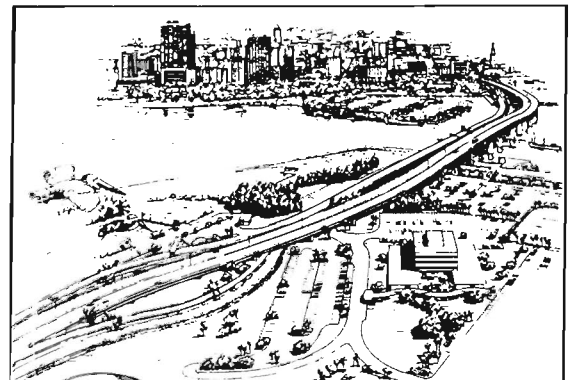
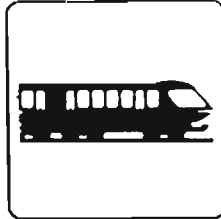
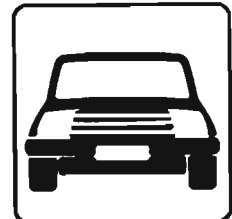
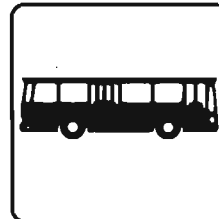




YEAR 2010 METRO-DADE TRANSPORTATION PLAN

COUNTYWIDE AND INDIVIDUAL AREA SUMMARIES

METROPOLITAN PLANNING ORGANIZATION
DADE COUNTY, FLORIDA





**METROPOLITAN
PLANNING
ORGANIZATION**

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ACKNOWLEDGEMENTS

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Teresa Moore	Florida Department of Transportation, District VI
Lourdes Rios	Florida Department of Transportation, District VI
Carlos Roa	Metropolitan Planning Organization Secretariat
David Robinson	Metropolitan Planning Organization Secretariat
Yvonne Soler	Metropolitan Planning Organization Secretariat
Yvonne Torres	Department of Development and Facilities Management
Sheila Winitzer	Citizens Transportation Advisory Committee Secretariat
Mark Woerner	Metro-Dade Planning Department

The Metropolitan Planning Organization Acknowledges The Valuable Assistance Of The CITIZENS' TRANSPORTATION ADVISORY COMMITTEE In Conducting The Public Review Process For The Year 2010 Transportation Plan Throughout The Various Neighborhoods Of The County, And In Working And Advising Staff On The Many Complex Issues Involved In The Development And Preparation Of The Plan.

**YEAR 2010
METRO-DADE TRANSPORTATION PLAN**

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YEAR 2010
METRO-DADE
TRANSPORTATION
PLAN

COUNTYWIDE
SUMMARY

METROPOLITAN PLANNING ORGANIZATION

METRO-GADE TRANSPORTATION PLAN

SUMMARY STATEMENTS

- Population and traffic forecasts projected for the period 1991-2010 point to significant increases in travel (in the range of 30 to 45 percent) within the metropolitan area.
- The twenty-year highway needs proposals identify over two hundred major capacity improvements with a price tag of approximately \$4.1 billion. While these improvements were defined to address adopted CDMP level of service standards, in many specific instances standards are not fully met because of physical, operational, legislative or other constraints.
- Identified transit needs call for provision of over 60 miles of exclusive right-of-way priority service along six major travel corridors. Corresponding increases in bus and rail rolling stock are also proposed. Estimated costs of the listed transit needs, including the cost of operating the expanded system amount to \$11.4 billion for the twenty-year period. If these transit improvements are put in place, the daily public transportation share of the urban travel is projected to increase from a current 5% to approximately 11% by the year 2010.
- A cost feasibility assessment of the proposed projects identifies revenue shortfalls in all areas, assuming that revenues will be generated in the future at current levels.
- For highways, and in addition to an overall twenty-year shortage, a deficit of over \$400 million is predicted during the first ten years of the Plan period.
- In the case of transit, the proposed needs can not be funded at all, except for capital projects for which monies are already earmarked such as the extension of Metromover.
- In addition to the proposed transportation infrastructure and capital needs proposed, a variety of short-term strategies are identified to deal with urban travel congestion ranging from highway traffic design solutions to employer-based measures to promote use of carpooling and public transit.

METRO-DADE TRANSPORTATION PLAN

INTRODUCTION

The Year 2010 Transportation Plan has been developed with the realization that acute and continuing urban travel congestion conditions cause major adverse ramifications to the economy and the quality of life experienced by the citizens of Dade County.

This brochure summarizes the transportation improvements recommended to enhance urban mobility in the metropolitan area during the next twenty years.

PLAN PROCESS AND DOCUMENTATION

The Year 2010 Transportation Plan can be considered a refinement of the transportation component of the Comprehensive Development Master Plan (CDMP) for Dade County. The last major update of the Transportation Plan (Year 2005 Plan) was adopted in June, 1985. The current updating effort started in January, 1988. The resulting two-year study has consisted in a complete reassessment of the future capital and operational needs for the county's transit system and roadway network.

An interdisciplinary team of professionals from local and State transportation agencies prepared this Plan. The completed technical reports and documentation are available from the Office of the MPO Secretariat, 111 N.W. First St., Suite 910, Miami, FL 33128.

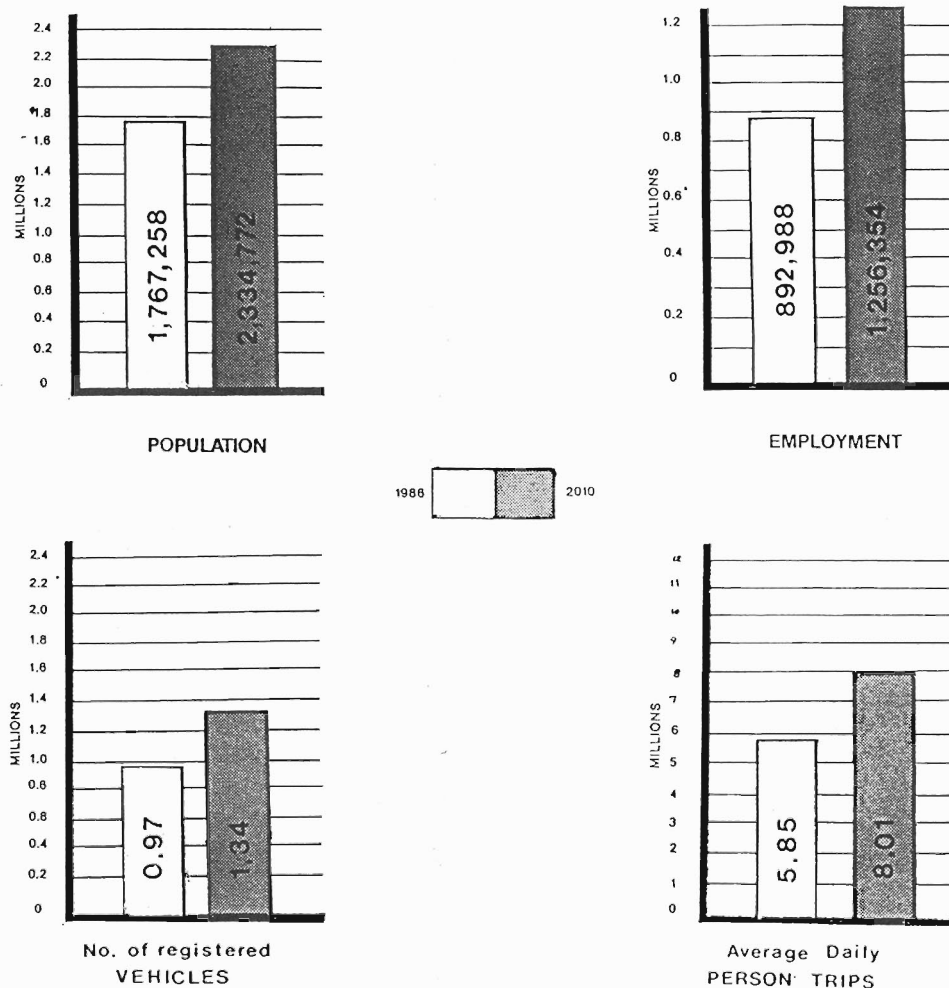
GOAL OF THE PLAN

Provide for a safe, efficient, economical, attractive and integrated transportation system that offers convenient, accessible and affordable mobility to all people and for all goods, conserves energy, and protects the natural and social environment.

OBJECTIVES

1. Improve highway and transit facilities in Dade County to achieve the operating levels of service adopted in the Comprehensive Development Master Plan.
2. Achieve increased traffic safety and the efficient management of traffic flow.
3. Provide a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services and timely implementation of transportation improvement projects and services.
4. Provide an integrated system which includes ease of transfer between all modes of transportation.
5. Provide convenient, accessible and affordable transportation services and facilities.
6. Provide equitable transportation services to all groups in the metropolitan population, including the elderly, handicapped, low income and other transit dependent persons.
7. Plan and develop a transportation system that preserves the integrity of urban communities, environmentally sensitive areas, and conserves energy and natural resources.
8. Enhance urban design integrity through roadway system improvements and expansions which beautify the urban environment.

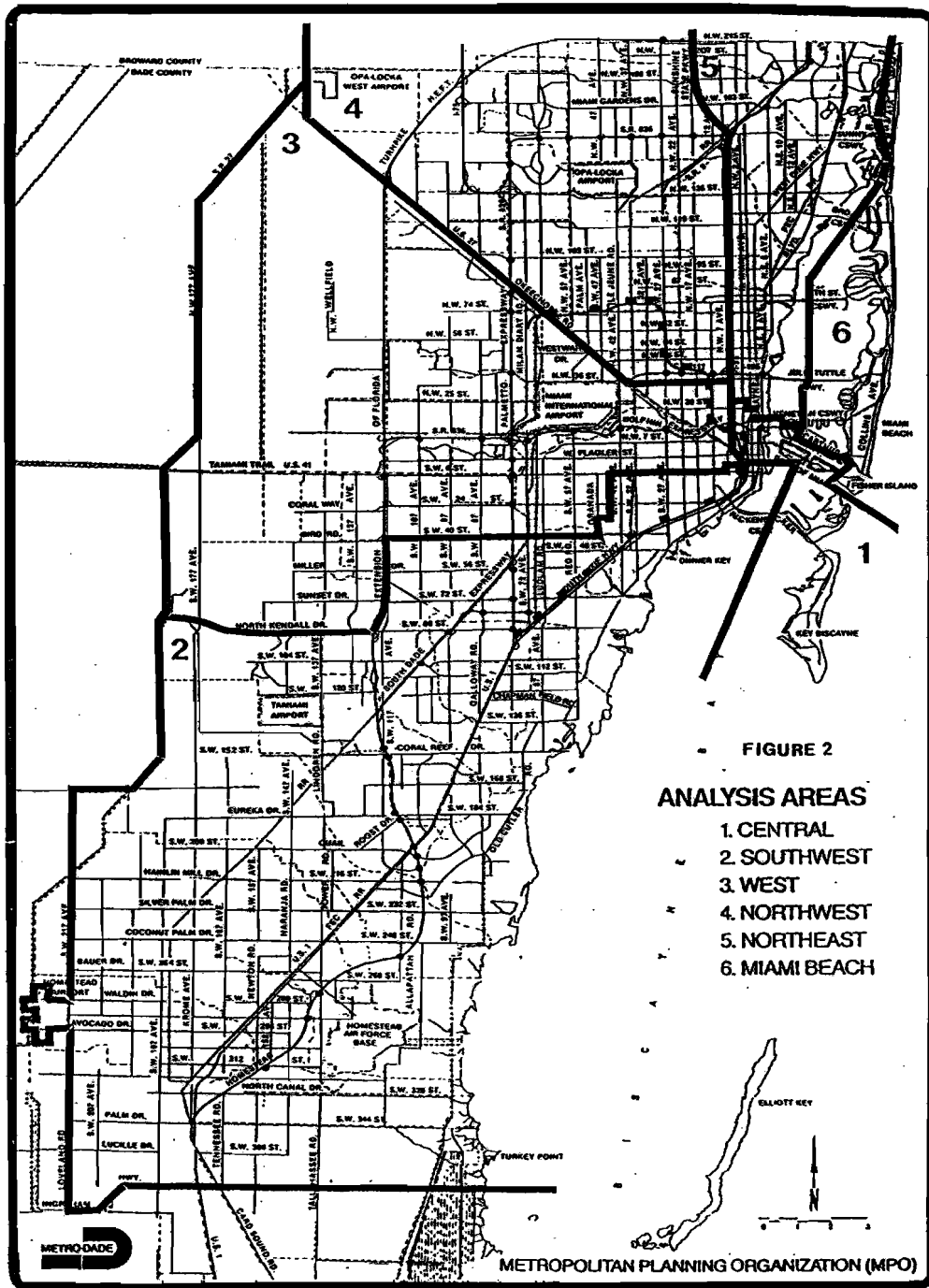
FIGURE 1
PROJECTED GROWTH



BACKGROUND CONDITIONS AND FORECASTS

Figure 1 illustrates the increases in population, employment, number of registered vehicles and average number of daily person-trips expected to occur in the County between the study base-year of 1986 and the Plan forecast year of 2010. All future socio-economic trends and urban travel levels reflect land-use growth forecasts established for the County's Comprehensive Development Master Plan (CDMP).

The population of the County is expected to increase by 32% during the study period, while the number of registered automobiles will increase by 40% and employment is projected to grow by 41%. Based on these trends, urban travel will increase significantly. The total number of daily trips taken by residents and others in the County is predicted to increase by 37% and the number of daily vehicle miles traveled in the urban area will grow by 45%. These trends and forecasts point to mounting pressure on the transportation system to handle increasing loads of traffic and personal travel.



ANALYSIS AREAS

For the analysis conducted, the County was subdivided into six areas: Southwest, Central, West, Northeast, Northwest, and Miami Beach. Each analysis area contains a number of smaller units or Traffic Analysis Zones (TAZs). Traffic information and socio-economic data for TAZs were collected and projected using computer-based techniques.

Figure 2 shows the six analysis areas and their boundaries.

TWENTY-YEAR HIGHWAY PROPOSALS

The highway improvements proposed in Figure 3 were defined based on the objectives and transportation level of service standards adopted in the CDMP. Projected levels of urban travel congestion served as the basis for the identification of needed projects. Improvements are shown for both the State and County systems.

The proposed highway improvements are designed to address, as best as possible, future congestion conditions throughout the metropolitan area. The needs of the rapidly growing western and southern sectors of the urban area, of the densely populated areas of northern Dade, and of areas with unique access requirements such as Miami Beach, the Miami International Airport, and Central Miami were considered as well. Proposed priorities for the projects are indicated in Figure 4.

It is noted that the highway proposals shown do not constitute an exhaustive list of all of the highway-related needs for the County. If all highway needs for the next twenty years were defined strictly based on the adopted level of service standards of the CDMP, the dollar costs, as well as the resulting social and environmental impacts, of such theoretical plan would be staggering. In reality, there were multiple instances where adding roadway lanes only alleviated future congestion without meeting standards. In other cases, due to physical or statutory constraints, needed highway improvements could not be proposed. Within these limitations, the costs of the proposed highway projects for the twenty-year period were estimated at \$4.1 billion.

HIGHWAY MAINTENANCE AND OPERATIONS

Slightly over 40% of all estimated highway-related costs within the twenty-year Plan period correspond to non-capacity improvements, such as maintenance and safety, and other operations-related work. These activities are performed on the existing system to maintain it in good condition. A significant portion of the future travel demand will continue to be served by existing facilities.

HIGHWAY PROJECTS

As indicated in Figure 3, the Year 2010 Transportation Plan proposes over two hundred individual highway improvements. An illustrative listing of roadways proposed for improvement is presented below.

- | | |
|----------------------------|-------------------|
| * Dolphin Expressway | * N.W. 25 St. |
| * Don Shula Expressway | * N.W. 32/37 Ave. |
| * H.E.F.T. (Turnpike) | * N.W. 36/41 St. |
| * I-95 | * N.W. 97 Ave. |
| * Palmetto Expressway | * N.W. 107 Ave. |
| * State Road 112 extension | * S.W. 127 Ave. |
| * Tamiami Trail | * S.W. 137 Ave. |
| * U.S. 1 | * S.W. 216 St. |

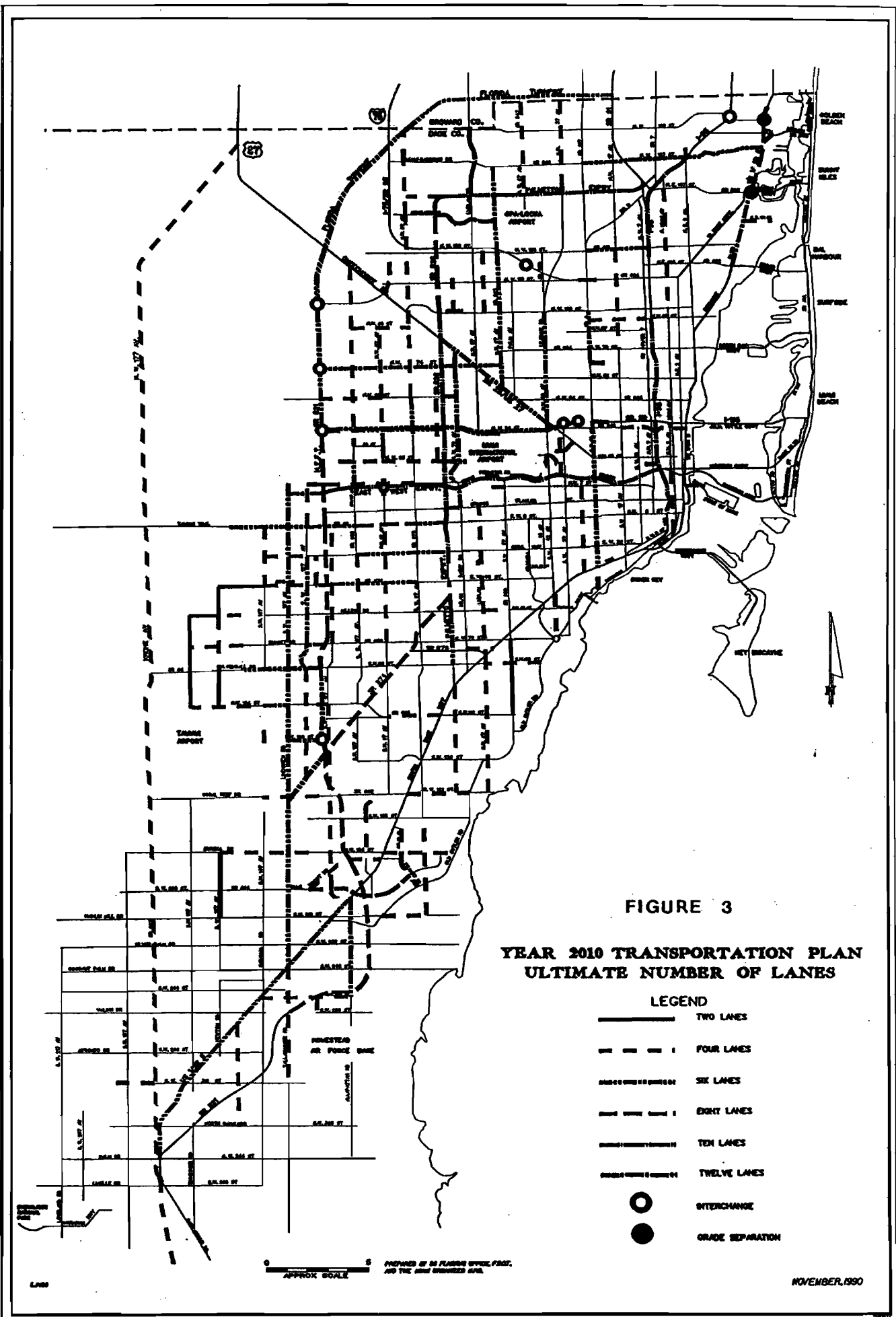


FIGURE 3

**YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

LEGEND

- TWO LANES
- — — — — FOUR LANES
- · — · — · — SIX LANES
- · — · — · — · — EIGHT LANES
- · — · — · — · — · — TEN LANES
- · — · — · — · — · — · — TWELVE LANES
- INTERCHANGE
- GRADE SEPARATION

APPROX SCALE 0 5 PREPARED BY THE PLANNING OFFICE, FDOT, AND THE STATE HIGHWAY DEPT.

NOVEMBER, 1990

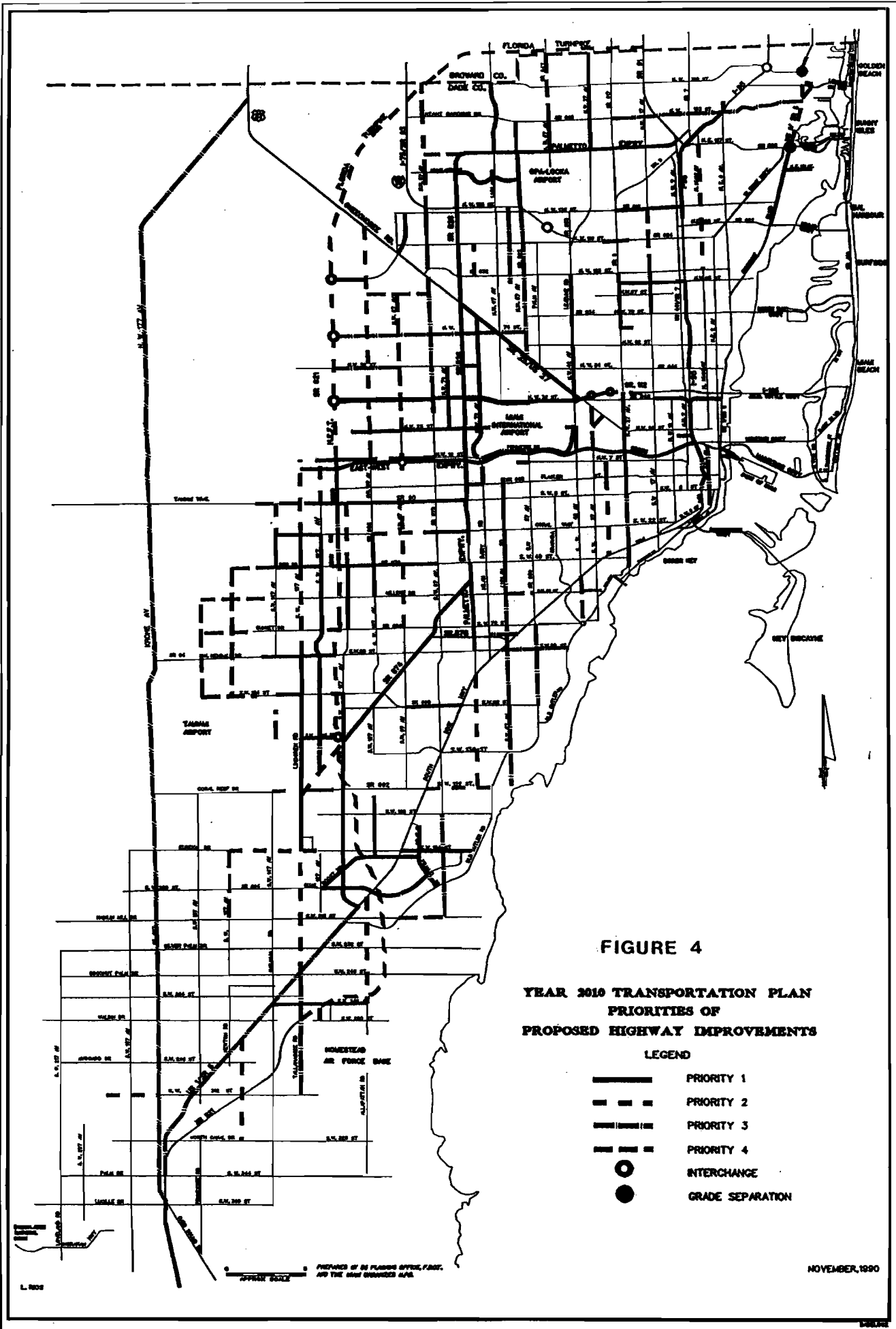


FIGURE 4

**YEAR 2010 TRANSPORTATION PLAN
PRIORITIES OF
PROPOSED HIGHWAY IMPROVEMENTS**

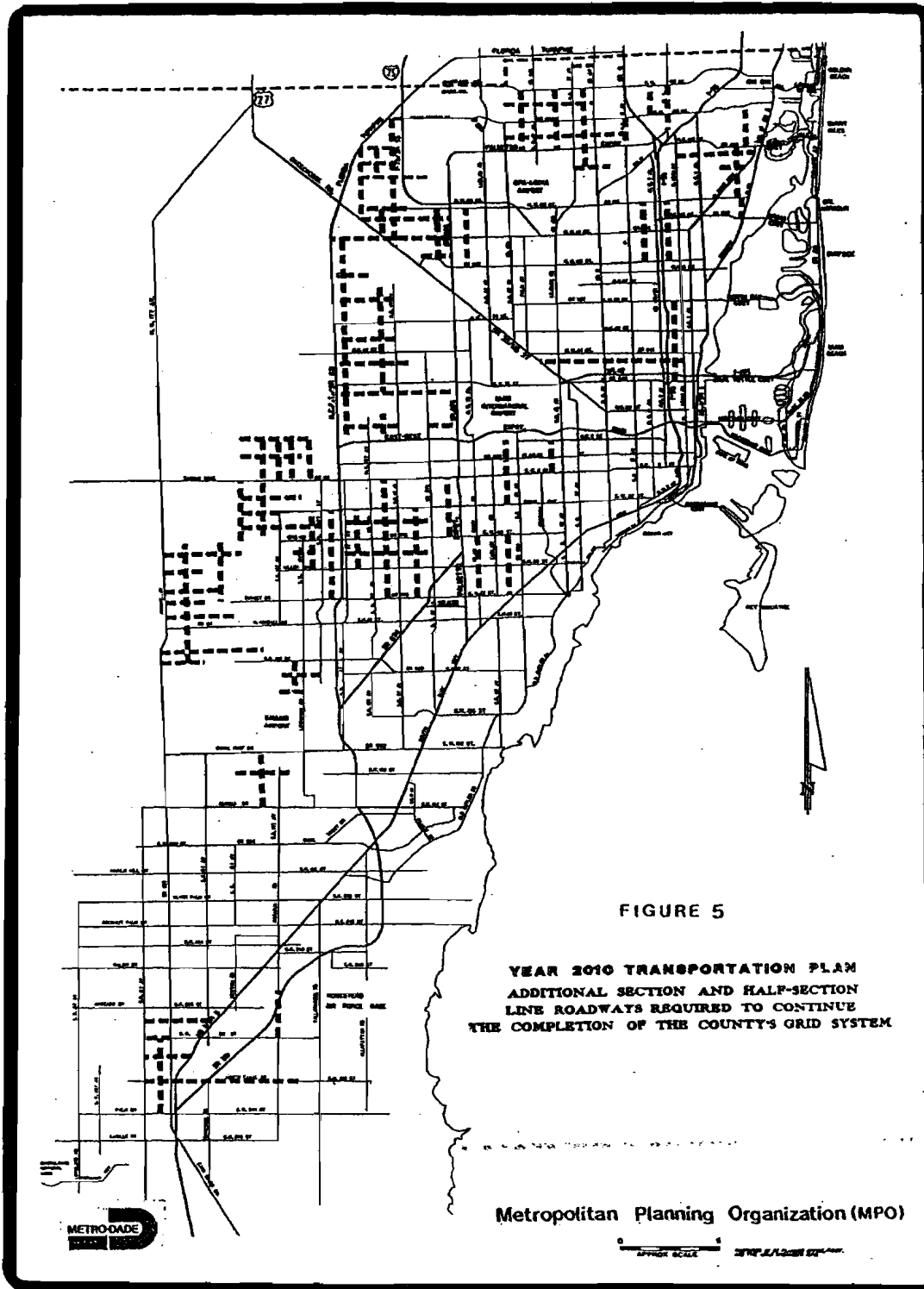
LEGEND

- PRIORITY 1
- - - - -** PRIORITY 2
- |||||** PRIORITY 3
- — — —** PRIORITY 4
- INTERCHANGE
- GRADE SEPARATION

L. 1002

PREPARED BY THE PLANNING OFFICE, F.D.C.
AND THE BUREAU OF HIGHWAYS

NOVEMBER, 1950



In addition to the projects shown in Figure 3, another set of improvements is proposed for the County Arterial grid system as shown in Figure 5. These would be gradually completed as land development in the affected areas occurs, and will be mainly funded through private sector contributions and required roadway impact fees.

