WHEREAS, the Transportation Master Plan for Metropolitan Dade County prepared by the MPO represents an updating of the previous transportation planning efforts and a further refinement of the existing transportation element of the Comprehensive Development Master Plan; and*

*WHEREAS, citizen involvement in plan formulation was obtained through the creation of an Interdisciplinary Team (IDT) which contributed to the proposed plan; and*

*WHEREAS, general public participation was secured through a countywide public involvement program during the entire period of the plan preparation which extended from 1975 through 1978; and*

*WHEREAS, a report entitled "Recommended Alternative Transportation Master Plans for Metropolitan Dade County" was published in December 1977 and distributed to the public for its review; and*

*WHEREAS, the Dade County Planning Advisory Board conducted two public workshops on April 20 and April 27, 1978, and three public hearings on June 12, 13 and 15, 1978 for the purpose of obtaining public comments on the alternative plans; and*

*WHEREAS, the Dade County Planning Department has recommended to the Planning Advisory Board one of the Alternative Transportation Master Plans as modified; and*

*WHEREAS, the Planning Advisory Board has duly considered all the data presented by the staff of the MPO, the MPO's Public Involvement Policy Committee and the Intergovernmental Policy Committee, and the public on the recommended alternative Transportation Master Plans; and*

*WHEREAS, the Planning Advisory Board has adopted a resolution, which is annexed hereto, recommending that the Board of County Commissioners adopt and receive the Transportation Master Plan for Metropolitan Dade*

ORDINANCE 78-55

County as ancillary to, but not a part of, the Comprehensive Development Master Plan; and amend the Comprehensive Development Master Plan to reflect changes necessitated by the adoption of the Transportation Master Plan,

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA:

**Section 1.** The matters set forth above are hereby incorporated by reference and are made part of this ordinance.

**Section 2.** Section 2-115.4 of the Code of Metropolitan Dade County, Florida, is hereby enacted as follows:

Sec. 2-115.4. Transportation Master Plan for Metropolitan Dade County, adoption.

The Board of County Commissioners hereby enacts as the Transportation Master Plan for Metropolitan Dade County, hereinafter referred to in its entirety as the "Transportation Master Plan" or "Plan" the map of transportation and improvements entitled "Alternate A: Year 2000 Highway and Fixed Transit Facilities" which is located on page 19 in the document entitled the "Recommended Alternative Transportation Master Plans for Metropolitan Dade County" (dated December 1977); with the following modifications, additions or deletions:

A copy of the modifications, additions or deletions is annexed hereto as Exhibit A and incorporated by reference as part of this ordinance.

The Board of County Commissioners further enacts as part of the Plan the one goal statement and the six objective statements located on pages 26 and 27 of the document entitled "Alternate Transportation Master Plans for Metropolitan Dade County" and receives as supportive information the remainder of this document and the six interim technical reports listed in Appendix A of this document, a copy of same is hereby incorporated herein by this reference.

**Section 3.** Section 2-225.5 of the Code of Metropolitan Dade County, Florida, is hereby enacted as follows:

Sec. 2-115.5. Transportation Master Plan for Metropolitan Dade County; legal status.

The adopted portions of the Transportation Master Plan for Metropolitan Dade County are hereby declared to be ancillary to but not a part of the Comprehensive Development Master Plan of Metropolitan Dade County, and shall constitute a guide for the programming and provision of transportation improvements in Metropolitan Dade County. In furtherance thereof, the Board of County Commissioners declares its policy and intent to evaluate and consider this plan in all future decisions relating to transportation improvements. The failure or inability of Metropolitan Dade County or others to adhere to this Plan shall not, in and of itself, constitute grounds for restrictions or limitations on land use or development, or for any application for zoning.

**Section 4.** If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

**Section 5.** It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Metropolitan Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section", "article", or other appropriate word.

**Section 6.** This ordinance shall become effective ten (10) days after the date of its enactment.

PASSED AND ADOPTED: July 19, 1978

Approved by County Attorney as to form and legal sufficiency. RA6

Prepared by: SBJ

APPENDIX C

RESOLUTION NO. MPO 22-78

A RESOLUTION ENDORSING THE TRANSPORTATION MASTER PLAN FOR DADE COUNTY; AFFIRMING PLAN TO BE IN COMPLIANCE WITH FEDERAL REGULATIONS

WHEREAS, this Governing Board desires to accomplish the purpose outlined in the memorandum from the County Manager attached to this resolution for the reasons delineated therein.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION (MPO) FOR THE MIAMI URBANIZED AREA:

SECTION 1: That the Transportation Master Plan for Dade County, Florida as same is fully described in Ordinance 78-55 passed and adopted July 19, 1978 by the Board of County Commissioners, Dade County, Florida is hereby endorsed and adopted by reference.