TWENTY-YEAR TRANSIT PROPOSALS

MAJOR PRIORITY TRANSIT CORRIDORS

Six priority urban transit corridors are recommended in the Year 2010 Plan, as shown in Figure 6. Slightly over 60 miles of exclusive right-of-way transit service along these corridors are identified. In proposing transit solutions for these, implicit is the recognition that the corridors identified are beyond most roadway-oriented solutions that feasibly could address future travel needs. The six priority corridors are: South (8.4 miles), Kendall (7.5 miles), West (9.1 miles), North (8.5 miles), Northeast (13.6 miles), and Miami Beach (10.9 miles). Two smaller-scale extension projects to the Stage I Metrorail are also proposed: to Miami International Airport, and to the Palmetto Expressway. Tri-Rail proposals are also shown in Figure 6.

Figure 7 lists information about the future priority transit corridors proposed. If priority-transit is provided in these, the new service will enhance the existing transit system and will better connect important economic and residential sectors of the metropolitan area. With the implementation of the transit needs specified in the Plan, combined bus and rail patronage levels are expected to increase from a base of approximately 250,000 daily boardings in 1986 to over 800,000 by the year 2010. Through these patronage increases, the daily public transportation share of the urban travel is projected to increase from a current 5% to approximately 11% by the year 2010.

Corresponding increases in bus and rail rolling stock are proposed as well. Estimates for the latter range from 800 to 1200 vehicles for the bus fleet and from 300 to 340 vehicles for the urban rail fleet by the year 2010. Estimates of capital and operating costs for public transit needs are \$11.4 billion for the twenty-year plan proposal. Almost 60% of these costs correspond to operating expenses, and rehabilitation and replacement costs. A summary of estimated costs of the listed transit proposals is provided on Figure 8.

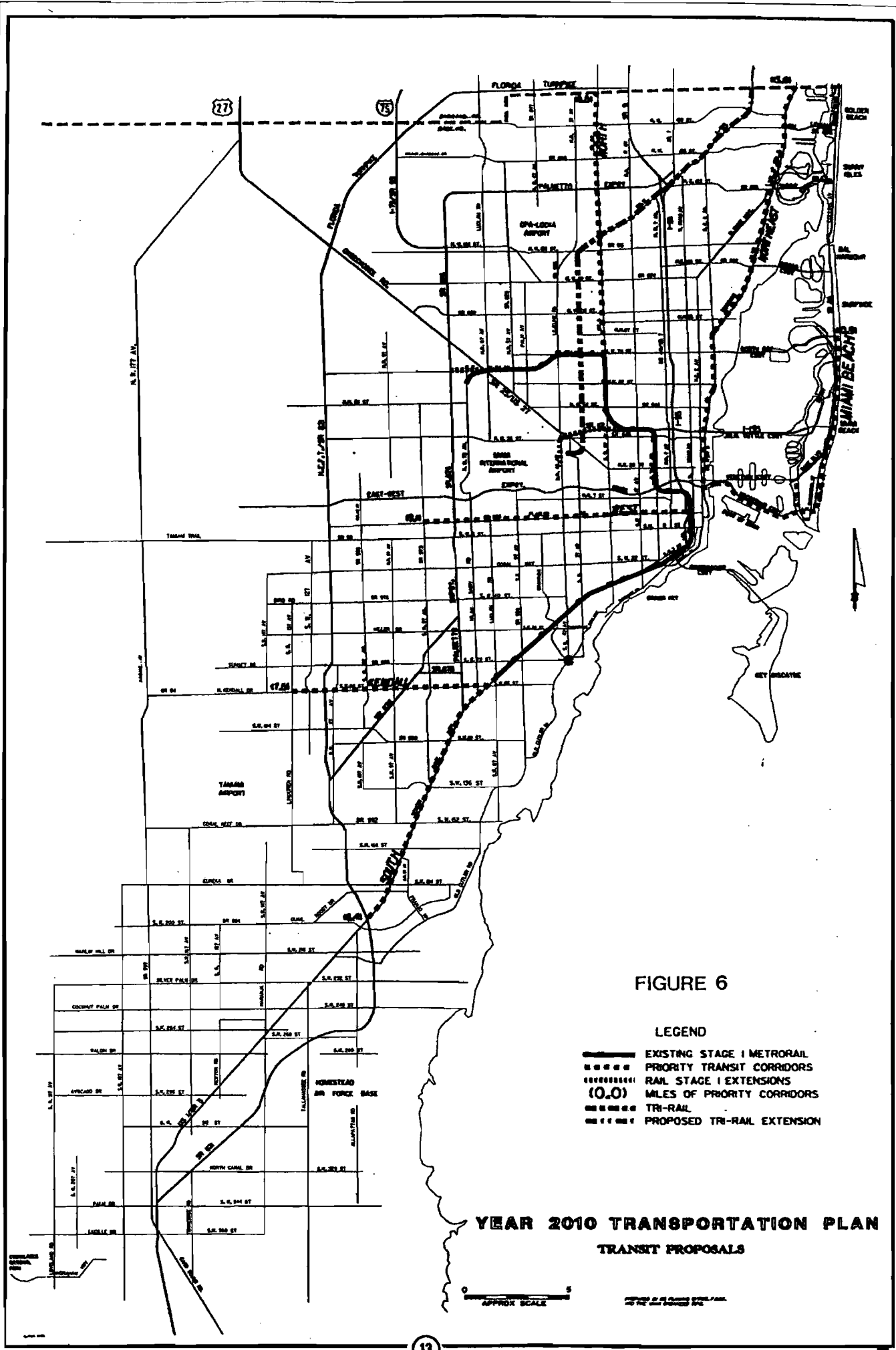


FIGURE 6

LEGEND

- EXISTING STAGE I METRO RAIL
- ▣ PRIORITY TRANSIT CORRIDORS
- ▤ RAIL STAGE I EXTENSIONS
- (0.0) MILES OF PRIORITY CORRIDORS
- ▧ TRI-RAIL
- ▨ PROPOSED TRI-RAIL EXTENSION

YEAR 2010 TRANSPORTATION PLAN
TRANSIT PROPOSALS

0 5
APPROX SCALE

REPRODUCED FROM THE 2000 TRANSPORTATION PLAN
OF THE SOUTH FLORIDA TRANSIT AUTHORITY

FIGURE 7

YEAR 2010 TRANSPORTATION PLAN
TRANSIT PROPOSAL FOR 1991-2010

IMPROVEMENTS	FROM	TO	TYPE OF IMPROVEMENT	MILES
I. PRIORITY TRANSIT CORRIDOR :				
NORTH	Dr.M.L.King Jr. Plaza Station	NW 215 Street	To be defined	8.5
WEST	Downtown/ CBD	NW 87 Avenue	To be defined	9.1
SOUTH	Dadeland South Station	Cutler Ridge	To be defined	8.4
KENDALL	Dadeland North Station	SW 137 Avenue	To be defined	7.5
NORTHEAST	Downtown	NE 199 Street	To be defined	13.6
MIAMI BEACH	Downtown	71 Street	To be defined	10.9
II. RAIL STAGE I EXTENSIONS :				
STAGE I	Okeechobee Station	Palmetto Expressway	Heavy Rail	0.7
STAGE I	Earlington Heights Station	Miami International Airport	Heavy Rail	3.0
III.- METROMOVER EXTENSION (PRESENTLY UNDER CONSTRUCTION) :				
Brickell Leg	Miami Avenue/ SE 1 Street	SW 14 Street/ Brickell Avenue	A.G.T. (*)	1.1
Omni Leg	NE 5 Street/ NE 2 Avenue	NE 15 Street	A.G.T. (*)	1.4
IV. TRI-RAIL EXTENSION :				
Line Extension	Airport Station	NW 21 Street/ NW 38 Court	Commuter Rail	1.1

(*) A.G.T. = Automated Guideway Transit (METROMOVER).

FIGURE 8

YEAR 2010 TRANSPORTATION PLAN
COST OF TRANSIT PROPOSALS

COSTS* (1991-2010)

Metro-Dade Transit :

Operating Expenses	\$5,900,000,000
Rehabilitation and Replacement	\$500,000,000
Expansion	\$5,000,000,000

TRI-RAIL (Dade County Only) :

Operating Expenses	\$20,000,000
Expansion	\$2,300,000

TOTAL :	\$11,422,300,000
----------------	-------------------------

OPERATIONAL CHARACTERISTICS**

	DAILY VEHICLE REQUIREMENT	DAILY REVENUE MILES	DAILY REVENUE HOURS	NUMBER OF NEW STATIONS	ESTIMATED DAILY PATRONAGE
BUS	800 - 1,200	113,000 - 131,000	9,000 - 10,000	N/A	490,000 - 570,000
RAIL	300 - 340	102,000 - 118,000	3,500 - 4,100	52	228,000 - 264,000
MOVER	33	3,100 - 3,700	290 - 330	12	91,000 - 105,000

* All Corridors assumed to have a Metrorail type system costed at \$67 million per mile and annual capital costs based on 50 year life. Annual capital costs for bus services based on a 12 year effective life for buses and unit costs of \$187,000 per bus.

** Model derived.

FINANCIAL CONSIDERATIONS

Urban transportation is funded through a system of taxes and fees at federal, state and local levels. Distribution of these funds is driven mainly by federal and state statutory formulas, with the exception of some discretionary federal grant programs.

HIGHWAYS

Highway funding is generated mainly from gasoline taxes, motor vehicle fees, and other automobile-related "user fees". Major sources of existing highway funding include: Federal Gas Taxes, State Motor Fuel Taxes, Local Option Gas Taxes, Motor Vehicle Fees, Impact Fees and Tolls. Based on estimated revenue for the Plan period an overall shortage of highway revenue for the twenty-year Plan period is predicted.

As indicated in Figure 9, a serious funding deficiency relates to the "phasing" of the projects in the highway plan. The most immediate ten years indicate a funding deficit of slightly over \$400 million. This condition indicates a serious shortfall in revenue for the effective implementation of the highway Plan during the first decade.

TRANSIT

Transit funding is derived from a host of federal, state and local programs. For rail and bus capital projects, funding is mostly sought through federal and state grants, plus local match. Transit operating costs are supported largely through County General Fund revenues. In addition to farebox revenues, major sources of existing transit funding include: the federal Mass Transit Trust Account, state participation and local funds. Funding for the transit projects proposed in this Year 2010 Transportation Plan will have to originate from a blend of existing and new revenue sources if these projects are ever to be implemented. Transit revenues to be available during the Plan period will allow for only maintenance of current levels of service. Therefore, if present trends continue, no funds will be available for capital and operating costs associated with the new projects.

Figure 9 illustrates the estimated cost of the listed transit needs versus the projected available resources for the period 1991-2000.

In Figure 10, estimated costs and expected resources are shown combined for all proposed highway and transit projects for the period 2001-2010.

FIGURE 9

ESTIMATED PLAN COSTS
VERSUS
EXPECTED RESOURCES

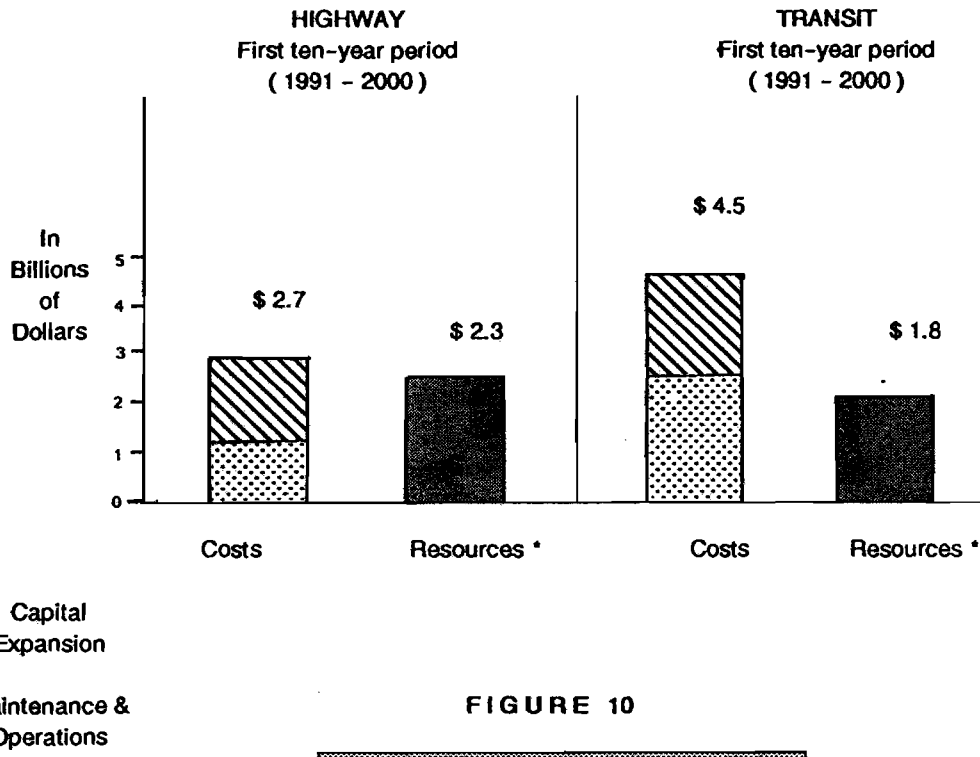
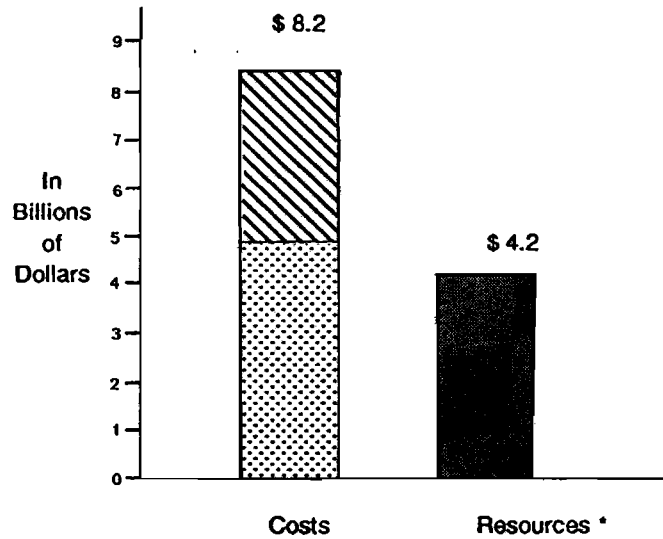


FIGURE 10

HIGHWAY AND TRANSIT
Second ten-year period
(2001 - 2010)



* Includes Subsidies

SHORT-TERM STRATEGIES

For the short term, and in addition to the major transportation capital improvements proposed in the Year 2010 Plan, transportation professionals continue to work to institute strategies that increase the efficiency of the existing system and do not need major capital expenditures.

Examples of these include:

- Consideration of contra-flow traffic designs in planning urban roads
- Implementation of parking policies that control capacity and locations of parking facilities and which provide preferential parking for high-occupancy vehicles
- Consideration of ramp metering to improve expressway operations
- Improving traffic signal timing through commuter corridors
- Establishment of exclusive rights-of-way for high occupancy and public transportation vehicles

From the private sector, strategies include:

- Employer-instituted staggered or flexible working hours to ease traffic congestion during peak hours
- Employer-subsidized transit passes to encourage use of public transportation
- Employer-encouraged vanpooling and carpooling, including preferential parking spaces for participants

These are only examples of the many strategies that are being considered. Efforts of this nature are a part of the overall transportation planning program conducted by the County on an on-going basis. Projects resulting from these studies will be implemented through the annual update of the County Transportation Improvement Program.

YEAR 2010
METRO-DADE
TRANSPORTATION
PLAN

INDIVIDUAL
AREA
SUMMARIES

METROPOLITAN PLANNING ORGANIZATION

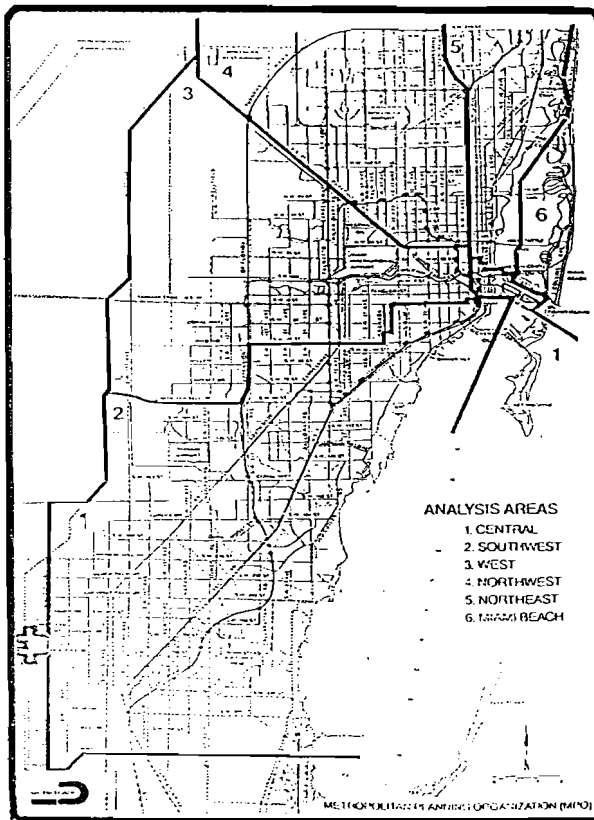
PROPOSED YEAR 2010

METRO-DADE TRANSPORTATION PLAN

AREA OF ANALYSIS NO.1

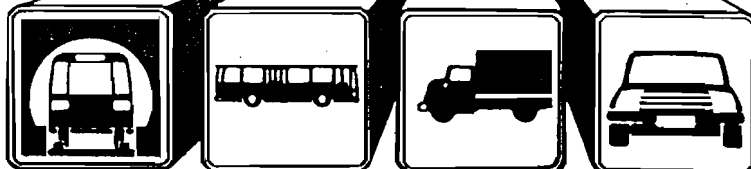
CENTRAL

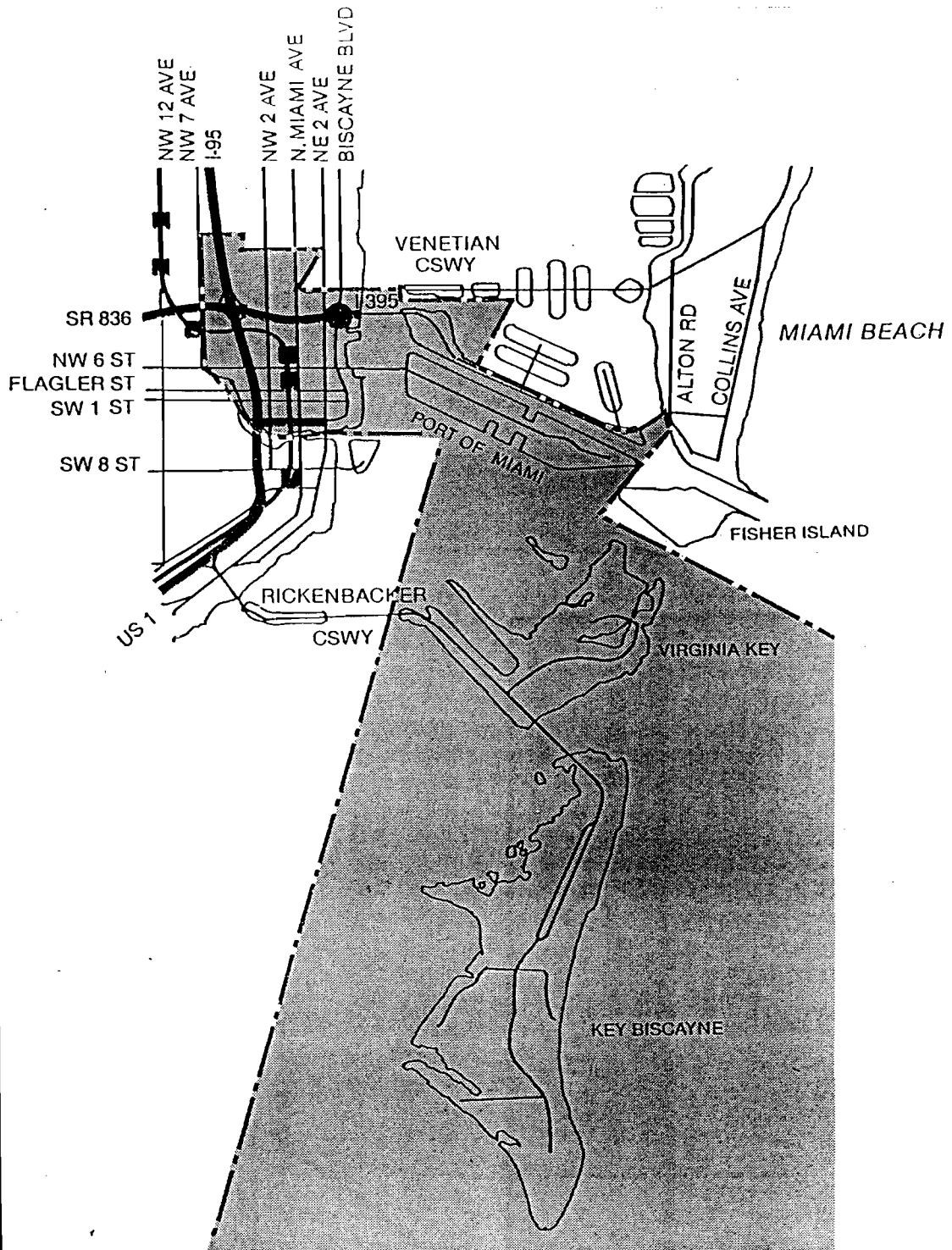
METROPOLITAN PLANNING ORGANIZATION
DADE COUNTY, FLORIDA



1

CENTRAL





ANALYSIS AREA / CENTRAL

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA 
 METRORAIL 

↑
NORTH
 SCALE
 0 ——— 1MI

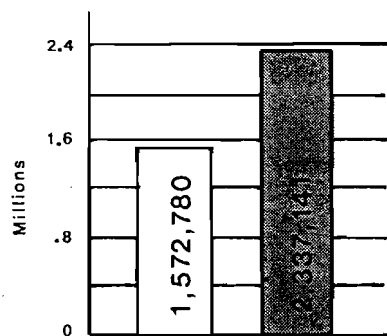
AREA DESCRIPTION

For the work conducted in this study, the Southwest Analysis Area defines a large section of the metropolitan area. It is bound by Biscayne Bay on the East, and by the Dade County Comprehensive Development Master Plan (CDMP) Urbanized Boundary on the West. SW 392nd Street, Old Ingraham Highway, and SW 376th Street delineate the southern border. The North border follows SW 168th Street to SW 187th Avenue, then north to Kendall Drive, and eastward to the Homestead Extension of the Florida Turnpike (HEFT). It follows the HEFT north to Bird Road/SW 42nd/40th Street, then eastward to Granada Boulevard/SW 47th Avenue, north to SW 8th Street, and east to the Downtown. Municipalities within the Southwest Analysis Area include Miami, South Miami, Coral Gables, Homestead, and Florida City.

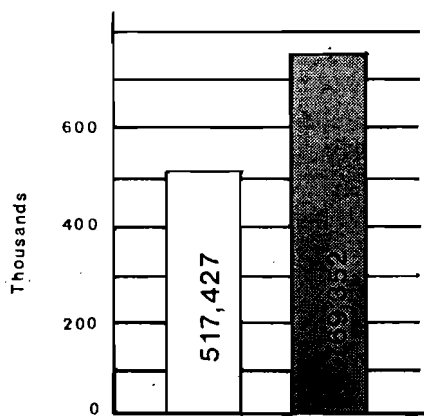
GROWTH PROJECTIONS

The basis for forecasting future travel demands is the forecast of population and employment growth throughout the metropolitan area. These travel projections provided the necessary information to determine the need for new or upgraded transportation services and facilities.

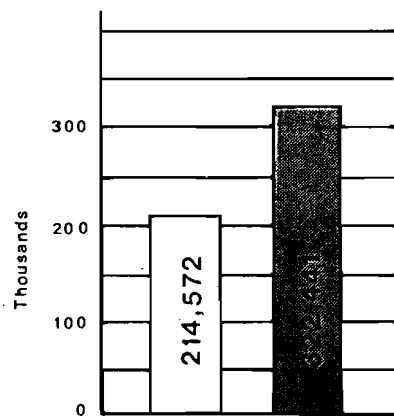
Estimated daily person-trips for the Southwest area will increase from approximately 1.5 million for the base-year 1986, to about 2.3 million for the year 2010; a 48.5 % increase over the twenty-year period. This compares with a 48 % population increase and a 50 % employment increase for the area during the same period.



Average Daily
PERSON TRIPS



POPULATION



EMPLOYMENT

HIGHWAYS

EXISTING CONDITIONS

The easternmost portion of the Southwest Analysis Area includes many heavily congested roadways. This problem is of lesser magnitude west of the Turnpike. High urban density characterizes these areas.

Peak-hour traffic is heavy on all major roadways. Proposed Year 2010 Plan improvements consist largely of road widenings as well as the construction of new facilities in developing areas of south and southwest Dade.

East-west commuter traffic congestion is heavy along such corridors as Flagler Street, SW 8th Street, Coral Way, and Bird Road. Daily, each of these commuter routes carry around 45,000 vehicles. These roads are currently 4- and 6-lane without much right-of-way availability, thereby making conventional capacity improvements by adding lanes very difficult. These corridors also house numerous strip shopping centers which add to the congestion problem particularly in the afternoon peak period.

The South Dixie Highway/U.S. 1 corridor is the historical backbone of southwest-to-northeast traffic in southern Dade County. Today, the roadway experiences very high levels of congestion, even though the most-used leg of MetroRail parallels it for almost ten miles through this analysis area. An average daily traffic count of 95,000 vehicles makes this facility comparable to an expressway. In actuality, this arterial is the best optimized signal progression corridor in the State, which is why it is able to carry this many vehicles. Conventional roadway widening is not a reasonable alternative for South Dixie Highway because of several reasons, including operational and right-of-way considerations.

The Palmetto Expressway (SR 826) bisects the urbanized part of the Southwest Analysis Area. It experiences high levels of congestion, particularly in the peak periods. Over the course of one day, the Palmetto can carry 165,000 vehicles. The Department of Transportation has several capacity improvement projects programmed along this corridor.

Kendall Drive (S.W. 88 Street) is the main artery into the largest residential area in the southwest part of the county. Average daily traffic on this roadway measures up to 55,500 vehicles. It already exists as six lanes divided by a median. Further, widening of Kendall Drive is not considered feasible because it would induce significant traffic operational problems.

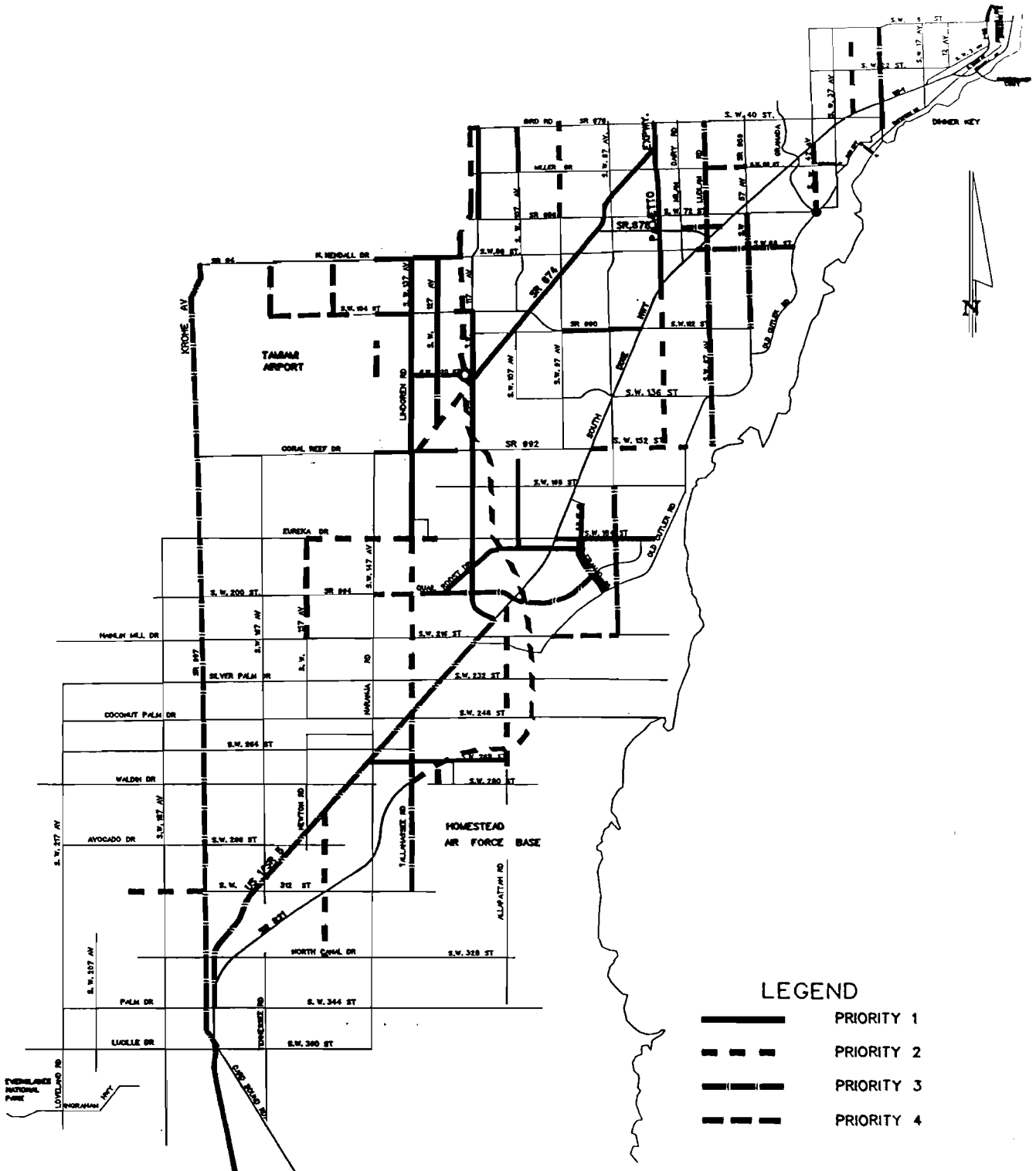
The Don Shula Expressway is an eight lane expressway that parallels the South Dixie Highway corridor and supplements the southwest to northeast vector of travel. It experiences moderate to high levels of congestion carrying 62,000 vehicles per day. It also serves as a connector between the HEFT and the Palmetto.

PROPOSED HIGHWAY IMPROVEMENTS

The proposed improvements are designed to address, as best as possible, future congestion conditions throughout the Southwest area and to facilitate local trips as well as regional mobility. Examples of facilities proposed for improvement are listed below:

- | | |
|-----------------------|---------------|
| * Turnpike (H.E.F.T.) | * SW 87 Ave. |
| * Don Shula Expwy. | * SW 88 St. |
| * U.S. 1 | * SW 107 Ave. |
| * Palmetto Expwy. | * SW 117 Ave. |
| * Ludlam Road | * SW 127 Ave. |
| * Quail Roost Drive | * SW 137 Ave. |
| * Franjo Road | * SW 152 St. |
| * SW 27 Ave. | * SW 184 St. |
| * SW 57 Ave. | * SW 268 St. |

The identified capacity improvement needs for the South analysis area are shown in pages (41) and (42) of this booklet.



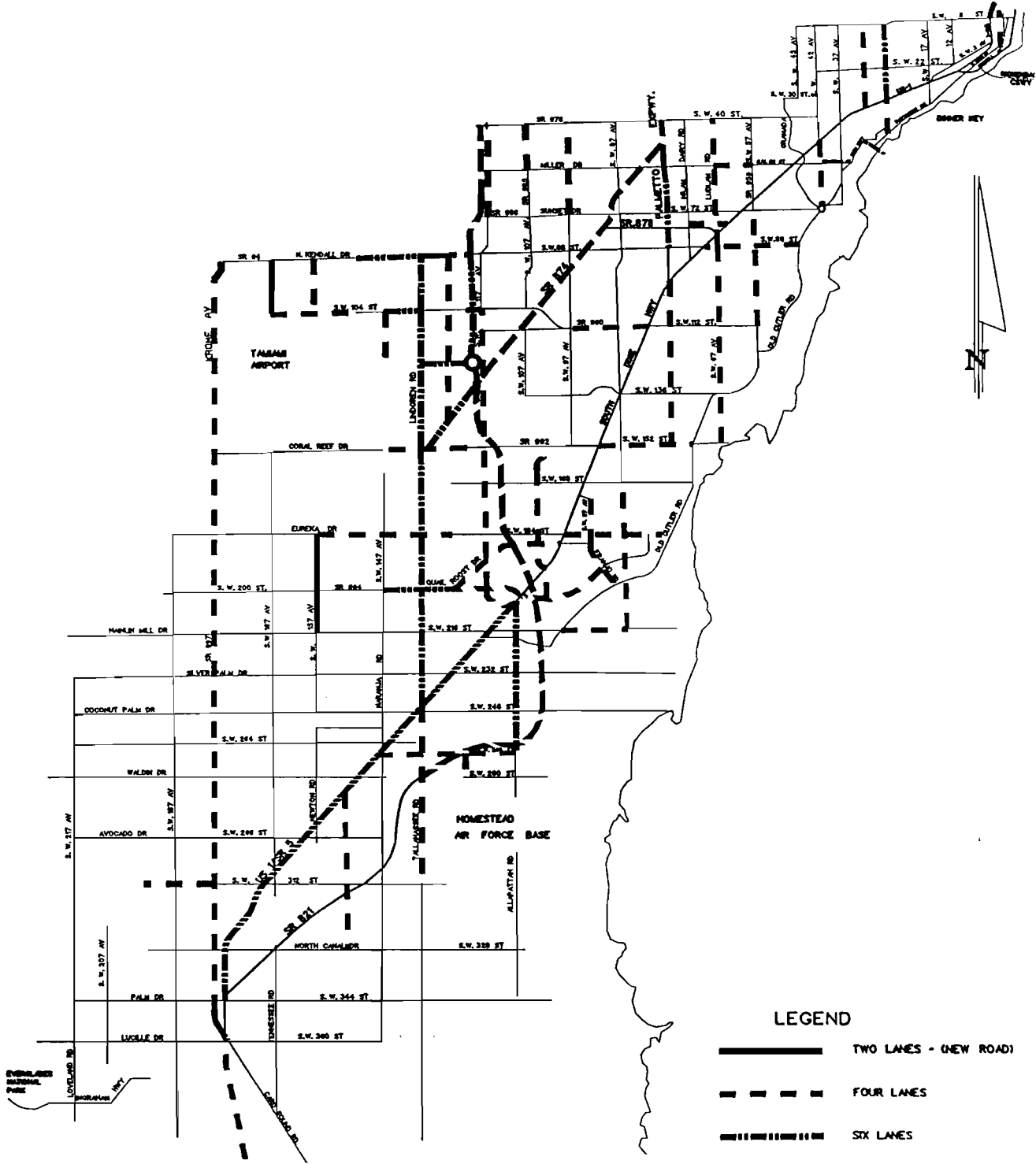
**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENT PHASING PLAN**

ANALYSIS AREA / SOUTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)








PREPARED BY D6 PLANNING OFFICE, F.D.O.T.
AND THE MIAMI/URBANIZED M.P.D.



**YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

LEGEND

-  TWO LANES - (NEW ROAD)
-  FOUR LANES
-  SIX LANES
-  EIGHT LANES
-  TEN LANES

ANALYSIS AREA / SOUTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)



PREPARED BY DS PLANNING OFFICE, F.D.O.J.
AND THE MIAMI URBANIZED M.P.O.

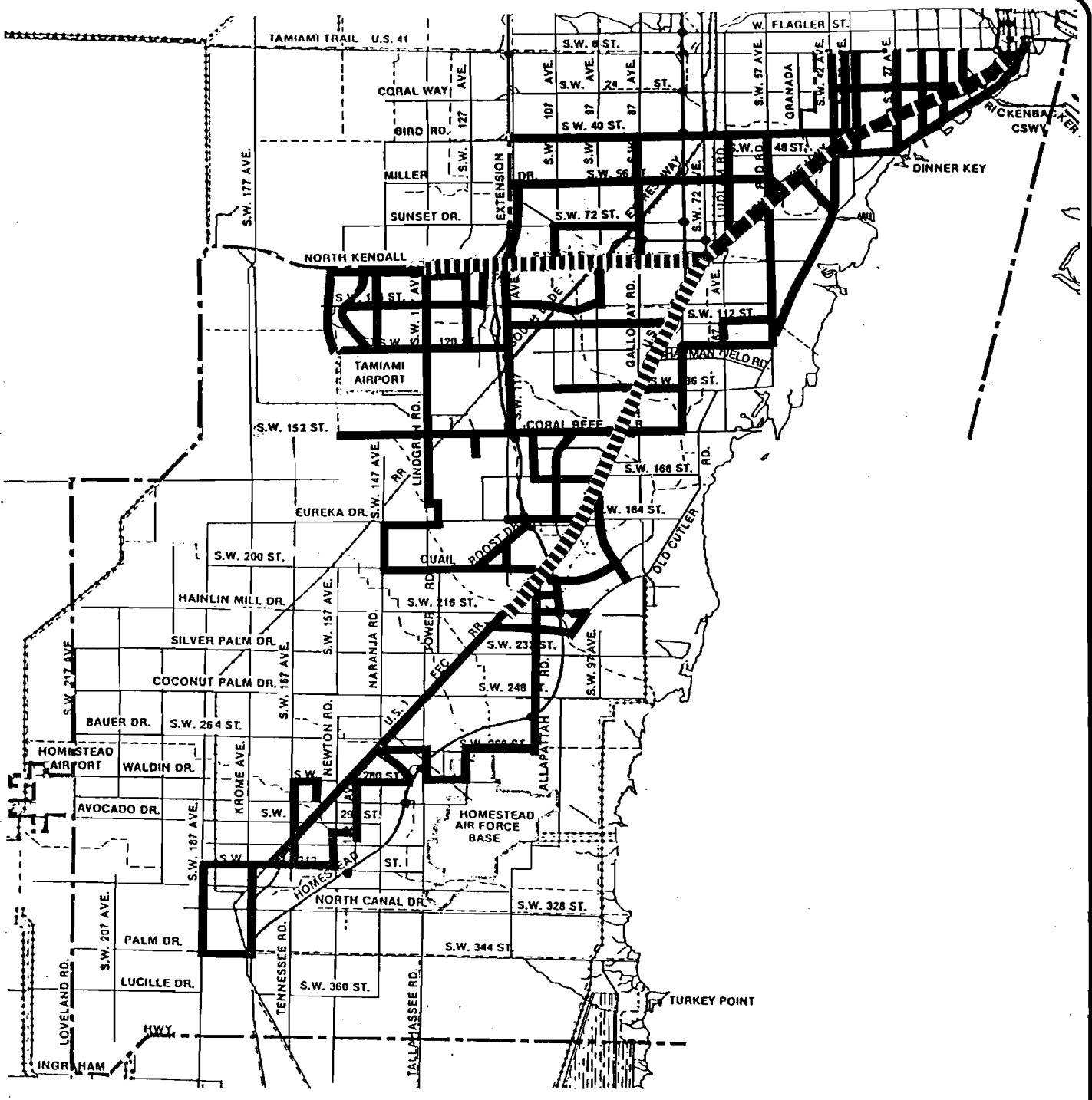
TRANSIT

EXISTING CONDITIONS

For transit analyses, the Southwest Area has been divided into two sub-areas, the South and Kendall.

Existing transit services in the Kendall corridor mainly serve to facilitate east-west travel, and to channel these movements toward US 1, the major artery providing the eastern portion of southwest Dade County access to the CBD, Downtown, and points north. East-west routes are aligned on the main arterial roads (Bird, Miller, Sunset, Kendall, and Killian) and serve at least one Metrorail station, focusing on Dadeland North. A limited number of north-south service alignments are provided, either through branching of east-west routes, or by trunk routes extending beyond Kendall. Semi-express services are provided by the Kendall Area Transit (KAT) routes, which operate small 35-passenger vehicles at high frequencies during peak periods to connect suburban residential areas with Metrorail.

Existing transit in the South corridor is oriented towards the suburbs of Richmond Heights, Perrine, South Miami Heights, Cutler Ridge, and Goulds, providing local circulation on trunk routes. Similar service is also provided farther south, along the area flanking US 1 between Naranja Lakes and Leisure City, Homestead, and Florida City. Bus services through more auto-oriented areas east of US 1 and north of Coral Reef Drive are provided by only two routes. Homestead, Cutler Ridge, and parts of South Miami Heights and West Perrine have peak period express service which terminates at the southern end of the existing Metrorail line.



**YEAR 2010 TRANSPORTATION
PLAN TRANSIT NEED**

- STAGE 1 METRO RAIL
- PRIORITY TRANSIT CORRIDORS
- PROPOSED BUS ROUTES

ANALYSIS AREA / SOUTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
STUDY AREA _____

NORTH
 SCALE

 0 1MI

PROPOSED TRANSIT IMPROVEMENTS

Transit service proposals for the Southwest Analysis Area encompass both priority transit as well as improved bus service. The proposals are designed to promote access to the existing rapid transit system and to develop transit connections with other bus lines. Priority transit service will be frequent, with peak period service of about 6 minutes, and midday service of about 10 minute intervals.

Within the Kendall Corridor, the proposed priority transit will follow the highly congested SW 88 Street corridor westward to provide a vital link for eastbound and northbound trips from this growth area. It is anticipated that the service will extend about 7-1/2 miles west from the Dadeland North station along the corridor, and terminate at SW 137th Avenue. The proposed expansion will enable shorter auto-access trips for rapid transit connections to Downtown and the Civic and Medical Centers, as well as linking Kendall with all the remaining priority transit corridors to the South, West, North, Northeast, and Miami Beach.

Another proposed priority transit extension will follow the highly congested South Dixie Highway corridor south from the existing Stage 1 Alignment at Dadeland South to Cutler Ridge. This proposed service will cover about 8-1/2 miles south from Dadeland. It will terminate at the Cutler Ridge Mall after following the old FEC right of way adjacent to US1.

Peak express bus service is planned from the southern Homestead and Florida City areas north along South Dixie Highway connecting to the proposed terminus of priority transit service at Cutler Ridge. Express service is also planned to serve the southern West Kendall areas of Country Walk and environs along SW 152 Street. Though service levels will vary by corridor, non-express line-haul service frequency is proposed to average about 15 minutes.

Local bus services are also proposed to provide connections serving Richmond Heights, Perrine, South Miami Heights, and Cutler Ridge in the South, where service is planned for all main roadways, providing relatively easy access to rapid transit in the South and Kendall corridors.

SUMMARY OF AREA

HIGHWAY PROJECTS

AREA OF ANALYSIS #2:

SOUTHWEST

YEAR 2010 METRO-DADE TRANSPORTATION PLAN

* For full description of Priority Categories please refer to Page 115.