SECTION 2: That the Transportation Master Plan for Dade County endorsed and adopted pursuant to Section 1 herein is hereby affirmed to be in compliance with Federal Regulation 450.116 (d), Subpart A, 23 U. S. C. which provides that as a condition for receipt of Federal capital or operating assistance to an urbanized area that it must maintain a continuing cooperative and comprehensive planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area. It is further required that such plans include a long range transportation plan consistent with the area's comprehensive long-range land use plan, urban development objectives, and the area's overall social, economic, environmental, system performance and energy conservation goals and objectives.

The foregoing resolution was offered by Commissioner Oliver who moved its adoption. The motion was seconded by Commissioner Shack and upon being put to a vote, the vote was as follows:

- Neal F. Adams - aye
- Clara Oesterle - aye
- William G. Olliver - aye
- Beverly B. Phillips - absent
- James F. Redford, Jr. - aye
- Harvey Ruvin - aye
- Barry D. Schreiber - aye
- Ruth Shack - aye
- Stephen P. Clark - aye

The Chairman declared the resolution duly passed and adopted this 19th day of July, 1978.

METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

DAVID J. REYNOLDS

BY [Signature] Secretariat



## **APPENDIX D: Plan Development Committee Rosters**

Various committees were involved in the plan development process which preceded plan adoption by the Board of County Commissioners and adoption and endorsement by the Metropolitan Planning Organization on July 19, 1978. These committees and their memberships are described below.

### **INTERDISCIPLINARY TEAM**

A citizens board representing varied interests which was instrumental in the evaluation of alternatives and selection of two alternatives which were superior in terms of cost-effectiveness.

SHERMAN CLARK, Chairperson; Greater Miami Chamber of Commerce  
FRANK DIAZ, Sr., Interamerican Businessmen Presidents Association  
DAVID FINCHER, Miami Dade Chamber of Commerce  
CAROLE FINK, Dade County Association of Unincorporated Areas, Inc.  
MAX FRIEDSON, Congress of Senior Citizens  
GARY FRIEDMAN, Miami Dade Chamber of Commerce  
THEA GODOFSKY, Dade League of Women Voters  
WILFREDO GORT, JR., Latin Chamber of Commerce  
WILLIAM R. HODGES, South Florida Regional Planning Council  
ROY KINZIE, Downtown Development Authority  
RUSSELL MARCHNER, Dade County League of Cities, Inc.  
EARL MOREHOUSE, Hialeah-Miami Springs Chamber of Commerce  
JAMES C. PARRISH, JR., D.C. Advisory Com. for the Physically Disabled  
WALTER REVELL, Board of Governors, Greater Miami Chamber of Commerce  
JACQUE G. SALOMON, Greater Miami Beach Motel Association  
MINOUS SHEARS, Building Trades Council  
GLENN SUDDUTH, Dade Safety Council  
OFELIA TABARAS, Latin Business and Professional Women  
W.B. WELLONS, American Automobile Association  
STANLEY WHITMAN, South Florida Highway Users Federation

### **NETWORK REVISION SUBCOMMITTEE**

County and Florida Department of Transportation technical staff responsible to the MPO's Technical Planning Council for the development and presentation of alternatives as well as all technical aspects of plan development, analysis, and evaluation. The following membership list excludes the names of many others who contributed technical expertise and secretarial skills during the course of plan development and adoption.