AREA OF ANALYSIS #2: SOUTHWEST

TABLE 1

METRO-DADE TRANSPORTATION PLAN

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
SW 27 Avenue	So. Bayshore Drive	US-1	2 to 4 lanes
SW 104 Street	SW 122 Avenue	SW 117 Avenue	Add 2 lanes, widen bridge
SW 104 Street	SW 137 Avenue	SW 147 Avenue	4 to 6 lanes
SW 107 Avenue	SW 56 Street	SW 24 Street	2 to 4 lanes
SW 107 Avenue	Quail Roost Drive	SW 160 Street	2 to 4 lanes
SW 117 Avenue	SW 40 Street	SW 56 Street	2 to 4 lanes
SW 117 Avenue	SW 56 Street	SW 72 Street	2 to 4 lanes & bridge
SW 117 Avenue	SW 152 Street	SW 104 Street	2 to 4 lanes
SW 117 Avenue	US-1	SW 152 Street	2 to 4 lanes
SW 120 Street	SW 137 Avenue	SW 127 Avenue	2 to 4 lanes
SW 127 Avenue	SW 88 Street	SW 120 Street	2 to 4 lanes
SW 137 Avenue	SW 88 Street	SW 120 Street	2 to 6 lanes
SW 137 Avenue	SW 120 Street	SW 152 Street	2 to 6 lanes
SW 137 Avenue	SW 152 Street	SW 184 Street	2 to 4 lanes
SW 152 Street	SW 137 Avenue	SW 122 Avenue	2 to 4 lanes
SW 152 Street	SW 142 Avenue	SW 147 Avenue	2 to 4 lanes
SW 184 Street	US-1	Franjo Road	2 to 4 lanes
SW 184 Street	Old Cutler Road	SW 97 Avenue	2 to 4 lanes
SW 268 Street/ Moody Drive	SW 112 Avenue	US-1	Add turn lanes, resurface
Franjo Road	SW 184 Street	US-1	2 to 4 lanes
<u>PRIORITY 2</u>			
SW 77 Avenue	SW 104 Street	SW 152 Street	2 to 4 lanes
SW 97 Avenue	SW 72 Street	US-41/ SW 8 Street	2 to 4 lanes
SW 112 Avenue	US-1	Moody Drive	4 to 6 lanes
SW 127 Avenue	Moody Drive	SW 280 Street	2 to 4 lanes
SW 137 Avenue	SW 184 Street	US-1	2 and 4 to 6 lanes
SW 152 Avenue	US-1	SW 328 Street	2 to 4 lanes
SW 152 Street	US-1	Old Cutler Road	2 to 4 lanes
SW 184 Street	SW 157 Avenue	SW 127 Avenue	2 to 4 lanes
SW 312 Street	SW 177 Avenue	SW 197 Avenue	2 to 4 lanes

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 - 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 - 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #2: SOUTHWEST

TABLE 1: CONTINUATION
METRO-DADE TRANSPORTATION PLAN

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 3</u>			
<i>SW 57 Avenue</i>	<i>SW 72 Street</i>	<i>SW 112 Street</i>	<i>2 to 4 lanes plus turn lane</i>
<i>SW 67 Avenue</i>	<i>US-1</i>	<i>SW 40 Street</i>	<i>2 to 4 lanes</i>
<i>SW 67 Avenue</i>	<i>US-1</i>	<i>SW 152 Street</i>	<i>2 to 4 lanes</i>
<i>SW 80 Street</i>	<i>US-1</i>	<i>SW 72 Avenue</i>	<i>2 to 4 lanes</i>
<i>SW 87 Avenue</i>	<i>SW 168 Street</i>	<i>SW 216 Street</i>	<i>2 to 4 lanes</i>
<i>SW 88 Street</i>	<i>US-1</i>	<i>Old Cutler Road</i>	<i>2 to 4 lanes plus turn lane</i>
<i>SW 120 Street</i>	<i>SW 137 Avenue</i>	<i>H.E.F.T.</i>	<i>4 to 6 lanes</i>
<i>SW 127 Avenue</i>	<i>SW 120 Street</i>	<i>SR-874/ Don Shula Expwy.</i>	<i>2 to 4 lanes</i>
<i>SW 137 Avenue</i>	<i>US-1</i>	<i>SW 312 Street</i>	<i>2 to 4 lanes</i>
<i>SW 200 Street</i>	<i>US-1</i>	<i>Quail Roost Drive</i>	<i>2 to 4 lanes</i>
<i>Franjo Road</i>	<i>SW 184 Street</i>	<i>Old Cutler Road</i>	<i>2 to 4 lanes</i>
<i>Caribbean Blvd.</i>	<i>US-1</i>	<i>Franjo Road</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 4</u>			
<i>SW 42 Avenue</i>	<i>US-1</i>	<i>Old Cutler Road</i>	<i>2 to 4 lanes</i>
<i>SW 56 Street/ Miller Road</i>	<i>SW 57 Avenue</i>	<i>SW 67 Avenue</i>	<i>2 to 4 lanes</i>
<i>SW 104 Street</i>	<i>SW 152 Avenue</i>	<i>SW 167 Avenue</i>	<i>2 to 4 & new 4-lane road</i>
<i>SW 147 Avenue</i>	<i>SW 112 Street</i>	<i>SW 120 Street</i>	<i>2 to 4 lanes</i>
<i>SW 157 Avenue</i>	<i>SW 88 Street</i>	<i>SW 104 Street</i>	<i>New 4 lane road</i>
<i>SW 157 Avenue</i>	<i>SW 184 Street</i>	<i>SW 216 Street</i>	<i>New 2 lane road</i>
<i>SW 167 Avenue</i>	<i>SW 88 Street</i>	<i>SW 104 Street</i>	<i>New 2 lane road</i>
<i>SW 216 Street</i>	<i>SW 87 Avenue</i>	<i>Old Cutler Road</i>	<i>New 4 lane road</i>

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 - 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 - 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #2: SOUTHWEST

TABLE 2

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
SR-5/ U.S. 1	Monroe County Line	Card Sound Road	2 to 4 lanes
SR 821/ H.E.F.T.	At SW 120 Street		Construct Interchange
SR-826/ Palmetto Expressway	SR-976/ SW 40 Street	SW 56 St./ Miller Drive	4 & 6 to 8 lanes
SR-826/ Palmetto Expressway	SW 56 St./ Miller Drive	SR-94/ SW 88 Street	4 to 6 lanes
SR 874/ Don Shula Expressway	SR 821/ H.E.F.T.	SR 826/Palmetto Expwy.	4 & 6 to 6 & 8 lanes
SR 990/ SW 112 Street	SW 97 Avenue	SR 5/ U.S. 1	2 to 4 lanes
SR-994/ Quail Roost Drive	SR-5/ US-1/ So. Dixie Hgwy.	SW 127 Avenue	2 to 4 lanes
<u>PRIORITY 2</u>			
SR 821/ H.E.F.T.	SW 137 Avenue	SR-994/ Quail Roost Drive	4 to 8 lanes
SR 821/ H.E.F.T.	SR-994/ Quail Roost Drive	SR 874/ Don Shula Expwy.	6 to 8 lanes
SR 821/ H.E.F.T.	SR 874/ Don Shula Expwy.	SR-94/ SW 88 Street	4 to 6 lanes
SR 874/ Don Shula Expressway	SW 137 Street	SR 821/ H.E.F.T.	New 6-lane expressway extension
<u>PRIORITY 3</u>			
SR-5/ US-1/ So. Dixie Hgwy.	SW 344 Street	SW 211 Street	4 to 6 lanes
SR-9/ NW & SW 27 Avenue	SR-5/ US-1/ So. Dixie Hgwy.	SR-90/ Tamiami Trail	4 to 6 lanes
SR-997/ Krome Avenue	SR-90/ Tamiami Trail	US-1/ Florida City	2 to 4 lanes
<u>PRIORITY 4</u>			
None			

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

PROPOSED YEAR 2010

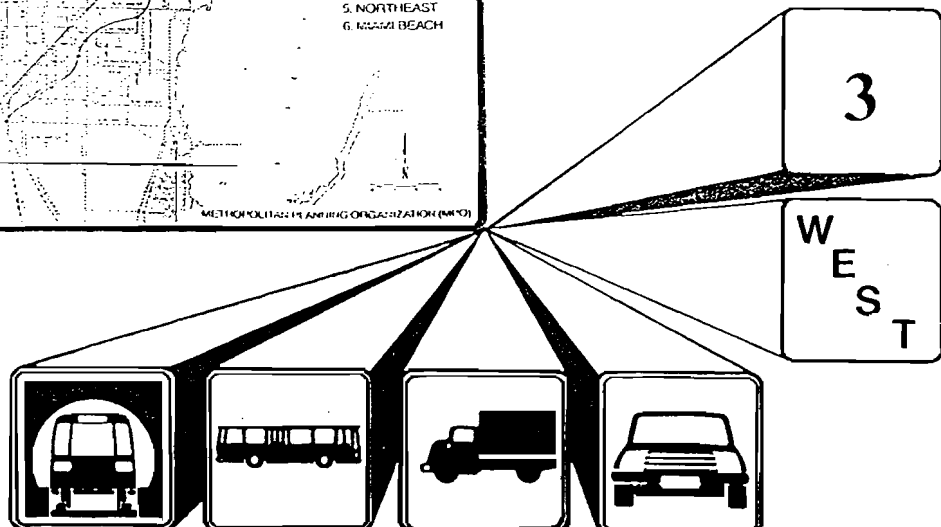
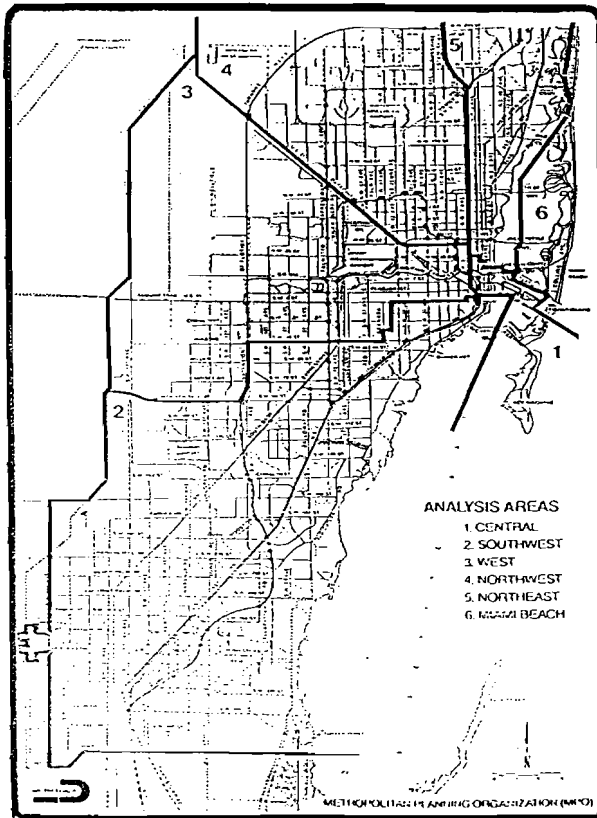
METRO-DADE TRANSPORTATION PLAN

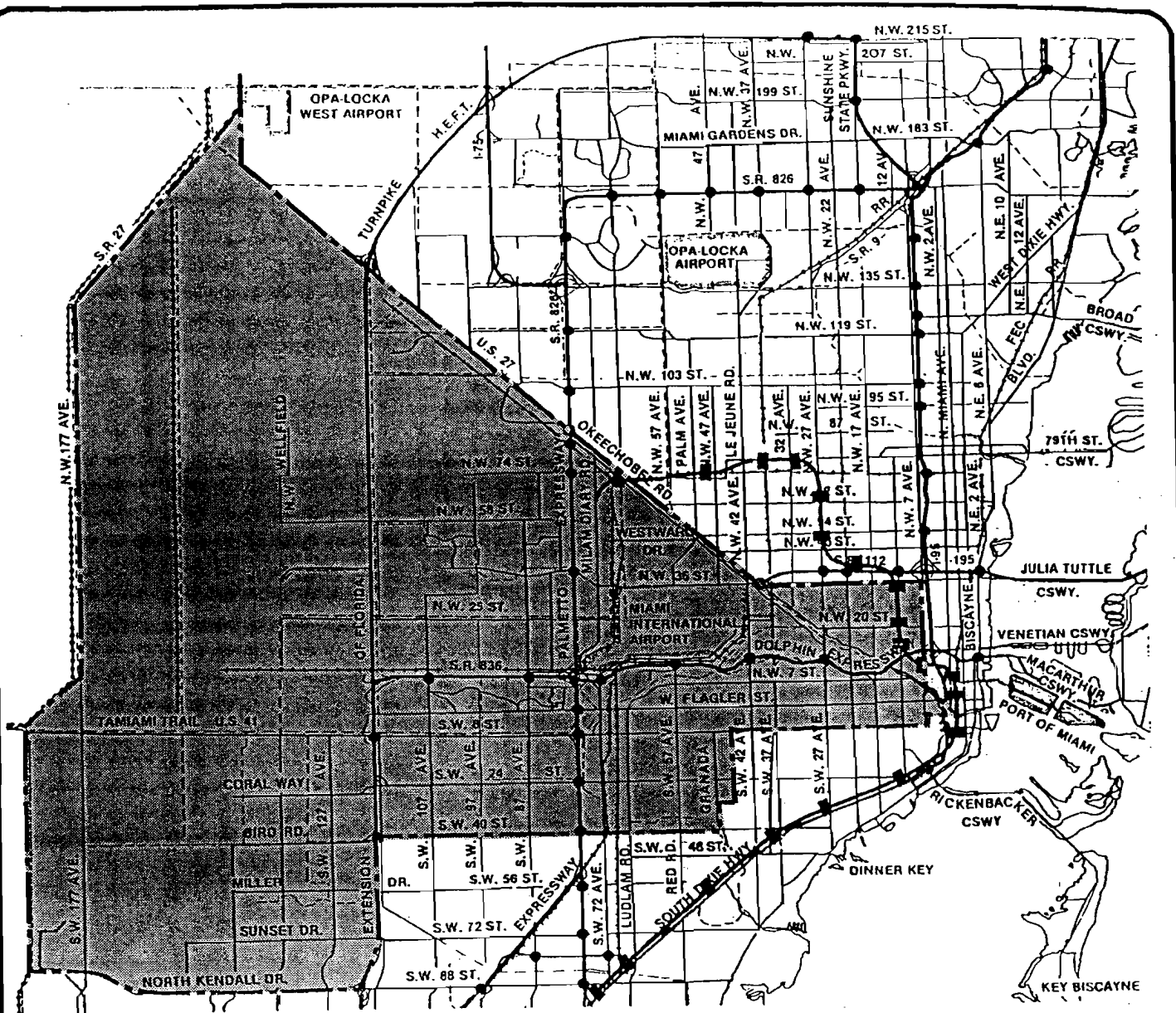
AREA OF ANALYSIS NO.3

WEST

METROPOLITAN PLANNING ORGANIZATION

DADE COUNTY, FLORIDA





ANALYSIS AREA / WEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA 
 METRO RAIL 

↑
NORTH

SCALE

 0 1MI

AREA DESCRIPTION

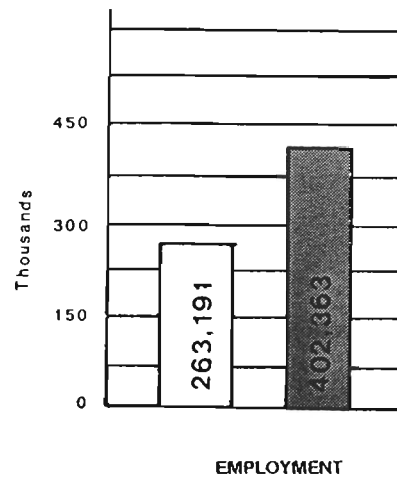
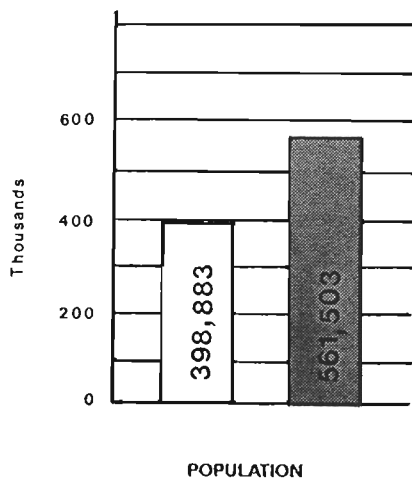
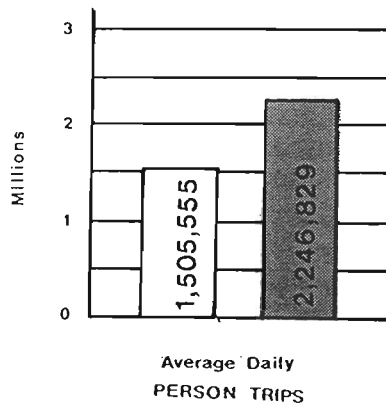
As defined for this study, the West Analysis Area is bound by I-95 on the east, NW 36 Street/SR 112, and Okeechobee Road/US 27 on the north, and by NW 177 Avenue/Krome Avenue and SW 187 Avenue on the west. The southern boundary, west-to-east, follows a line described by SW 88 Street/Kendall Drive, the Homestead Extension of the Florida Turnpike (HEFT), SW 40 Street/Bird Road, Granada Boulevard SW 24 Street/Coral Way, and SW 8 Street/Tamiami Trail/Calle Ocho east to I-95.

Within this area are located important urban activity centers: Miami International Airport, the Medical Center and the adjacent Civic Center, site of a County jail, County Courthouse, and the Metro-Dade Police Headquarters. Little Havana, is also located in the West Analysis Area. Miami Springs, north of the Airport, site of one of the County's major wellfields, is also included within the area. Further west, the rapidly developing Airport West commercial section and the international Free Trade Zone are also found, as is the main campus of the Florida International University, member of the State University System. Finally, the northern portion of the burgeoning West Kendall suburbs are located in the southwesternmost section of the West Area. Municipalities located within the area include Miami, Coral Gables, Miami Springs, Virginia Gardens, Medley, Sweetwater, and West Miami.

GROWTH PROJECTIONS

The basis for forecasting future travel demands is the forecast of population and employment growth throughout the metropolitan area. These travel projections provided the necessary information to determine the need for new or upgraded transportation services and facilities.

The average daily person-trips for the West area will increase from approximately 1.5 million for the base-year 1986, to approximately 2.2 million for the year 2010; a 49 % increase over the twenty-year period. This compares with a 40 % population increase and a 52 % employment increase for the area during the same period.



HIGHWAYS

EXISTING CONDITIONS

Most of the major arterial and primary roadways within the West analysis area encounter congested traffic conditions east of the Palmetto Expressway. Major east-west highways experience breakdown or near-breakdown conditions during peak hours, particularly in the vicinity of the Miami International Airport. Due to commercial and industrial activities in the area, the road network is heavily travelled daily by private automobiles, commercial vehicles, buses and taxis.

Looking at the location of the West area and its relation to the other areas of analysis, it can be assumed that the current trends of urban travel are likely to continue into the future. Proposed improvements consist largely of road widening and construction of new facilities. However, it is not expected that current levels of service will be dramatically improved.

TWENTY-YEAR HIGHWAY ANALYSIS

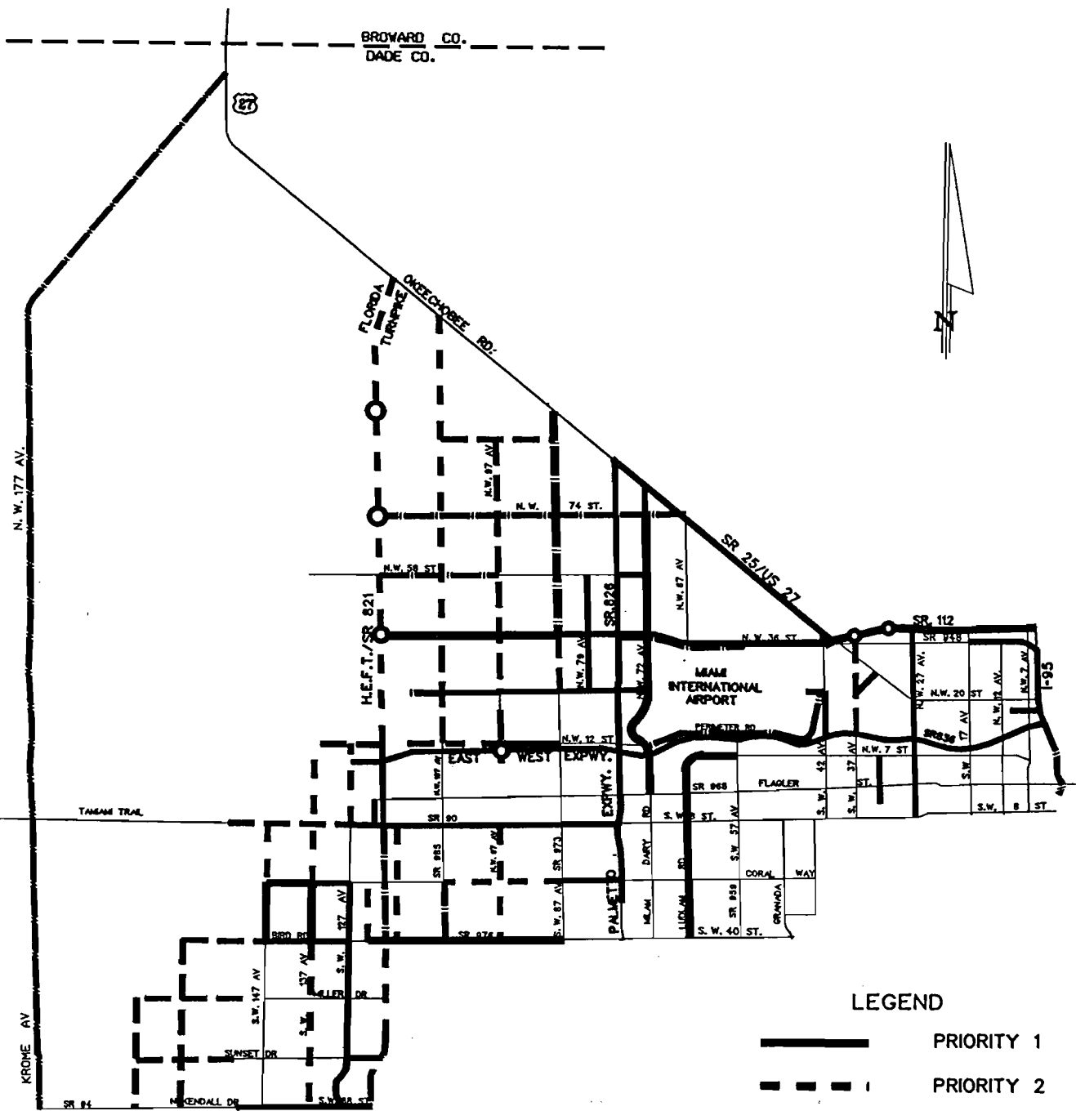
Projects identified as "proposed improvements" were defined based on the objectives and transportation level of service standards adopted in the Comprehensive Development Master Plan (CDMP). Projected levels of urban travel congestion served as the basis for the identification of the proposed improvements. For highways, there were multiple instances where adding roadway lanes only alleviated future congestion without meeting CDMP level-of-service standards. In other cases due to physical or statutory constraints, needed highway improvements could not be proposed.

PROPOSED HIGHWAY IMPROVEMENTS





The proposed improvements for the West Area are designed to address, as best as possible, future congestion conditions and to facilitate local trips as well as regional mobility. Some of the roads listed for improvement are as follows:

* Turnpike (H.E.F.T.)	* Perimeter Road
* Palmetto Expwy.	* Bird Road
* Tamiami Trail	* NW 27 Ave.
* Red Road	* NW 36 St.
* Dolphin Expwy.	* NW 72 Ave.
* NW 12 Street	* NW 97 Avenue
* NW 25 Street	* NW 107 Avenue
* NW 36 Street	* Coral Way
* NW 74 Street	* Bird Road

The proposed highway capacity improvements for the West analysis area are shown in pages (58) and (59) of this brochure.



LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  PRIORITY 4

**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENT PHASING PLAN**

ANALYSIS AREA / WEST

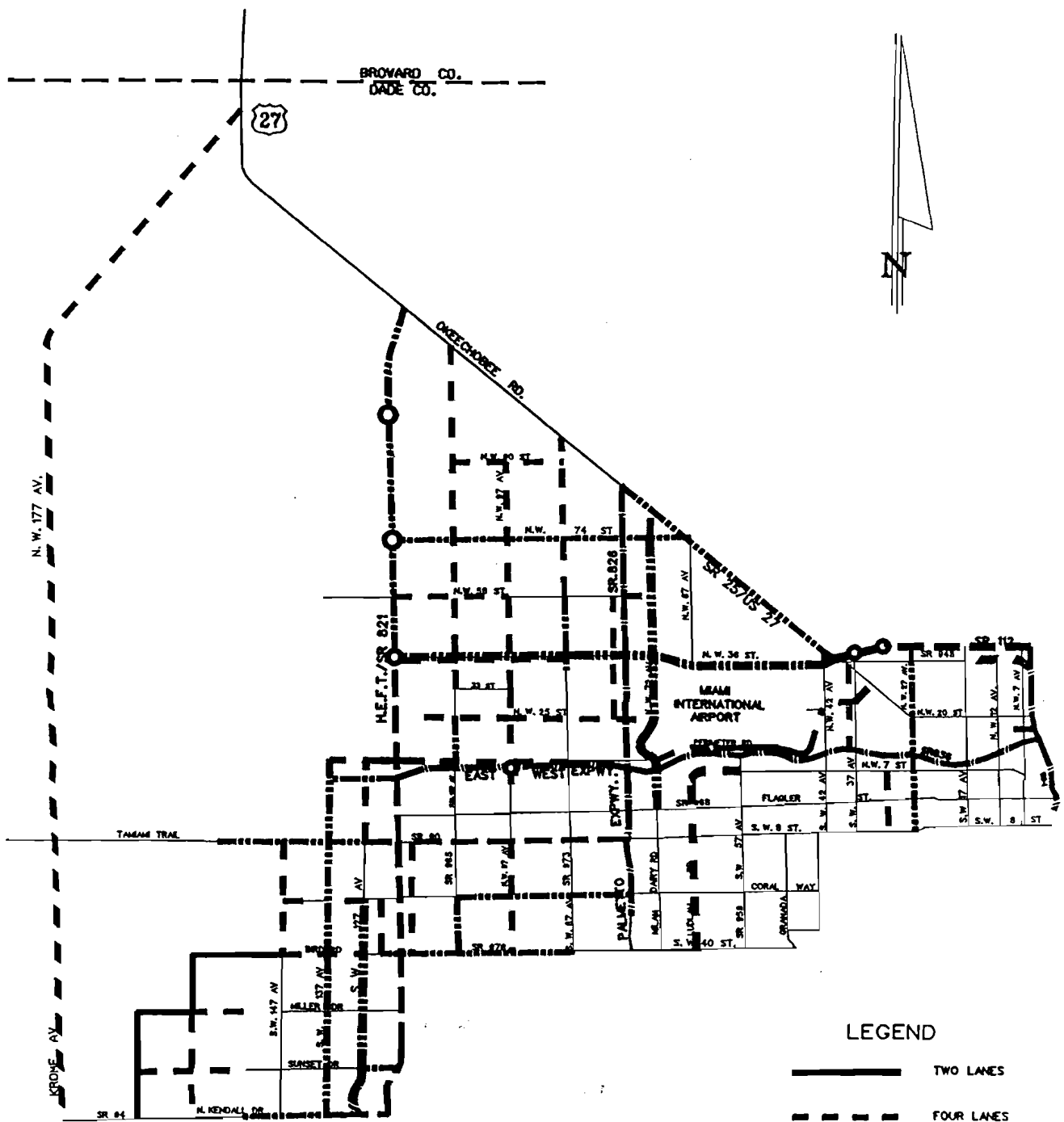
METROPOLITAN PLANNING ORGANIZATION (MPO)



L 600 3/98



PREPARED BY DS PLANNING OFFICE, F.D.O.T.
AND THE MIAMI URBANIZED M.P.O.



LEGEND

	TWO LANES
	FOUR LANES
	SIX LANES
	EIGHT LANES
	TEN LANES

**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

ANALYSIS AREA / WEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

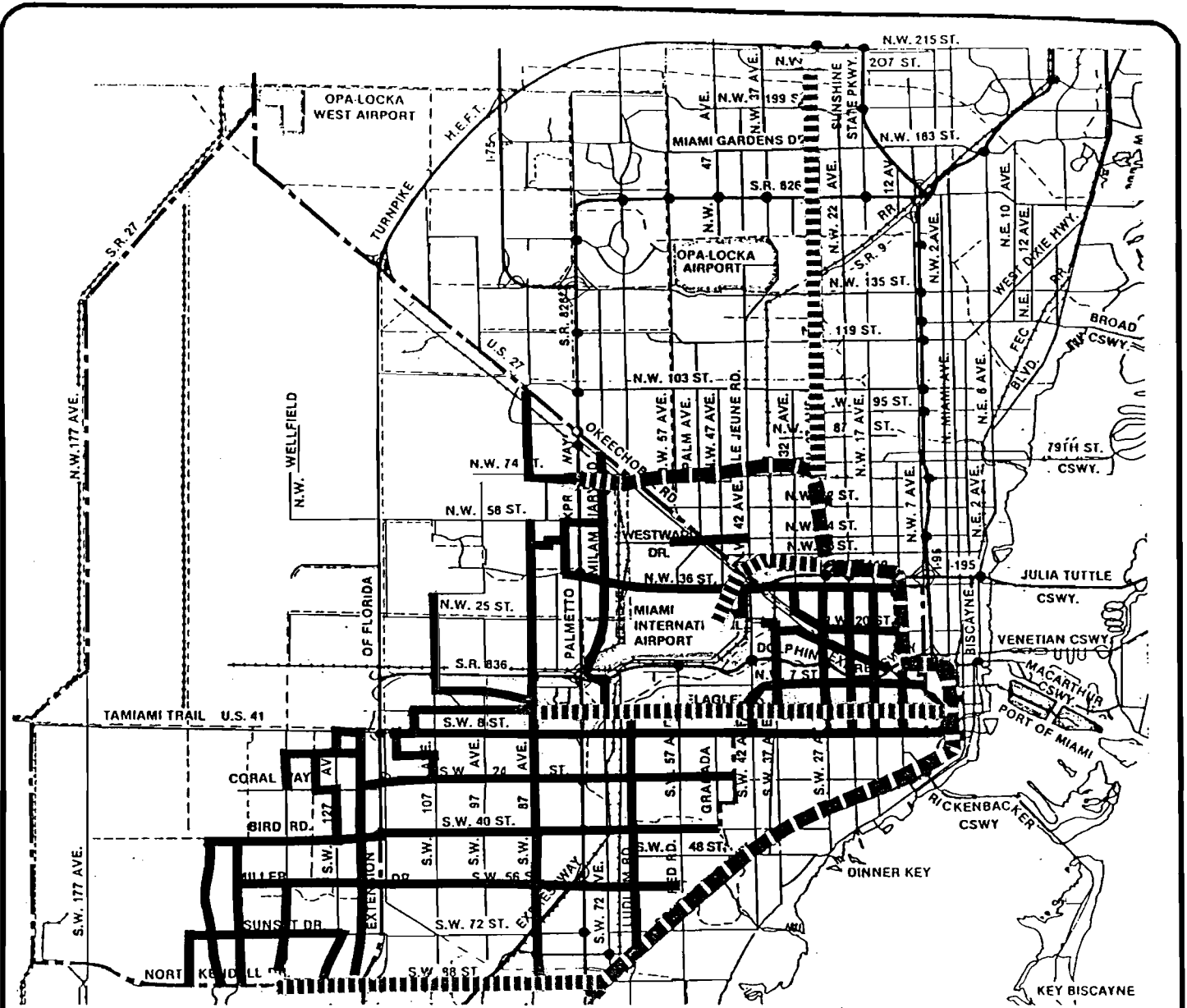


PREPARED BY DS PLANNING OFFICE, F.DOT.
AND THE MIAMI URBANIZED R.P.D.

TRANSIT

EXISTING CONDITIONS

The West Area contains some of the most heavily utilized transit corridors in the county, with daily transit ridership comparable to those of Miami Beach and North Dade corridors. Most transit trips are made using east-west trunk bus lines stretching from the Downtown on the east to approximately 107th Avenue on the west. Transit service is provided by a number of parallel routes on major arterials: NW 7th Street, Flagler, SW 8th Street Coral Way, and Bird Road. Both peak and midday route frequencies average about 15 minutes. Route 11, aligned along Flagler Street, currently registers not only the highest daily ridership of all routes, but also achieves an outstanding 95% operating cost recovery ratio. In the vicinity of the Airport, land use constraints limit the number and frequency of local bus routes. Only Route 73 on Milam Dairy Road/NW 72nd Avenue, and Route 87 on Galloway Road/NW 87th Avenue, provide through, north-south services to this section. Despite medium to heavy use of transit in the West Area, high roadway congestion maintains a negative effect upon bus services in the West. Highway congestion slows buses and generally causes the need for additional vehicles to maintain the same headways and levels of service.



**YEAR 2010 TRANSPORTATION
PLAN TRANSIT NEED**

- ■ ■ ■ ■ STAGE 1 METRORAIL
- ▬ ▬ ▬ ▬ ▬ PRIORITY TRANSIT CORRIDORS
- ▬ ▬ ▬ ▬ ▬ PROPOSED BUS ROUTES

ANALYSIS AREA / WEST

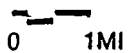
METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
STUDY AREA ———



NORTH

SCALE



TRANSIT

PROPOSED TRANSIT IMPROVEMENTS

Proposed additional transit services are designed to enhance both West Area mobility as well as regional mobility by providing priority transit to serve major activity centers and to connect them with the Downtown and the other County areas.

The West Area will be served by the proposed West priority transit line, by the proposed extension of the existing Metrorail west from the Okeechobee Station to the Palmetto, and by the proposed Airport Extension, connecting the existing Metrorail with the Airport from Earlington Heights Station. As planned, rail service will be frequent, with peak period headways of about 6 minutes, and midday service at approximately 10 minute intervals. The West Line will follow the SR 836/Flagler Street/SW 8 Street corridor west from downtown to West 87 Avenue. The proposed line will be about 9 miles long.

Within the core of the West Corridor, north-south bus routes will serve on NW/SW 7th, 12th, 22nd, 27th, 32nd, 37th, 42nd and 57th Avenues. Service levels will vary among these routes, but will average about 10 minutes in the peak, and between 10 and 30 minutes offpeak. Beyond the core, less frequent trunk services are proposed for NW 72nd Avenue and Galloway Road. East-west core services are proposed for NW 36th Street, Coral Way, Bird Road, and Miller, and are planned at 10 to 15 minute headways for the peak, and from 20 to 40 minutes offpeak, depending on the area(s) through which the routes travel. Routes are also planned for SW 8th Street, Coral Way, Bird Road, and Miller at levels comparable to existing services.

SUMMARY OF AREA
HIGHWAY PROJECTS

AREA OF ANALYSIS #3:
WEST

YEAR 2010 METRO-DADE TRANSPORTATION PLAN

* For full description of Priority Categories please refer to page 115.

AREA OF ANALYSIS #3 WEST

TABLE 1

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
NW 7 Street	NW 60 Court	NW 57 Avenue	2 to 4 lanes
NW 12 Street	NW 97 Avenue	NW 87 Avenue	2 to 4 lanes & Railroad Crossing
NW 12 Street	NW 122 Avenue	NW 110 Avenue	New 2 lanes
NW 14 Street	NW 10 Avenue	I-95	2 to 4 lanes
NW 17 Avenue	NW 79 Street	NW 103 Street	2 to 4 lanes
SW 24 Street/ Coral Way	SW 87 Avenue	SW 77 Avenue	4 to 6 lanes
NW 25 Street	NW 107 Avenue	NW 72 Avenue	2 to 4 lanes & Palmetto ramps
SW 26 Street/ Coral Way	SW 137 Avenue	SW 147 Avenue	2 to 4 lanes & new 4-lane road
SW 26 Street/ Coral Way	SW 137 Avenue	SW 127 Avenue	2 to 4 lanes
NW 32/37 Avenue	NW 21 Street	NW North River Drive	New 4 lanes and bridge
NW 41 Street	NW 102 Avenue	H.E.F.T.	New 4 lane road
NW 41 Street	NW 102 Avenue	NW 87 Avenue	2 to 6 lanes
NW 41 Street	NW 87 Avenue	NW 77 Avenue	4 to 6 lanes
SW 42 Street/ Bird Drive	SW 122 Avenue	SW 119 Court	Widen to 6 lanes
SW 42 Street/ Bird Drive	SW 119 Court	SW 117 Avenue	6 lanes & widen bridge
SW 42 Street/ Bird Drive	SW 142 Avenue	SW 127 Avenue	2 to 4 lanes
SW 42 Street/ Bird Drive	SW 142 Avenue	SW 147 Avenue	2 to 4 lanes
NW 58 Street	NW 77 Avenue	NW 72 Avenue	2 to 4 lanes
SW 67 Avenue	SW 40 Street	Flagler Street	2 to 4 lanes
SW 67 Avenue	Flagler Street	Tamiami Canal Blvd.	2 to 4 lanes
NW 72 Avenue	NW 74 Street	Okeechobee Road	4 lanes and bridge
NW 79 Avenue	NW 58 Street	NW 25 Street	2 to 4 lanes
SW 109 Avenue	Bridge over Tamiami Canal and approaches		New 4-lane bridge
SW 127 Avenue	Bridge over Tamiami Canal		New 6-lane bridge & approaches
SW 127 Avenue	SW 26 Street	SW 42 Street	2 to 4 lanes
SW 127 Avenue	SW 42 Street	SW 88 Street	4 to 6 lanes
SW 127 Avenue	SW 88 Street	SW 120 Street	2 to 4 lanes
SW 137 Avenue	SW 42 Street	SW 26 Street	2 to 6 lanes
SW 137 Avenue	SW 88 Street	SW 42 Street	4 to 6 lanes
SW 147 Avenue	SW 26 Street	SW 40 Street	2 to 4 & new 4-lane road
Tamiami Canal Boulevard	NW 7 Street	NW 67 Avenue	2 to 4 lanes
<u>PRIORITY 2</u>			
NW 12 Street	NW 110 Avenue	NW 107 Avenue	New 4 lane road
NW 12 Street	NW 104 Avenue	NW 97 Avenue	New 4 lane road
SW 24 Street	SW 87 Avenue	SW 107 Avenue	4 to 6 lanes
NW 25 Street	SR-826/ Palmetto Expwy.	NW 69 Avenue	4 to 6 lanes

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 - 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 - 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #3: WEST

TABLE 1: CONTINUATION
 RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
 METRO-DADE TRANSPORTATION PLAN

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 2 (Continued)</u>			
SW 32 Avenue	Flagler Street	US-1	2 to 4 lanes
SW 97 Avenue	SW 72 Street	US-41/ SW 8 Street	2 to 4 lanes
NW 107 Avenue	NW 41 Street	NW 50 Street	New 4 lane road
NW 107 Avenue	NW 50 Street	NW 58 Street	New 4 lane road
NW 107 Avenue	NW 58 Street	Okeechobee Road	New 4 lane road
SW 117 Avenue	SW 40 Street	US-41/ SW 8 Street	2 to 4 lanes
SW 122 Avenue	SW 42 Street	SW 24 Street	2 to 4 lanes
NW 127 Avenue	US-41/ SW 8 Street	NW 12 Street	2 to 4 lanes
SW 137 Avenue	SW 26 Street	NW 12 Street	2 to 6 lanes
SW 147 Avenue	SW 8 Street	SW 26 Street	New 4-lane road
<u>PRIORITY 3</u>			
NW 25 Street	NW 107 Avenue	NW 112 Avenue	2 to 4 lanes
NW 32 Avenue	Flagler Street	NW 7 Street	2 to 4 lanes
NW 58 Street	NW 97 Avenue	NW 117 Avenue	2 to 4 lanes
NW 87 Avenue	NW 36 Street	NW 58 Street	4 to 6 lanes
NW 87 Avenue	NW 58 Street	Okeechobee Road	New 4-lanes road
Perimeter Road	NW 20 Street	NW 72 Avenue	2 to 4 lanes
<u>PRIORITY 4</u>			
NW 12 Street	NW 110 Avenue	NW 122 Avenue	2 to 4 lanes
NW 12 Street	NW 122 Avenue	NW 127 Avenue	New 4 lane road
SW 42 Street	SW 147 Avenue	SW 157 Avenue	New 2 lane road
SW 56 Street	SW 152 Avenue	SW 157 Avenue	New 4 lane road
SW 56 Street	SW 157 Avenue	SW 167 Avenue	New 2 lane road
SW 72 Street	SW 154 Avenue	SW 167 Avenue	New 4 lane road
NW 90 Street	NW 107 Avenue	NW 87 Avenue	New 4 lane road
NW 97 Avenue	NW 7 Street	NW 12 Street	2 to 4 lanes
NW 97 Avenue	NW 58 Street	NW 90 Street	New 4 lane road and 2 to 4
NW 97 Avenue	NW 25 Street	NW 58 Street	New 4 lane road and 2 to 4
NW 107 Avenue	SR-836	NW 25 Street	4 to 6 lanes
NW 107 Avenue	NW 33 Street	NW 41 Street	New 4 lane road
SW 157 Avenue	SW 42 Street	SW 56 Street	New 2 lane road
SW 157 Avenue	SW 56 Street	SW 88 Street	New 4 lane road
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2 lane road

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
 Miami, Florida
 November, 1990

AREA OF ANALYSIS #3 WEST

TABLE 2

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
PRIORITY 1			
SR-9/ NW 27 Avenue	NW 11 Street	NW 42 Street	4 to 6 lanes
SR-9/ NW 27 Avenue	NW 11 Street	SR-90/ SW 8 Street	4 to 6 lanes
SR-90/ SW 8 Street	SW 127 Avenue	East of SW 112 Avenue	4 to 6 lanes & widen bridge
SR-90/ SW 8 Street	East of SW 112 Avenue	SW 97 Avenue	4 to 6 and 8 lanes & widen bridge
SR-90/ SW 8 Street	SW 97 Avenue	SR 826/ Palmetto Expwy.	4 to 8 and 6 lanes
SR-94/ SW 88 Street	SR 821/ H.E.F.T.	East of SW 152 Avenue	4 to 6 lanes
SR-112/ Airport Expwy.	SR 826/ Palmetto Expwy.	SR 821/ H.E.F.T.	Extend 6-lane expwy.
SR 112/Airport Expwy.	SR-25/ Okeechobee Road	SR 826/ Palmetto Expwy.	Extend 6-lane expwy.
SR 821/ H.E.F.T.	At NW 41 Street		Construct Interchange
SR 821/ H.E.F.T.	At NW 106 Street		Construct Interchange
SR 821/ H.E.F.T.	SR-90/ SW 8 Street	SR-836/ Dolphin Expwy.	Add 3-L to 4 & 5 existing lanes
SR 826/ Palmetto Expwy.	North of FEC Railroad	NW 62 Street	8 to 10 lanes
SR 826/ Palmetto Expwy.	NW 62 Street	NW 47 Street	8 to 10 lanes
SR 826/ Palmetto Expwy.	NW 47 Street	North of NW 25 Street	8 to 10 lanes
SR 826/ Palmetto Expwy.	North of NW 25 Street	South of NW 25 Street	Construct Interchange
SR 826/ Palmetto Expwy.	South of NW 25 Street	SR-836/ Dolphin Expwy.	8 to 10 lanes
SR 826/ Palmetto Expwy.	SR-836/ Dolphin Expwy.	SW 16 Street	8 to 10 lanes
SR-826/Palmetto Expwy.	SW 16 Street	SW 32 Street	Reconstruct Interchange
SR 836/Dolphin Expwy.	To Miami Int'nl Airport		Connector ramps
SR-836/Dolphin Expwy.	SR 821/ H.E.F.T.	SR-9A/ I-95	6 and 8 to 10 lanes
SR-836/Dolphin Expwy.	NW 137 Avenue	SR 821/ H.E.F.T.	New 6-lane expressway extension
SR-953/ Le Jeune Road	SR-836/ Dolphin Expwy.	NW 21 Street	Add lane to 4 existing lanes
SR-948/ NW 36 Street	SR 826/ Palmetto Expwy.	NW 57 Avenue	4 to 6 lanes
SR-968/ Flagler Street	SR 826/ Palmetto Expwy.	NW 71 Avenue	4 to 6 lanes
SR-969/ NW 72 Avenue	NW 12 Street	NW 74 Street	4 to 6 lanes
SR 976/ SW 40 Street	SR-973/ SW 87 Avenue	SW 117 Avenue	Reconstruct; 5 to 6 lanes

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #3: WEST

TABLE 2: CONTINUED

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 2</u>			
<i>SR 821/ H.E.F.T.</i>	<i>SR-836/ Dolphin Expressway</i>	<i>NW 41 Street</i>	<i>4 & 6 to 8 lanes</i>
<i>SR 821/ H.E.F.T.</i>	<i>SR-94/ SW 88 Street</i>	<i>SR-976/ SW 40 Street</i>	<i>6 to 8 lanes</i>
<i>SR-986/ SW 72 Street</i>	<i>SW 127 Avenue</i>	<i>SR 821/ H.E.F.T.</i>	<i>4 to 6 lanes</i>
<u>PRIORITY 3</u>			
<i>NW 74 Street</i>	<i>SR-823/ NW 57 Avenue</i>	<i>SR 826/ Palmetto Expwy.</i>	<i>4 to 6 lanes</i>
<i>NW 74 Street</i>	<i>SR 826/ Palmetto Expwy.</i>	<i>SR 821/ H.E.F.T.</i>	<i>New 6-lane road, interchange</i>
<i>SR 821/ H.E.F.T.</i>	<i>SR 976/ SW 40 Street</i>	<i>SR-90/ SW 8 Street</i>	<i>6 to 8 lanes</i>
<i>SR-985/ SW 107 Avenue</i>	<i>SR 976/ SW 40 Street</i>	<i>SW 24 Street/ Coral Way</i>	<i>4 to 6 lanes</i>
<i>SR-997/ Krome Avenue</i>	<i>SR-90/ SW 8 Street</i>	<i>SR-25/ Okeechobee Road</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 4</u>			
<i>SR 836/Dolphin Expwy.</i>	<i>At NW 97 Avenue</i>		<i>Interchange</i>
<i>SR-836/ SR-112</i>	<i>Connector along 37 Avenue Corridor</i>		<i>New 4 lane expressway</i>
<i>SR-90/ SW 8 Street</i>	<i>SW 127 Avenue</i>	<i>SW 152 Avenue</i>	<i>4 to 6 lanes</i>

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

PROPOSED YEAR 2010

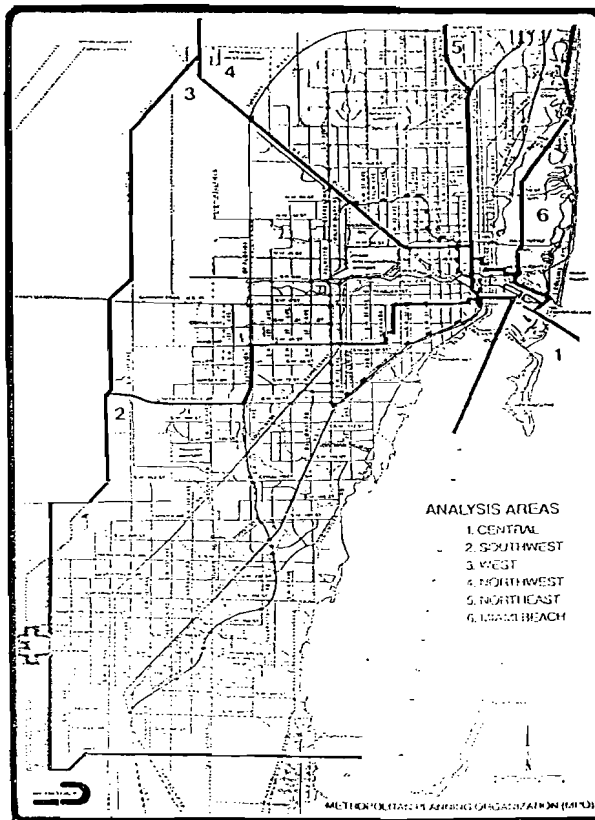
METRO-DADE TRANSPORTATION PLAN

AREA OF ANALYSIS NO.4

NORTHWEST

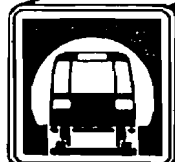
METROPOLITAN PLANNING ORGANIZATION

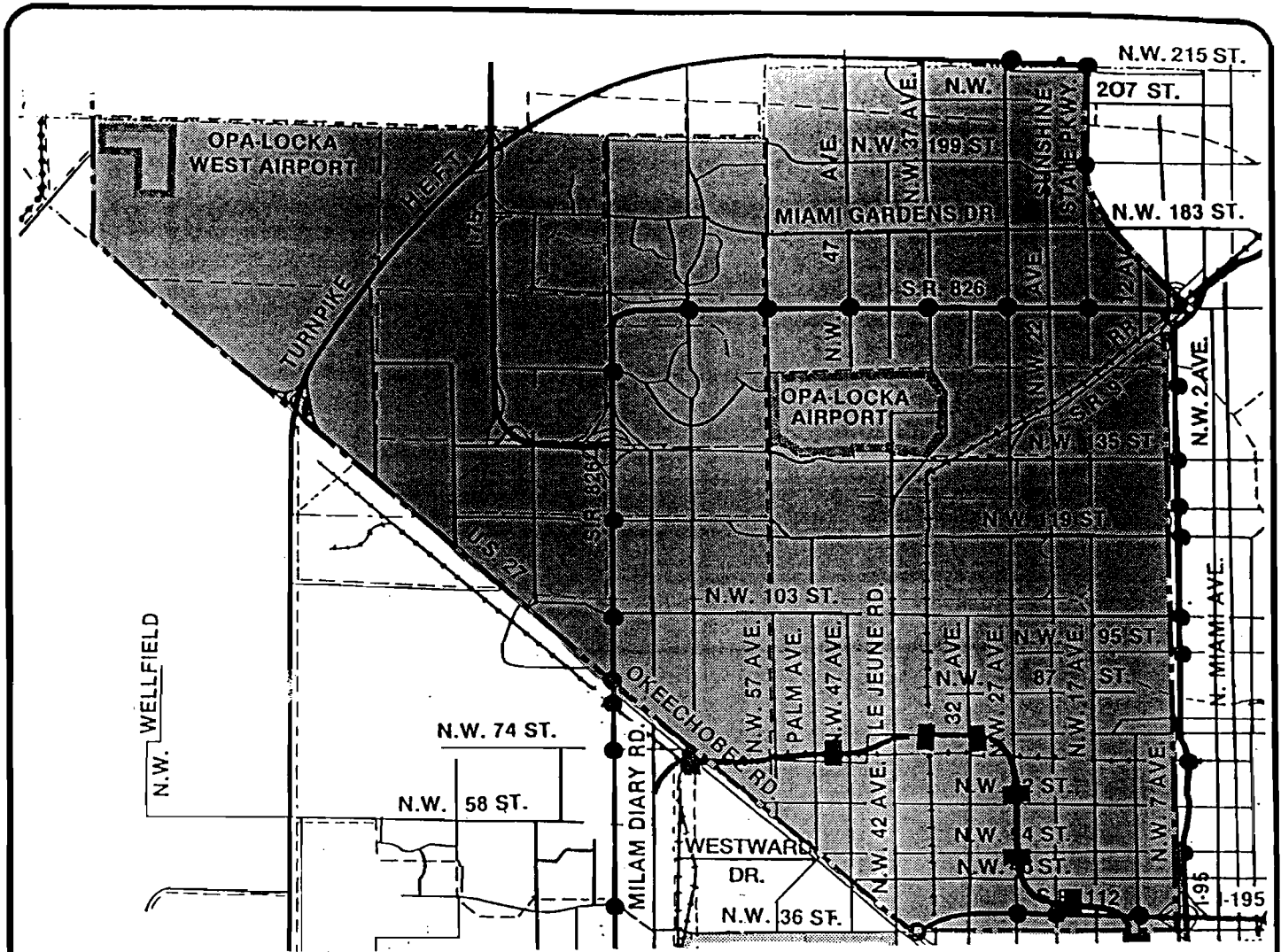
DADE COUNTY, FLORIDA



4

NW





ANALYSIS AREA / NORTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA 
 METRORAIL 

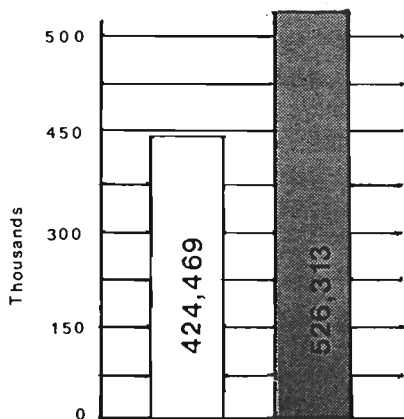
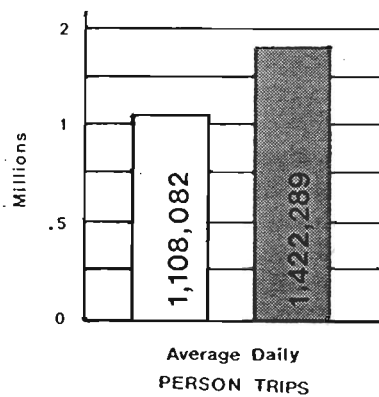

NORTH
 SCALE

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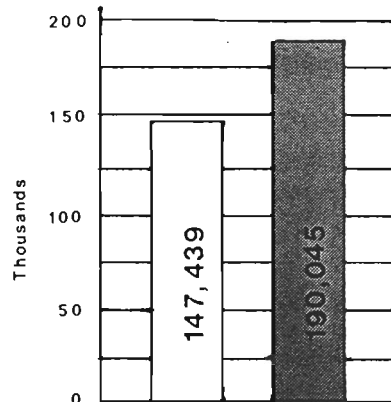
GROWTH PROJECTIONS

The basis for forecasting future travel demands is the forecast of population and employment growth throughout the metropolitan area. These travel projections provided the necessary information to determine the need for new or upgraded transportation services and facilities.