DAVID C. RHINARD, Chairperson; Dade County Department of Traffic & Transportation  
ZAHID CHAUDHRY, Dade County Planning Department  
RICK CHESSER, Assistant Dist. Trans. Planning Engineer, Florida Department of Transportation  
BOB FARMER, Office of Transportation Administration, Dade County  
DAVE HINDS, Office of Transportation Administration, Dade County  
AL HOFER, Traffic Engineer, Dade County Department of Traffic & Transportation  
WALT JAGEMANN, Highway Planning Engineer, Dade County Public Works Department  
RICHARD LEE, Traffic Engineer, Dade County Department of Traffic & Transportation  
FRANK MCGREGOR, Assistant Trans. Planning Engineer, Dade County Dept. of Traffic & Trans.  
WOODROW MOORE, Director, Planning & Programming, Office of Trans. Admin., Dade County  
HENRY PELT, Area Engineer, Miami, Florida Department of Transportation  
PHIL SELLINGER, Office of Transportation Administration, Dade County  
JOHN SHRINER, Regional Engineer, S. Fl., Fl. Department of Transportation  
FRED SILVERMAN, Office of Transportation Administration, Dade County  
GARY SPIVAK, Office of Transportation Administration, Dade County  
JOHN WOODLIEF, Chief, Metropolitan Division, Dade County Planning Department

## **TECHNICAL PLANNING COUNCIL**

A formal committee of the MPO organizational structure which recommends policy guidance to the MPO Governing Board on technical matters.

### **Voting members:**

DR. JOHN A. DYER, Chairperson; Transportation Coordinator  
ERNEST R. GERLACH, Director, Metropolitan Transit Agency  
RICHARD H. JUDY, Director, Aviation Department  
WILLIAM N. LOFROOS, Chief, Bureau of Planning, Florida Department of Transportation  
CARMEN LUNETTA, Director, Seaport Department  
COLIN MORRISSEY, Director, Environmental Resources Management  
M. BARRY PETERSON, Director, South Florida Regional Planning Council  
WILLIAM M. POWELL, Director, Public Works Department  
EUGENE L. SIMM, Director, Department of Traffic & Transportation  
REGINALD R. WALTERS, Director, Planning Department  
CLAUDE A. WHITE, Dist. Planning & Programming Engr., Florida Department of Transportation

### **Non-Voting Members:**

DAVID J. REYNOLDS, MPO Secretariat  
ALEX McNEIL, Urban Mass Transportation Administration  
DAVID P. VAN LEUVEN, Federal Highway Administration

## **DADE COUNTY PLANNING ADVISORY BOARD**

A panel of appointed citizens which offer recommendations to the Board of County Commissioners on matters which involve or influence future development, including but not limited to comprehensive plans, community facility plans, neighborhood studies, and master plan elements.

JOSEPH TURTURICI	NICHOLAS POLIZZI
B. BOYD BENJAMIN	THOMAS RIGGINS
WILLIAM BRANAGAN	LESTER GOLDSTEIN
JOHN FREDERICK, Sr.	MS. GEORGIA WRIGHT
GEORGE DuBREUIL	RONALD YOUNG
MS. DORETHA NICHSON	

REGINALD R. WALTERS, Executive Secretary

## **INTERGOVERNMENTAL POLICY COMMITTEE**

A formally established advisory committee to the MPO Governing Board composed of municipal officials and representatives of various boards and agencies which deal with transportation matters.

HONORABLE WILLIAM H. CHAPMAN, Chairman; City of Coral Gables  
HONORABLE JACK BLOCK, Mayor, City of South Miami  
MR. LIONEL BOSEM, Miami Beach Planning Board  
HONORABLE RUTH R. CAMPBELL, Dade League of Cities  
HONORABLE MICHAEL COLODNY, Mayor, City of North Miami  
REV. THEODORE GIBSON, City of Miami  
MRS. PHYLLIS MILLER, Dade County School Board  
HONORABLE WALTER S. PESETSKY, Mayor, City of North Miami Beach  
MR. THOMAS H. RIGGINS, Dade County Planning Advisory Board  
MS. GRACE ROCKAFELLAR, Miami Planning Advisory Board  
HONORABLE J.W. STEVENS, Broward County MPO Chairman  
MONSIGNOR BRYAN O. WALSH, Public Health Trust of Dade County  
HONORABLE ELAYNE WEISBURD, City of Miami Beach  
HONORABLE VICTOR WILDE, Dade League of Cities  
MR. MITCHELL WOLFSON, Off-Street Parking Authority  
HONORABLE WILLY L. YOUNG, Mayor, City of Opa-Locka

**PUBLIC INVOLVEMENT POLICY COMMITTEE**

A citizen group established as a part of the MPO organizational structure with the primary purpose of obtaining organizing, and consolidating public input and making recommendations on major matters under review by the MPO Governing Board.