Estimated daily person-trips for the Northwest area will increase from approximately 1.1 million for the base-year 1986, to about 1.4 for the year 2010; a 28 % increase over the twenty-year period. This compares with a 24 % population increase and a 29 % employment for the area during the same period.



POPULATION



EMPLOYMENT

AREA DESCRIPTION

The Northwest Analysis Area is bound by the Sunshine State Parkway and I-95 on the east. The combination west and south border follows Krome/NW 177th Avenue to US 27/Okeechobee Road to SR 112/NW 36th Street, and east to I-95.

Within this Area are located a major general aviation hub, Opa Locka Airport, the north Campus of Miami Dade Community College, and several small, private colleges and universities. The main manufacturing and industrial area of Dade County is located within the Northwest in Hialeah, as is a major regional retail area along NW 103rd Street, also known as Palm Springs Mile, which culminates in the Westland Regional Mall near the Palmetto Expressway. Carol City in the northwest, and Miami Lakes, in the north-central section, are major residential communities in the Area. North of Miami Lakes are the Country Club of Miami developments, and another area of new residential growth clustering towards newly opened I-75, which connects the northwest part of Dade County with even more rapidly developing west Broward, and northern and western reaches of the state. The eastern side of the Northwest Area is composed of the Liberty City and Opa Locka sections, largely single-family to moderate-density multifamily residences. The southwest, west central, and south-central sections, generally covered by Hialeah, are mixed single- and multifamily residential and strip commercial, largely inhabited by an ethnic Hispanic population. Municipalities located within the area include the City of Miami, Opa Locka, Hialeah and Hialeah Gardens, and part of North Miami.

HIGHWAYS

EXISTING CONDITIONS

Most of the Principal Arterials and Collectors encounter relatively low levels of congestion. Major highways experience breakdown conditions at peak hours especially along the Palmetto Expressway, LeJeune Road, SR 112, Okeechobee Road, NW 27 Avenue and Interstate I-95. This area stands out as a prime residential and commercial district of the County.

Okeechobee Road, outlining the western flank of this Analysis Area, serves motorists as a dual purpose roadway. While acting as a local thoroughfare between Hialeah and Miami, Okeechobee Road also is considered a regional mobility facility extending to the northwestern most parts of the County and providing access to the Palmetto, HEFT and U.S. 27 to exit the County. Today, Okeechobee Road experiences high levels of congestion, particularly during peak periods, between the Palmetto Expressway and SR 112. This four lane section carries 42,000 vehicles daily. The fact that it runs diagonally to the rest of the County grid system complicates traffic operations in this area.

The Homestead Extension of Florida's Turnpike (HEFT), cuts through the northwestern corner of the Northwest Analysis Area, facilitates regional mobility by bringing trips to and from Broward County, bypassing the more congested urbanized roadways. This four lane section of the HEFT carried an average of 31,000 vehicles per day during 1989.

Through the Northwest Analysis Area, the Palmetto Expressway is six lanes and runs both east and west and north and south. It carries in the vicinity of 150,000 vehicles per day. The Palmetto experiences very high levels of congestion, particularly during the peak hours. Significant truck traffic on the Palmetto adds to the congestion.

LeJeune Road, also known as N.W. 42nd Avenue, is four lanes in some sections and six lanes in others. As the main avenue in to the airport, LeJeune gets extremely congested. It also serves as a main north south artery through Hialeah and Coral Gables. Traffic volumes through the urban areas of Hialeah and Coral Gables range from 35 to 45,000 vehicles per day. As one approaches the airport, traffic volumes approach 95,000 vehicles per day.

Interstate 95, sometimes referred to as the North-South Expressway, is another dual purpose roadway serving daily commuter traffic as well as serving inter-county and inter-state mobility. Interstate 95 experiences severe levels of congestion, particularly during peak periods and especially after an multi-vehicular accident has occurred. Daily traffic volumes exceed 200,000 on some sections of I-95. Recent reconstruction has eased some travel on the northern sections of I-95 particularly north of Golden Glades interchange.

Interstate 75 protrudes from the Palmetto Expressway at N.W. 138 Street, providing a bypass into Broward County, with the option of cross-state travel to Collier County. It carries over 30,000 vehicles on its 8 lanes. It currently does not experience any significant levels of congestion within Dade County.

TWENTY-YEAR HIGHWAY ANALYSIS

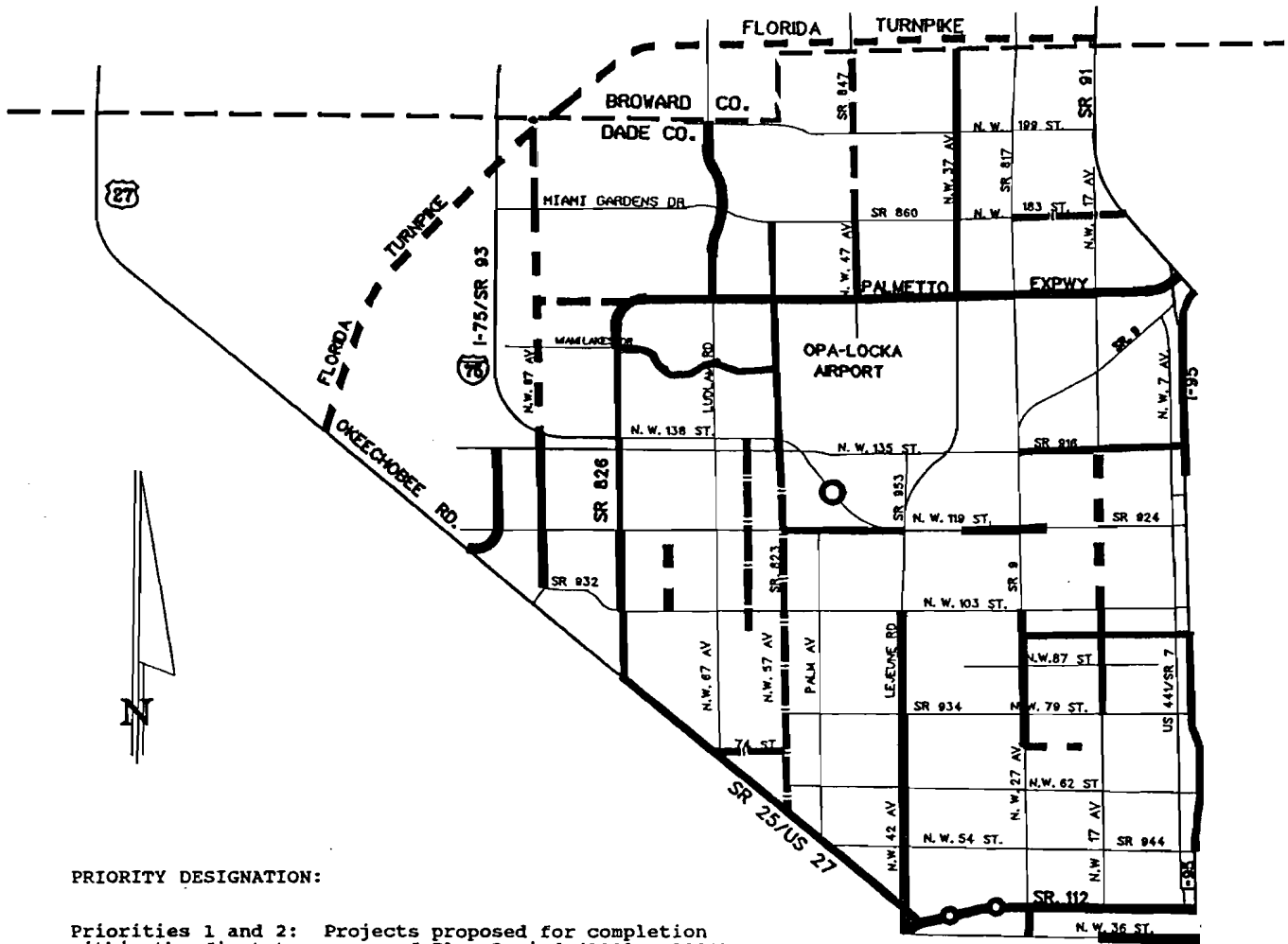
Projects identified as "proposed improvements" were defined based on the objectives and transportation level of service standards adopted in the Comprehensive Development Master Plan (CDMP).

Projected levels of urban travel congestion served as the basis for the identification of the proposed improvements. For highways, there were multiple instances where adding roadway lanes only alleviated future congestion without meeting CDMP level-of-service standards. In other cases due to physical or statutory constraints, needed highway improvements could not be proposed.

PROPOSED HIGHWAY IMPROVEMENTS

The proposed improvements are designed to address, as best as possible, future congestion conditions throughout the metropolitan area and to facilitate local trips in the Northwest area as well as accommodate regional mobility. Such improvements include, among others, the widening of:

- | | |
|------------------------|--------------------------|
| * Interstate I-95 | * Airport Expwy (SR 112) |
| * Red Road (NW 57 Av.) | * Palmetto Expwy. |
| * LeJeune Road | * Ludlam Road |
| * NW 17 Avenue | * NW 95 Avenue |
| * NW 87 Avenue | * NW 103 Street |
| * Miami Lakes Drive | * Okeechobee Road |







PRIORITY DESIGNATION:

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 - 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 - 2010)

LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  PRIORITY 4

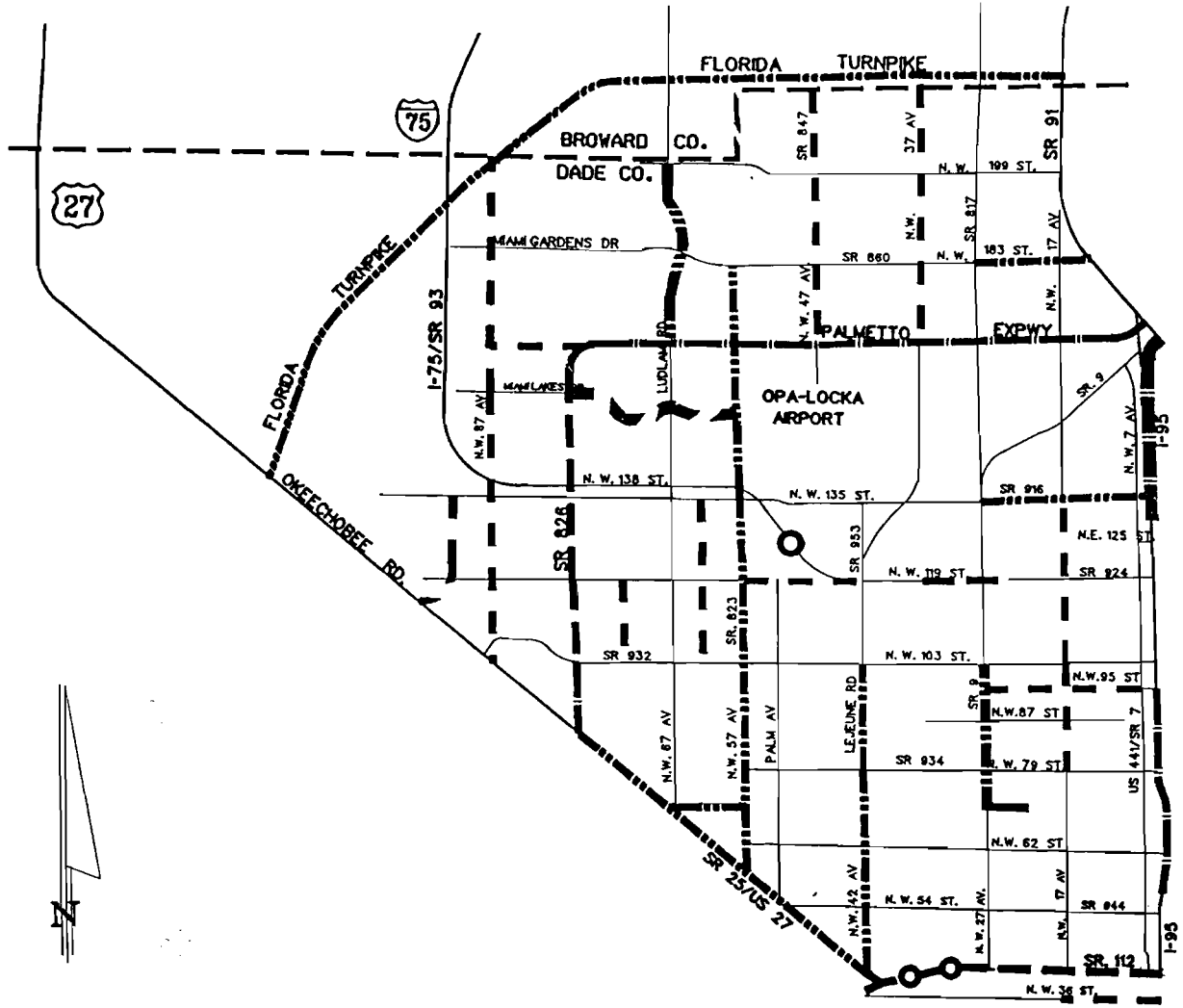
**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENT PHASING PLAN**

ANALYSIS AREA / NORTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)



PREPARED BY D6 PLANNING OFFICE, F.D.O.T.
AND THE MIAMI URBANIZED M.P.O.



LEGEND

- TWO LANES
- FOUR LANES
- SIX LANES
- EIGHT LANES
- TEN LANES

**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

ANALYSIS AREA / NORTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

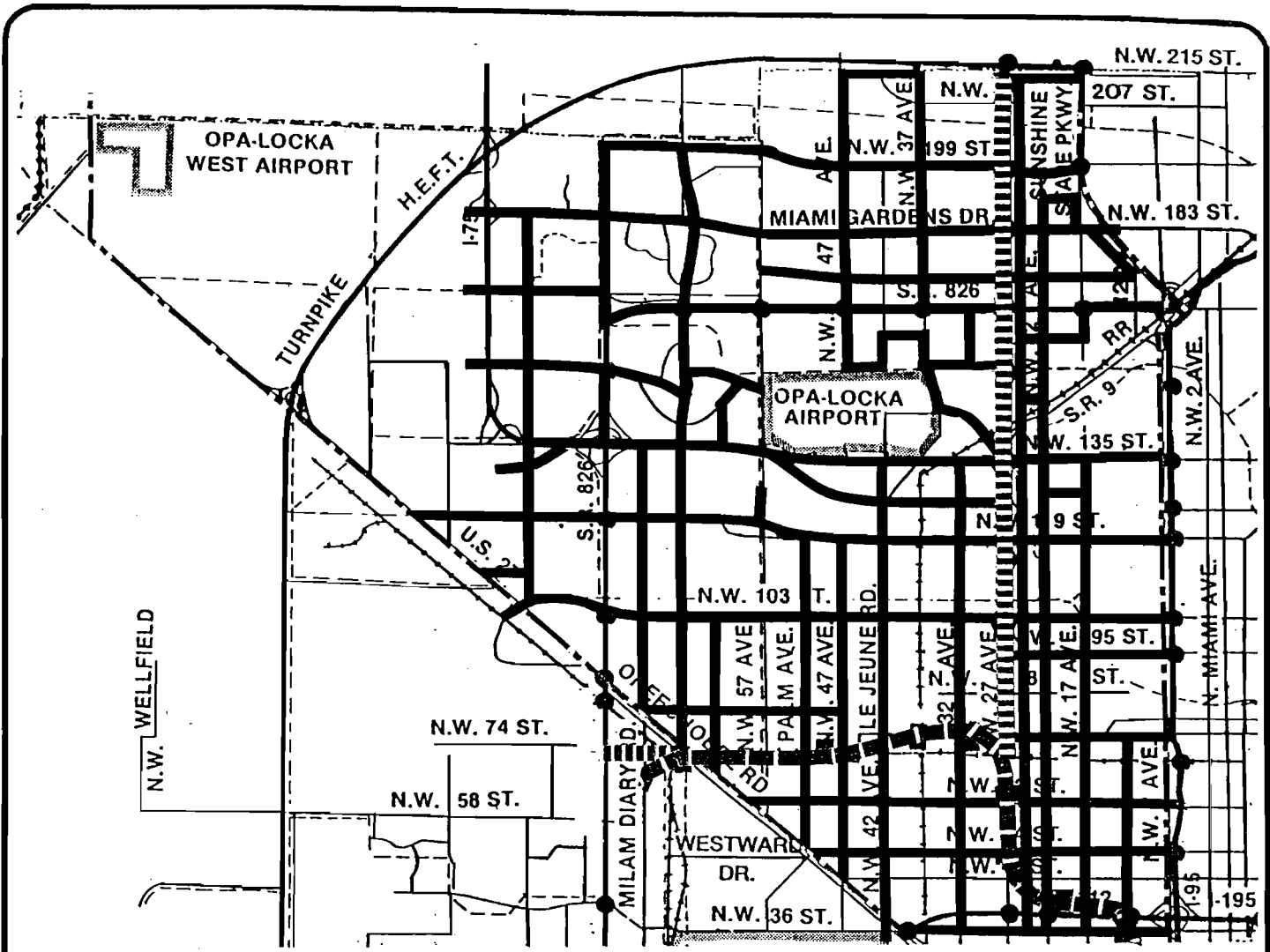


PREPARED BY DS PLANNING OFFICE, F.D.O.T.
AND THE MIAMI URBANIZED M.P.O.

TRANSIT

EXISTING CONDITIONS

The Northwest is county sector of heavy transit use. The NW 27th Avenue corridor is a very heavily travelled corridor. Where physically possible, bus routes cross much of the Area. Geographic constraints mainly arising from the Opa Locka Airport in the north central part of the Area, the CSX freight railway and yards aligned along NW 37th Avenue through Opa Locka and northern Hialeah, and the Golden Glades interchange complex, preclude a uniform "grid" system of bus service in the Northwest. For the area east of the Palmetto Expressway, most major streets have current bus routes operating at frequencies between 12 and 30 minutes in the peak, and at midday headways of about 20 to 30 minutes. East-west line-haul routes in the northern half of the Northwest connect the areas of Carol City and Opa Locka with major activity centers along Biscayne Boulevard, and some traverse causeways and travel to Miami Beach, while north-south trunk lines serve to connect virtually all of the Northwest with Metrorail stations, major activity centers, and Downtown-bound east-west routes. Metrorail serves the southern parts of Hialeah and Liberty City, providing connections to the Civic and Medical Centers, Downtown, and beyond. Express bus services are provided by the 95X expresses, which directly collect passengers from Carol City to the west, and from North Miami Beach to the east, and take them to the Civic and Medical Centers and the Downtown. Additionally, the Golden Glades complex, largest bus park-ride lot in the county, is the hub for auto-to-transit access in the northern part of Dade, through which all 95 Express routes, as well as Tri-Rail, are routed.



YEAR 2010 TRANSPORTATION PLAN TRANSIT NEED

- STAGE 1 METRORAIL
- PRIORITY TRANSIT CORRIDORS
- PROPOSED BUS ROUTES

ANALYSIS AREA / NORTHWEST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA

NORTH

S **C** **A** **L** **E**

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TRANSIT

PROPOSED TRANSIT IMPROVEMENTS

Proposed future transit projects and services for the Northwest include the proposed North priority transit expansion northward from the Martin Luther King station. The proposed services are designed to enhance Northwest corridor mobility, and to improve regional mobility.

The proposed system expansion, along the NW 27th Avenue corridor, will be approximately 8 1/2 miles long, from near the Dade-Broward line south to the existing Metrorail line. Service will be frequent, with peak period headways of about 6 minutes, and midday service at about 10 minute intervals. The North expansion will enable direct transit access to downtown as well as other parts of the County, for both residents of the Area as well as potential Broward trips driving to the northernmost terminus.

Peak express bus service is planned for the residential areas of the Country Club of Miami Area north of Miami Lakes and west of Carol City, and for the Miami Lakes West and adjacent growth areas near I-75, both connecting to the proposed North priority transit line with service at minimum 30 minute headways. Full north-south through trunk routes are proposed on NW 7th, 67th, and 87th Avenues. South of NW 135th Street, services traversing the Northwest Transit Area are proposed for NW 17th, 22nd, 32nd, 42nd, and Palm/52nd Avenues. NW 12 Avenue will be served south of 79th Street, NW 47th Avenue between 119th and 74th Streets, and NW 57th Avenue/Red Road is proposed for through services north of the Palmetto Expressway, and south of 103rd Street. East-west line-haul services are planned for NW 199th Street east of 67th Avenue, and for NW 175th Street east of Red Road. NW 183rd, 135th, 122nd/119th, 103rd, 74th/79th, 62nd, 54th and 36th Streets are fully covered by line-haul bus routes. Though service levels will vary from route to route, line-haul service is proposed to average 10 minute headways in the peak, and between 15 and 60 minutes offpeak.

Local circulator and feeder bus services are proposed to provide connections serving most of Northwest not covered by line-haul service. When taken in conjunction with line-haul bus service, virtually the entire Northwest area east of the Palmetto Expressway is within walking distance of a proposed bus line.

SUMMARY OF AREA

HIGHWAY PROJECTS

AREA OF ANALYSIS #4:

NORTHWEST

YEAR 2010 METRO-DADE TRANSPORTATION PLAN

* For full description of Priority Categories please refer to page 115.

AREA OF ANALYSIS #4: NORTHWEST

TABLE 1

**RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN**

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
<i>NW 13 Avenue</i>	<i>SR-826/ Palmetto Expwy.</i>	<i>NW 159 Street</i>	<i>2 to 4 lanes</i>
<i>NW 37 Avenue</i>	<i>SR-826/ Palmetto Expwy.</i>	<i>Broward County Line</i>	<i>2 to 4 lanes</i>
<i>NW 47 Avenue</i>	<i>SR-826/ Palmetto Expwy.</i>	<i>NW 183 Street</i>	<i>2 to 4 lanes</i>
<i>NW 67 Avenue</i>	<i>NW 167 Street</i>	<i>NW 202 Street</i>	<i>2 to 6 lanes</i>
<i>NW 87 Avenue</i>	<i>NW 106 Street</i>	<i>NW 138 Street</i>	<i>2 to 4 lanes</i>
<i>NW 95 Street</i>	<i>NW 27 Avenue</i>	<i>NW 7 Avenue</i>	<i>2 to 4 lanes</i>
<i>NW 97 Avenue connector</i>	<i>Okeechobee Road</i>	<i>NW 138 Street</i>	<i>New 4 lanes</i>
<i>NW 119 Street/ Gratigny Dr.</i>	<i>NW 57 Avenue</i>	<i>NW 42 Avenue</i>	<i>2 to 4 lanes</i>
<i>Miami Lakes Drive</i>	<i>SR-826/ Palmetto Expwy.</i>	<i>NW 57 Avenue</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 2</u>			
<i>NW 17 Avenue</i>	<i>NW 103 Street</i>	<i>NW 138 Street</i>	<i>2 to 4 lanes</i>
<i>NW 71 Street</i>	<i>NW 23 Court</i>	<i>NW 27 Avenue</i>	<i>New 2 lane road</i>
<i>NW 72 Avenue</i>	<i>NW 106 Street</i>	<i>NW 122 Street</i>	<i>2 to 4 lanes</i>
<i>NW 87 Avenue</i>	<i>NW 138 Street</i>	<i>NW 186 Street</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 3</u>			
<i>NW 62 Avenue</i>	<i>NW 90 Street</i>	<i>NW 138 Street</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 4</u>			
<i>NW 87 Avenue</i>	<i>NW 186 Street</i>	<i>Broward County Line</i>	<i>2 to 4 lanes</i>
<i>NW 170 Street</i>	<i>NW 77 Avenue</i>	<i>NW 87 Avenue</i>	<i>2 to 4 lanes</i>

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 - 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 - 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #4: NORTHWEST

TABLE 2

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
PRIORITY 1			
SR-9/ NW 27 Avenue	SR-932/ NW 103 Street	South of NW 74 Street	4 to 6 lanes
SR-9A/ I-95	NW 54 Street	NW 62 St/NB frontage road	Construct new northbound frontage road
SR-9A/ I-95	NW 58 Street	NW 95 Street	8 to 10 lanes
SR-9A/ I-95	NW 129 Street	NW 151 Street	Add thru lanes
SR-9A/ I-95	NW 129 Street	SR-860/ Miami Gardens Drive	Multi-lane reconstruction
SR-25/ NW 36 Street	NW 17 Avenue	SR-112 Off Ramp	Add turn lane
SR-25/ Okeechobee Road	SR-826/ Palmetto Expwy.	SR-112/ Airport Expwy.	4 to 6 lanes
SR 112/ Airport Expressway	At NW 32 Avenue		Construct new interchange
SR 112/ Airport Expressway	At NW 37 Ave.		Construct new interchange
SR 112/ Airport Expressway	SR-25/ Okeechobee Road	SR-9A/ I-95	6 to 8 lanes
SR-823/ NW 57 Avenue	NW 138 Street	SR-860/ NW 183 Street	4 to 6 lanes
SR-826/ Palmetto Expressway	NW 158 Street	Golden Glades Interchange	8 to 10 lanes
SR-826/ Palmetto Expressway	NW 158 Street	South of NW 122 Street	6 to 8 lanes
SR-826/ Palmetto Expressway	South of NW 122 Street	SR-932/ NW 103 Street	Reconstruct interchange; 6 to 8 lanes
SR-826/ Palmetto Expressway	SR-932/ NW 103 Street	North of FEC Railroad	8 to 10 lanes
SR-916/ NW 135 Street	SR-9A/ I-95	NW 27 Avenue	4 to 6 lanes
SR-953/ NW 42 Avenue	SR-25/ Okeechobee Road	SR-932/ NW 103 Street	Reconstruct 4 existing lanes, add 5th L
SR-924/ Gratigny Parkway	NW 32 Avenue	NW 25 Avenue	New 8-lane roadway
PRIORITY 2			
SR-821/ H.E.F.T.	NW 41 Street	Florida Turnpike	4 to 6 lanes
PRIORITY 3			
SR-953/ NW 42 Avenue	SR-112/ Airport Expwy.	NW 79 Street	Reconstruct 4 lanes and add turn lane
SR-823/ NW 57 Avenue	SR-25/ Okeechobee Road	SR-916/ NW 138 Street	4 to 6 lanes
PRIORITY 4			
SR-847/ NW 47 Avenue	NW 183 Street	Broward County Line	2 to 4 lanes
SR-924/ Gratigny Parkway	At NW 47 Avenue		Interchange

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

PROPOSED YEAR 2010

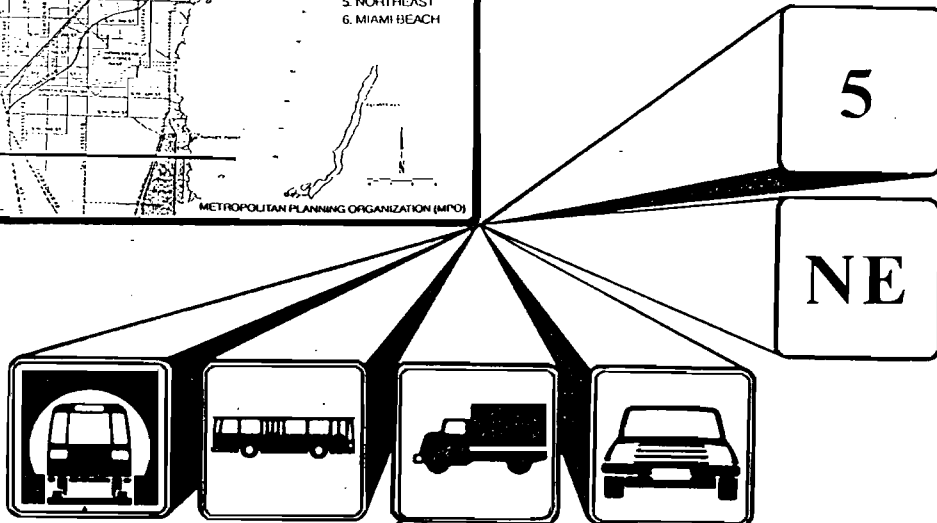
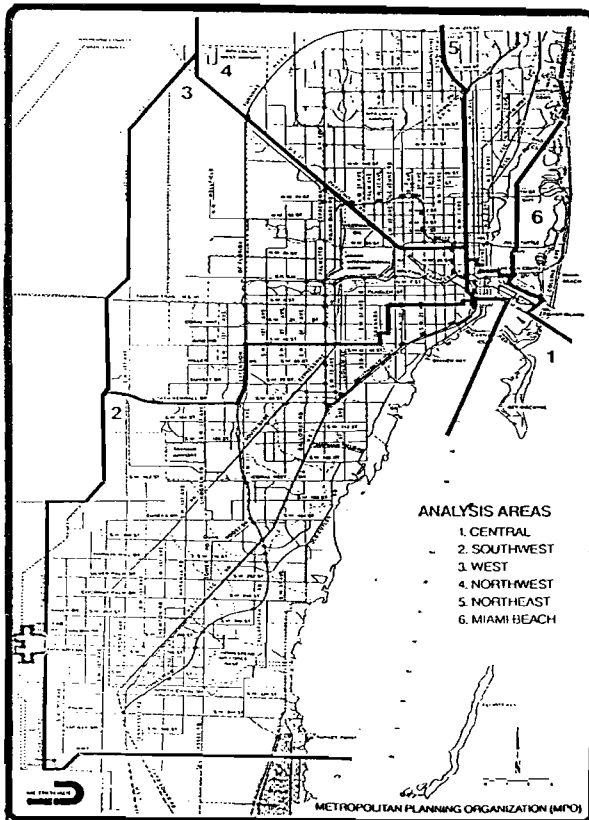
METRO-DADE TRANSPORTATION PLAN

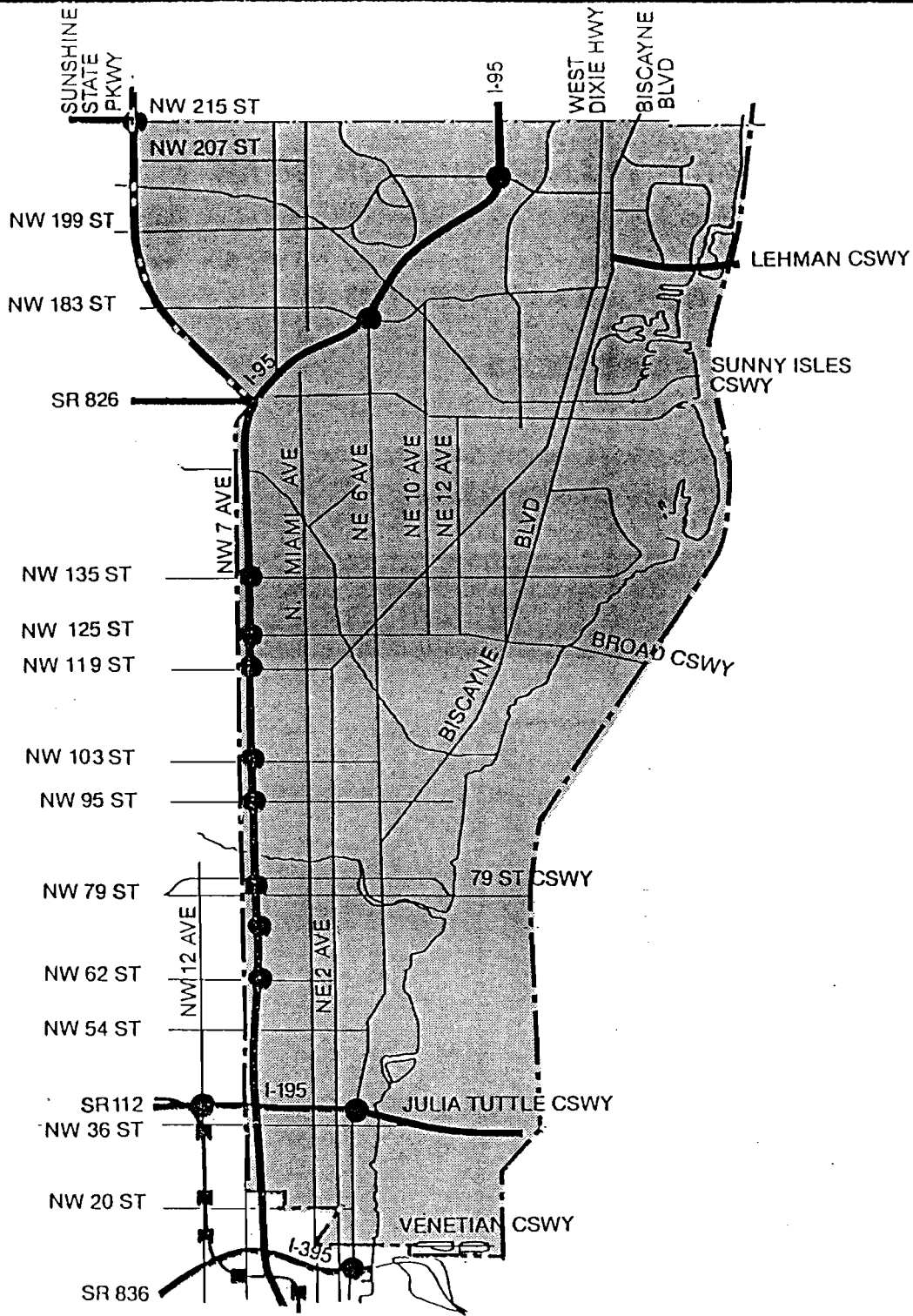
AREA OF ANALYSIS NO.5

NORTHEAST

METROPOLITAN PLANNING ORGANIZATION

DADE COUNTY, FLORIDA





ANALYSIS AREA / NORTHEAST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA 
 METRO RAIL 

↑
NORTH

SCALE

0  1MI

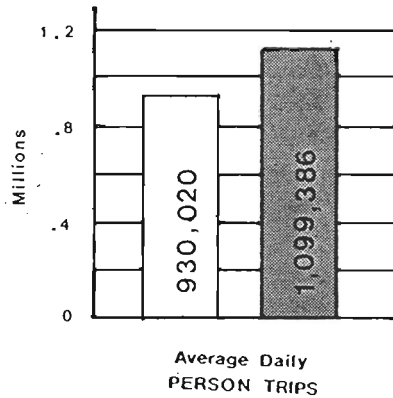
AREA DESCRIPTION

The Northeast Analysis Area is bound by the Florida Turnpike and I-95 on the west, by the county line on the north, by Biscayne Bay on the east, and by the northern edge of the Downtown area on the south. Within the Northeast are located two major retail centers, a number of colleges and universities, numerous distinct residential neighborhoods, and the major north-south at-grade highway in Dade County, Biscayne Boulevard/US 1. Municipalities located within the Northeast include Miami, North Miami, North Miami Beach, Miami Shores, El Portal, and Biscayne Park.

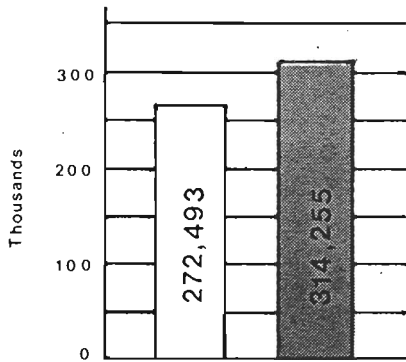
GROWTH PROJECTIONS

The basis for forecasting future travel demands is the forecast of population and employment growth throughout the metropolitan area. These travel projections provided the necessary information to determine the need for new or upgraded transportation services and facilities.

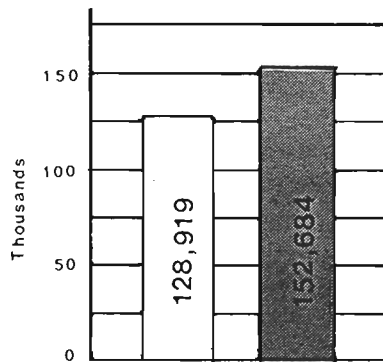
Estimated average daily person-trips for the Northeast area will increase from approximately 930,000 for the base-year 1986, to about 1.1 million for the year 2010; a 18 % increase over the twenty-year period. This compares with a 15 % population increase and a 18 % employment increase for the area during the same period.



1986 2010



POPULATION



EMPLOYMENT

HIGHWAYS

EXISTING CONDITIONS

Major arterials within the Northeast Analysis Area experience relatively high levels of congestion. Vectors of travel through this area are predominantly north-south. The major congested roadways, I-95 and Biscayne Boulevard, are also the major common crossing thoroughfares in this area. This area is also interlaced with some east-west travel, mainly due to causeways/beach lines of desired travel.

The majority of the Northeast region is already established and fairly well built up. Improvements to relieve congestion will continue to add to the travel conditions.

Biscayne Boulevard/State Road 5/US-1 is the most heavily travelled principal arterial in the Northeast Analysis Area. It is four lanes divided by either a grassed median or left turn lane throughout its length. Biscayne Boulevard, near the Dade/Broward County line carried approximately 27,000 vehicles per day during 1989. Closer to the Aventura Mall area, south of the William Lehman Causeway, Biscayne carries approximately 50,000 vehicles per day. And south of NE 163rd Street, Biscayne carries approximately 41,000 vehicles per day. Along sections of Biscayne Boulevard, traffic congestion is amplified by vehicles entering and exiting strip shopping centers. As sufficient right-of-way is still available along certain sections of this corridor, conventional roadway widening is being considered to help alleviate traffic congestion.

Northeast 6th Avenue carries 20 to 30,000 vehicles per day. It serves mostly commercial areas throughout North Miami and North Miami Beach.

The Julia Tuttle, 79th Street and Sunny Isles Causeways each carry over 30,000 vehicles on a typical day.

Interstate 95 is a dual purpose roadway serving daily commuter traffic as well as serving inter-county and inter-state mobility. Interstate 95 experiences severe levels of congestion, particularly during peak periods and especially after a multi-vehicular accident occurs. Recent reconstruction has eased travel congestion on the northern sections of I-95 particularly north of the Golden Glades interchange. Daily traffic counts on I-95 through the Northeast Analysis Area range from 122 to 130,000 on a typical day.

Broad Causeway, extending from the NE 125th Street corridor in North Miami, carries approximately 23,000 vehicles on an average day. This causeway is four lanes and does not experience significant congestion.

West Dixie Highway is a four lane roadway that runs diagonal to the county grid system. It carries about 16,000 vehicles south of NE 125th Street and approximately 23,000 vehicles south of NE 163rd Street.

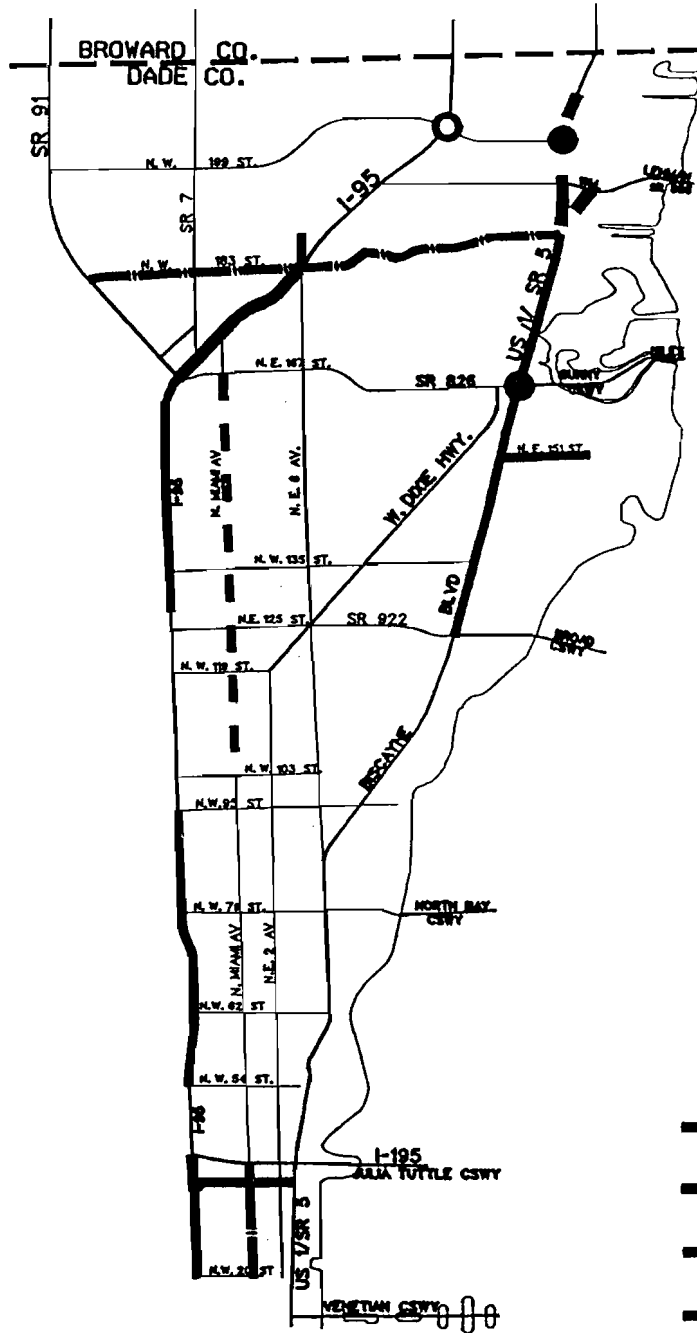
PROPOSED HIGHWAY IMPROVEMENTS

The proposed improvements are designed to address, as best as possible, future congestion conditions throughout the metropolitan area and to facilitate local trips in the core area as well as accommodate regional mobility. Such improvements include, among others, the widening of:







- * Interstate I-95
- * North Miami Avenue
- * Biscayne Boulevard (US 1)
- * Miami Gardens Drive

Also, the Plan calls for the construction of interchange and grade separation facilities located at:

- * US-1 at NE 203 ST.
- * US-1 at NE 163 St.



LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  PRIORITY 4
-  INTERCHANGE
-  GRADE SEPARATION

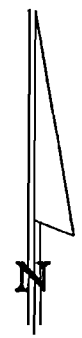
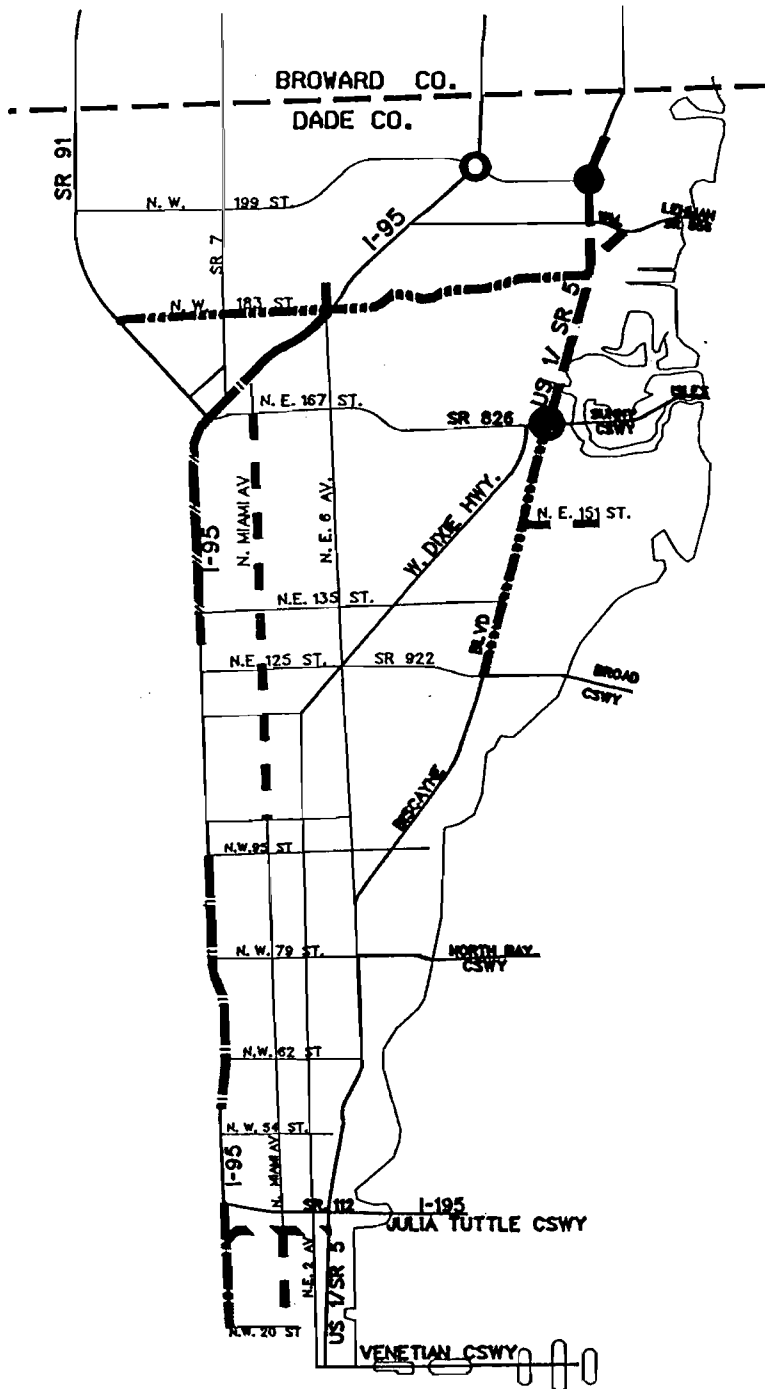
**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENT PHASING PLAN**

ANALYSIS AREA / NORTHEAST









METROPOLITAN PLANNING ORGANIZATION (MPO)



PREPARED BY DE PLANNING OFFICE, F.D.O.T.
AND THE MIAMI URBANIZED M.P.O.



LEGEND

-  TWO LANES
-  FOUR LANES
-  SIX LANES
-  EIGHT LANES
-  TEN LANES
-  TWELVE LANES
-  INTERCHANGE
-  GRADE SEPARATION

**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

ANALYSIS AREA / NORTHEAST

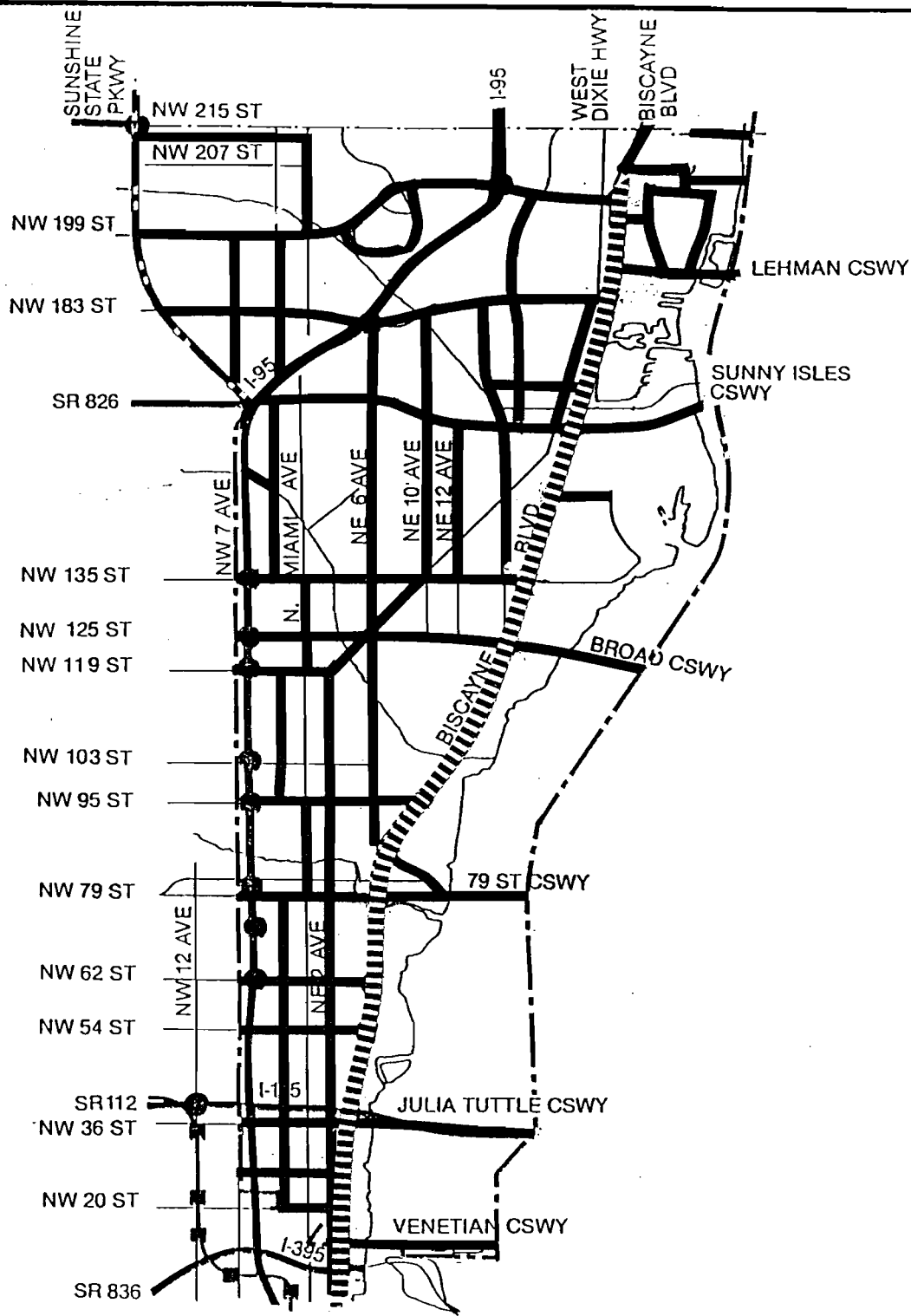
METROPOLITAN PLANNING ORGANIZATION (MPO)



TRANSIT

EXISTING CONDITIONS

The Northeast is gridded with bus routes providing local and line-haul services to communities throughout the Area. Numerous routes offer multiple east-west connections between the mainland Northeast and Miami Beach on all causeways linking the two Areas. Most north-south trunk routes converge upon the 163rd Street Mall in the heart of the Area, where a major bus terminal is located. Currently, bus service occurs on NW 7th, 2nd, and North Miami Avenues, and on NE 2nd, 6th, 12th, and 16th Avenues, as well as on much of West Dixie Highway and all of Biscayne Boulevard. Rush hour headways are generally between 15 and 20 minutes, while offpeak service frequencies average from 20 to 40 minutes. Metrobus Route 3, connecting Downtown with Aventura along Biscayne, is one of the longest routes in the system, and serves not only the Aventura Mall, but also FIU and the commercial zones flanking Biscayne Boulevard along its 13 mile run. Both Route 3 and Route L, which traverses the 79th Street Causeway connecting the Beach to the mainland, are among the top 10 performers in the Metrobus system. They carry 9,000 and 10,500 daily passengers respectively, and exhibit operating cost recovery ratios of better than 75%.



**YEAR 2010 TRANSPORTATION
PLAN TRANSIT NEED**

▨ PRIORITY TRANSIT CORRIDORS
— PROPOSED BUS ROUTES

ANALYSIS AREA / NORTHEAST

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
STUDY AREA **▭**
METRORAIL **■**

↑
NORTH

S **C** **A** **L** **E**

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TRANSIT

PROPOSED TRANSIT IMPROVEMENTS

Proposed transit services are designed to enhance Northeast mobility by providing through priority transit service to serve major activity centers, to connect the Northeast with the Downtown and other county regions, and to provide an efficient transit link for those bound for points within Dade who originate their trips in Broward County. The planned service will cover about 13-1/2 miles north from Downtown along the Biscayne Boulevard corridor to Aventura. It will connect with Metrorail just north of the Overtown Station.

North-south trunk bus service is proposed along NW 7th Avenue, and on NW 2nd/Miami Avenues, North Miami/NE 2nd Avenues, NE 10th Avenue/West Dixie Highway, and NE 19th Avenue. Headways on trunk routes are planned to average better than 10 minutes during the peak, and between 10 and 30 minutes during the midday. East-west line-haul services are proposed for 199th, 183rd, 135th, 95th, 79th, 54th, and 20th Streets, with peak frequencies of about 10 minutes, and offpeak, headways averaging between 10 and 30 minutes.

Local bus routes are planned to provide connections among and between most residential areas and activity centers within the Northeast Area, and to promote access to trunk bus routes and the rapid transit system. Combinations of line-haul and local routes are planned to serve NW/NE 215th, 125th, 103rd, 74th, and 62nd Streets at peak period headways of 10 minutes, and between 20 and 30 minutes, offpeak. Local and trunk services are provided along the length of Biscayne Boulevard, and for all causeways between the Area and Miami Beach. Levels of service will vary, but an average of 20 minute headways is planned to be provided daily.

SUMMARY OF AREA

HIGHWAY PROJECTS

AREA OF ANALYSIS #5:

NORTHEAST

YEAR 2010 METRO-DADE TRANSPORTATION PLAN

* For full description of Priority Categories please refer to page 115.

AREA OF ANALYSIS #5: NORTHEAST

TABLE 1

**RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN**

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
<i>NE 2 Court/ NE 185 Street/ / NE 6 Avenue</i>	<i>NE 186 Street</i>	<i>Snake Creek Canal</i>	<i>2 to 4 lanes</i>
<i>NE 151 Street</i>	<i>US-1</i>	<i>Main Road</i>	<i>2 to 4 lanes</i>
<u>PRIORITY 2</u>			
<i>Miami Avenue</i>	<i>NW 103 Street</i>	<i>NW 167 Street</i>	<i>2 to 4 lanes</i>
<i>Miami Gardens Dr. Connection</i>	<i>US-1</i>	<i>Wm. Lehman Causeway</i>	<i>New 4-lane road</i>
<u>PRIORITY 3</u>			
<i>None</i>			
<u>PRIORITY 4</u>			
<i>None</i>			

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

AREA OF ANALYSIS #5: NORTHEAST

TABLE 2

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>SR-922/ NE 123 Street</i>	<i>NE 135 Street</i>	<i>4 to 6 lanes</i>
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>NE 135 Street</i>	<i>NE 151 Street</i>	<i>4 to 6 lanes</i>
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>NE 151 Street</i>	<i>NE 163 Street</i>	<i>4 to 6 lanes</i>
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>NE 163 Street</i>	<i>SR-860/ Miami Gardens Drive</i>	<i>4 and 6 to 8 lanes</i>
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>At NE 163 Street</i>		<i>Grade separated Intersection</i>
<i>SR-9/ 1-95</i>	<i>At Ives Dairy Road</i>		<i>4 to 6 lanes & widen bridge</i>
<i>SR-9/ 1-95</i>	<i>NW 151 Street</i>	<i>South of Miami Gardens Drive</i>	<i>Construct HOV flyover; 8 to 10 lanes</i>
<i>Venetian Causeway</i>	<i>Bayshore Drive</i>	<i>Di Lido Island</i>	<i>Bridge Replacement/Road Reconstruct.</i>
<u>PRIORITY 2</u>			
* <i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>At SR-854/ NE 203 Street</i>		<i>Grade Separation</i>
<i>SR-5/ US-1/ Biscayne Blvd.</i>	<i>SR-860/ Miami Gardens Drive</i>	<i>NE 209 Street</i>	<i>6 to 8 lanes</i>
<u>PRIORITY 3</u>			
<i>SR-860/ NW 183 Street</i>	<i>SR-5/ US-1</i>	<i>NW 27 Avenue</i>	<i>4 to 6 lanes</i>
<u>PRIORITY 4</u>			
<i>None</i>			

* At the adoption hearing, November 20, 1990; the MPO confirmed Priority No.2 for this project subject to rejection of the FDOT Alternative No.4, further requiring that there WILL BE a re-evaluation of all alternatives. Further the Governing Board of the MPO required that concerns of the Dade County Public Schools be addressed to the maximum extent feasible; and that future alternatives proposed to be selected by the MPO shall be presented to the MPO BEFORE any further acquisition or engineering design work shall commence.

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

PROPOSED YEAR 2010

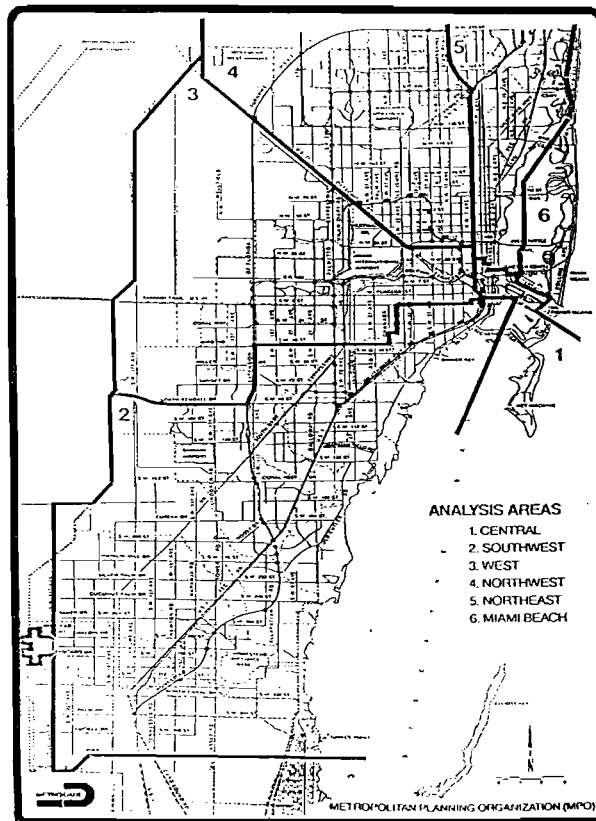
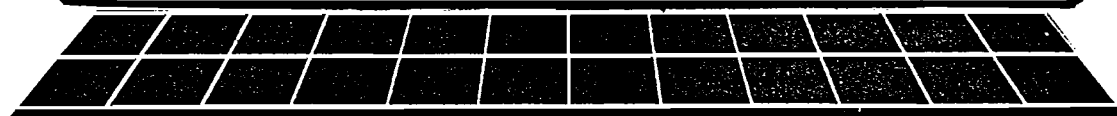
METRO-DADE TRANSPORTATION PLAN

AREA OF ANALYSIS NO.6

MIAMI BEACH

METROPOLITAN PLANNING ORGANIZATION

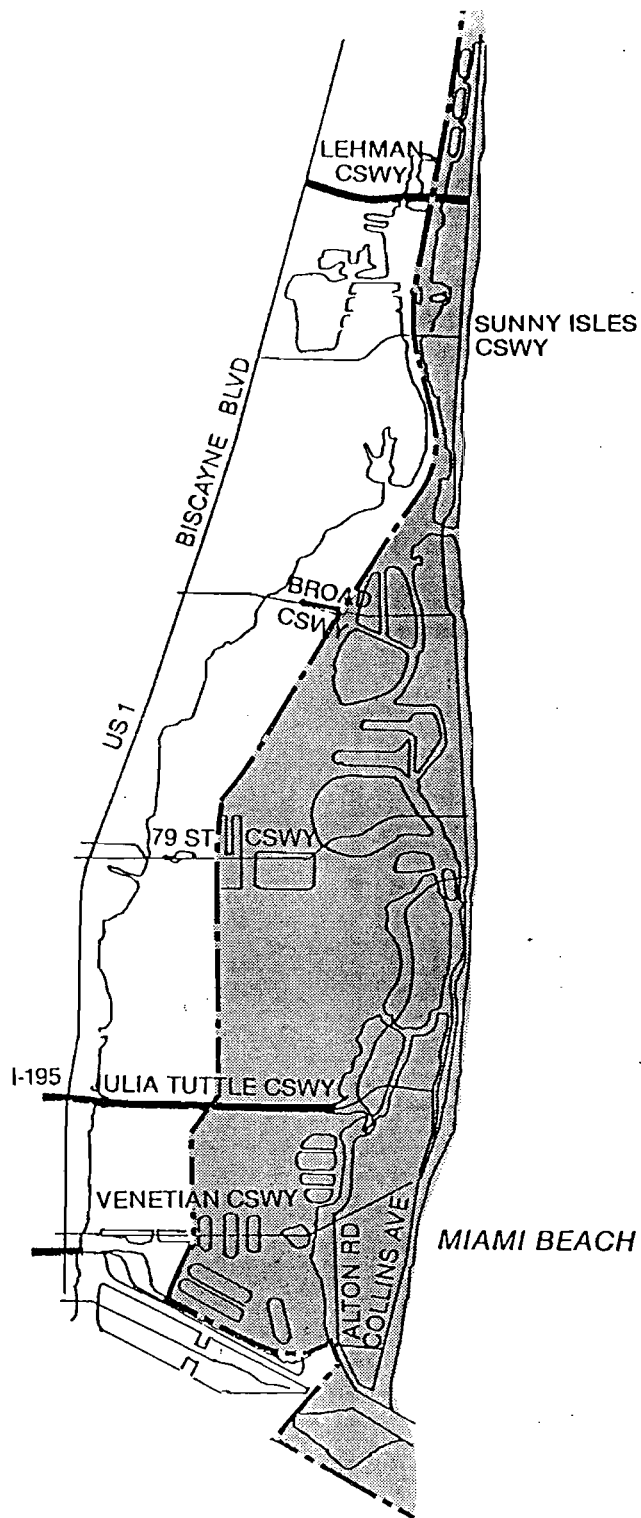
DADE COUNTY, FLORIDA



6

MB





ANALYSIS AREA / MIAMI BEACH

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____

STUDY AREA 
 METRORAIL 


 NORTH

SCALE

 0 1MI

AREA DESCRIPTION

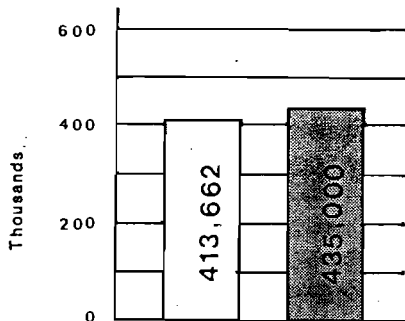
The Miami Beach Analysis Area consists of the barrier islands offshore from Dade County, east of the mainland. The area is bound by the Atlantic Ocean on the east, the Dade County line on the north, and by Biscayne Bay and peninsular Dade County on the west. The southern boundary excludes the islands of Biscayne and San Marco on the Venetian Causeway, Dodge and Lummus Islands of the Port of Miami near Downtown, Watson Island on the MacArthur Causeway, and Virginia and Biscayne Keys on the Rickenbacker Causeway. Municipalities within this Analysis Area include Miami Beach, Golden Beach, Normandy Shores, Normandy Isle, Bal Harbour, Bay Harbour Islands, North Bay Village, Indian Creek Village, and Surfside.

Within this Area is found Dade's largest assemblage of hotels and motels, the world reknown tourist mecca of Miami Beach. Located on the Beach north of 17th Street is the newly renovated and expanded Miami Beach Convention Center and the adjacent municipal complex. Each year the Center is home to numerous home, auto, and boat shows, and hosts various national conventions annually. Medium to high density residential areas characterize much of the southern part of Miami Beach, where the Art Deco Historical Preservation Area is located. The Deco District is growing, and is one of the more progressive art and music centers of the region. The bayside section, between 17th and 41st Streets, is typified by moderate and high-density condos and rental apartments west of Alton Road. Single family residential housing characterizes the area between Alton Road and Indian Creek, and includes the 41st Street/Arthur Godfrey Road commercial strip. North of 41st Street, the large Mount Sinai Medical Center and the Miami Heart Institute are found in the midst of detached residences south of 63rd Street. The progression of oceanfront hotels along Collins Avenue/A1A continues northward in the mid-beach. Just north of this hotel area is the "condo canyon" ending immediately south of 63rd Street. Apartments and single family residences characterize the bayfront communities between 63rd and 96th Streets, while garden low-rises predominate the bay side from 96th to Haulover. Smaller hotels and large condos crowd the beachfront on Collins. North of Haulover lies the large, popular Haulover Park, which includes a heavily patronized beach and fishing pier on the ocean, and a marina-restaurant-parking complex on the bay. North of the park, the Beach's skyline is crowded with highrise condominiums and apartments on Biscayne Bay, while oceanside, accommodations tend toward lower-rise hotels and densely packed motels catering to both national and international clientele. The northernmost portion of the study area reverts to single family residences.

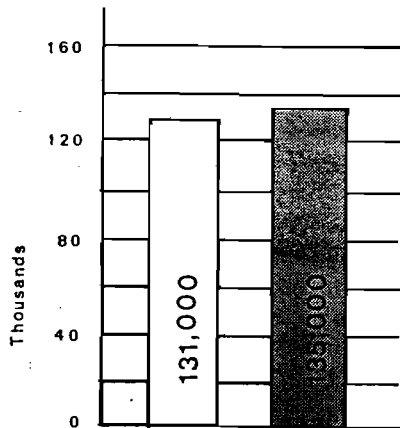
GROWTH PROJECTIONS

The basis for forecasting future travel demands is the forecast of population and employment growth throughout the metropolitan area. These travel projections provided the necessary information to determine the need for new or upgraded transportation services and facilities.

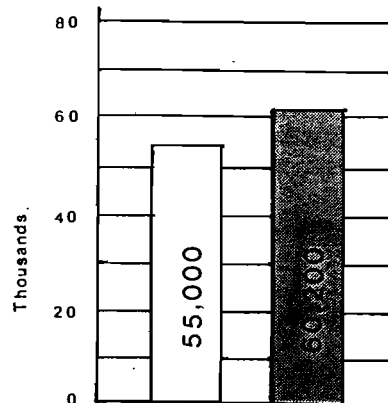
Estimated daily person-trips for the Miami Beach area will increase from approximately 413,000 for the base-year 1986, to about 435,000 for the year 2010; a 5.3 % increase over the twenty-year period. This compares with a 2.8 % population increase and a 9.5 % employment increase for the area during the same period.



Average Daily
PERSON TRIPS



POPULATION



EMPLOYMENT

HIGHWAYS

EXISTING CONDITIONS

Principal roadways in Miami Beach follow two distinctive vectors of travel which are north-south and east-west in direction. This area encounters relatively acceptable levels of congestion, even at peak hours. The busiest roadways are Collins Avenue, A1A Highway, Alton Road, and the causeways linking Miami Beach districts and the mainland.

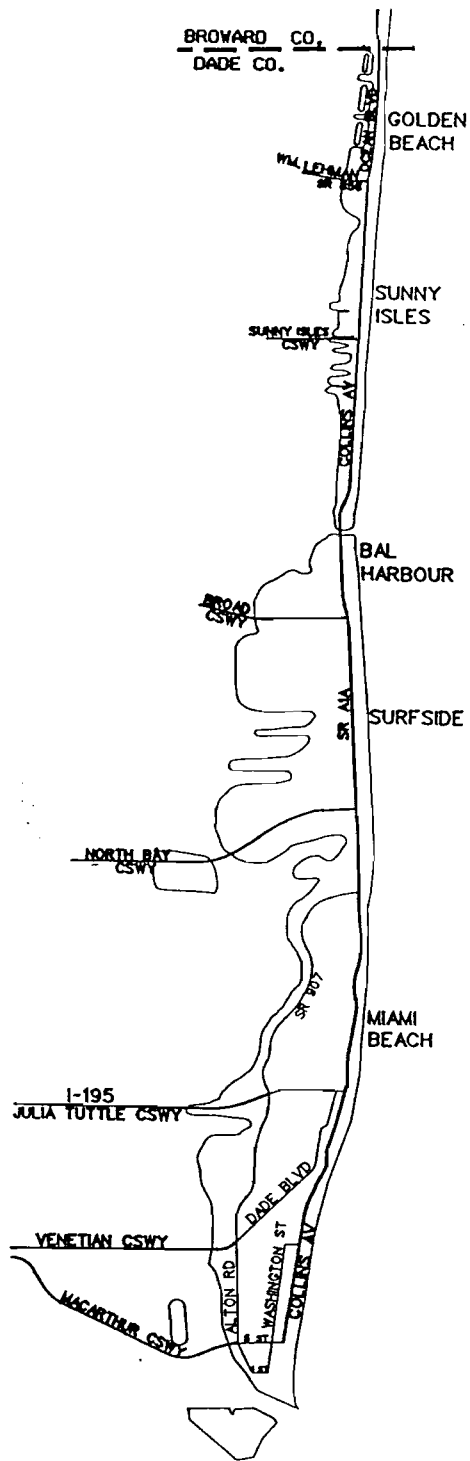
Growth projections show a little growth in population and employment for this area for the next twenty years. Miami Beach is likely to be, among all the analysis areas, the one with the least percentage increase of inhabitants thus it will show relatively low demand for highway solutions. The Plan calls for emphasis on maintenance and safety, and other operations-related work. These activities are to be performed on the existing system to keep the highway network in good condition, since the future travel demand will continue to be served by existing facilities.

Collins Avenue, also known as A-1-A, is the main north-south facility on Miami Beach. It experiences some congestion, particularly during tourist season. During particularly busy days, traffic operations are hampered further by the numerous buses running on A-1-A and the frequency of traffic signals. At its southern end, where the Art Deco district is located, Collins Avenue carries in the range of 12 to 20,000 vehicles on a typical day. North of where Arthur Godfrey Road intersects, Collins Avenue carries more in the neighborhood of 32,000 vehicles on an average day.





Alton Road is another north-south facility on Miami Beach. It is a four lane arterial with left turn considerations for its length. Alton also has considerable parking along its shoulders for most of its length. Alton Road is moderately congested, mainly during peak hours. It runs through commercial and residential areas of Miami Beach. Daily, it carries approximately 27,000 vehicles.

PROPOSED HIGHWAY IMPROVEMENTS

The proposed improvements are designed to address, as best as possible, future congestion conditions throughout the metropolitan area and to facilitate local trips in the core areas as well as accommodate regional mobility.



LEGEND

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  PRIORITY 4

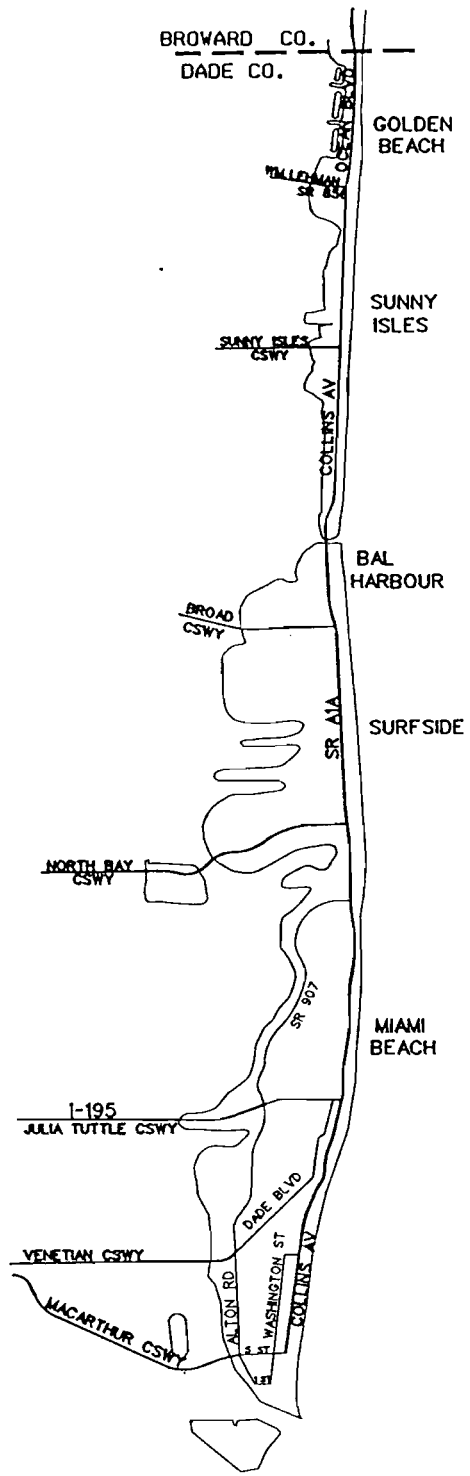
**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
HIGHWAY IMPROVEMENT PHASING PLAN**

ANALYSIS AREA / MIAMI BEACH






METROPOLITAN PLANNING ORGANIZATION (MPO)



PREPARED BY DS PLANNING OFFICE, F.D.O.T.
AND THE MIAMI URBANIZED M.P.O.



LEGEND

-  TWO LANES
-  FOUR LANES
-  SIX LANES
-  EIGHT LANES
-  TEN LANES



**PROPOSED
YEAR 2010 TRANSPORTATION PLAN
ULTIMATE NUMBER OF LANES**

ANALYSIS AREA / MIAMI BEACH

METROPOLITAN PLANNING ORGANIZATION (MPO)

**↑
NORTH**