MR. GLENN SUDDUTH, Chairman; Citizens' Safety Council  
DR. EVERETT ABNEY, Urban League of Greater Miami  
DAMODAR S. AIRAN, A.M., American Society of Civil Engineers  
MR. EARL CARROLL, Minority Contractors Association of Dade County, Inc.  
MR. STEPHEN M. DAVIS, Sierra Club – Miami Group  
MR. DAVE FINCHER, Miami-Dade Chamber of Commerce  
MS. SANDY O'NEIL, Greater Miami Chamber of Commerce  
CAMILO PADREDA, Latin Builders Association  
DOUGLAS PARENT, Florida Medi-Car, Inc.  
MR. JOHN PARKER, Florida International University  
MS. SANDRA ROTHMAN, Assoc. Nacional Pro Personas Mayores  
MR. EDWARD STEINBERG, White Air-Craft Taxi Company  
MR. BILL STENZEL, Florida Paraplegic Association  
MR. ED STEPHENSON, Dade Federation of Labor AFL-CIO  
MS. ANNA F. STROHSAHL, Trans. Com. League of Women Voters  
MS. ALICE WAINWRIGHT, Audobon Society  
MR. JAMES WOODALL, Associated General Contractors

ORDINANCE NO. 78-56

**ORDINANCE RELATING TO DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN; PROVIDING DISPOSITION OF A SPECIAL APPLICATION TO THE COMPREHENSIVE DEVELOPMENT MASTER PLAN WHICH REQUESTS AN AMENDMENT TO THE ADOPTED 2000 CONCEPTUAL METROPOLITAN DEVELOPMENT PATTERN MAP; AND PROVIDING AN EFFECTIVE DATE**

WHEREAS, this Board has provided a procedure (codified as Sections 2-116 and 2-116.1 of the Code of Metropolitan Dade County, Florida) to amend, modify, add to or change the Dade County Comprehensive Development Master Plan; and

WHEREAS, the Planning Department and the Planning Advisory Board have acted in accordance therewith and have processed a special application seeking amendments to the surface transportation network shown on the adopted 2000 Conceptual Metropolitan Development Pattern map; and

WHEREAS, this special application to amend the Comprehensive Development Master Plan was initiated by the Metropolitan Planning Organization on April 4, 1978; and

WHEREAS, the Planning advisory Board has held two public workshops on April 20 and April 27, 1978, and three public hearings on June 12, 13 and 15, 1978, on this special application requesting amendment to the Comprehensive Development Master Plan, and have certified their recommendations for final disposition of said application to this Board; and

WHEREAS, Section 4 of Ordinance No. 75-22, adopting and accepting the Comprehensive Development Master Plan requires that ". . . all master plan elements, including, but not limited to, those for capital improvements, transportation, housing, health, parks, recreation, culture and libraries shall be coordinated and rendered consistent with the Comprehensive Development Master Plan"; and

WHEREAS, this Board, in adopting a Transportation Master Plan for the Year 2000, finds it necessary to amend the adopted surface transportation network shown on the Year 2000 Conceptual Metropolitan Development Pattern map to render it consistent with this Plan,

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA:

**Section 1.** The special application filed in accordance with Section 2-116.1 of the Code of Metropolitan Dade County, Florida, is incorporated on pages 33 and 34 of the document entitled "Recommended Alternative Transportation Master Plans for Metropolitan Dade County" (December 1977) and was released by the Board of County Commissioners for public review on April 4, 1978, and the same is hereby incorporated herein by reference by this Board.

**Section 2.** The Board hereby makes final disposition of the special application for amending the Comprehensive Development Master Plan by adopting the changes to the surface transportation network of the Year 2000 Conceptual Metropolitan Development Pattern map as presented on page 14 of the document entitled "Final Recommendations on the Recommended Alternative Transportation Master Plans for Metropolitan Dade County and the Special Amendments to the Comprehensive Development Master Plan" (June 1978) with the following modifications, additions or deletions:

A copy of the modifications, additions or deletions is annexed hereto as Exhibit A and incorporated by reference as part of this ordinance.

**Section 3.** This ordinance shall become effective ten (10) days after the date of its enactment.

PASSED AND ADOPTED: July 19, 1978

Approved by County Attorney as to form and legal sufficiency.

RAG  
SBJ

Prepared by: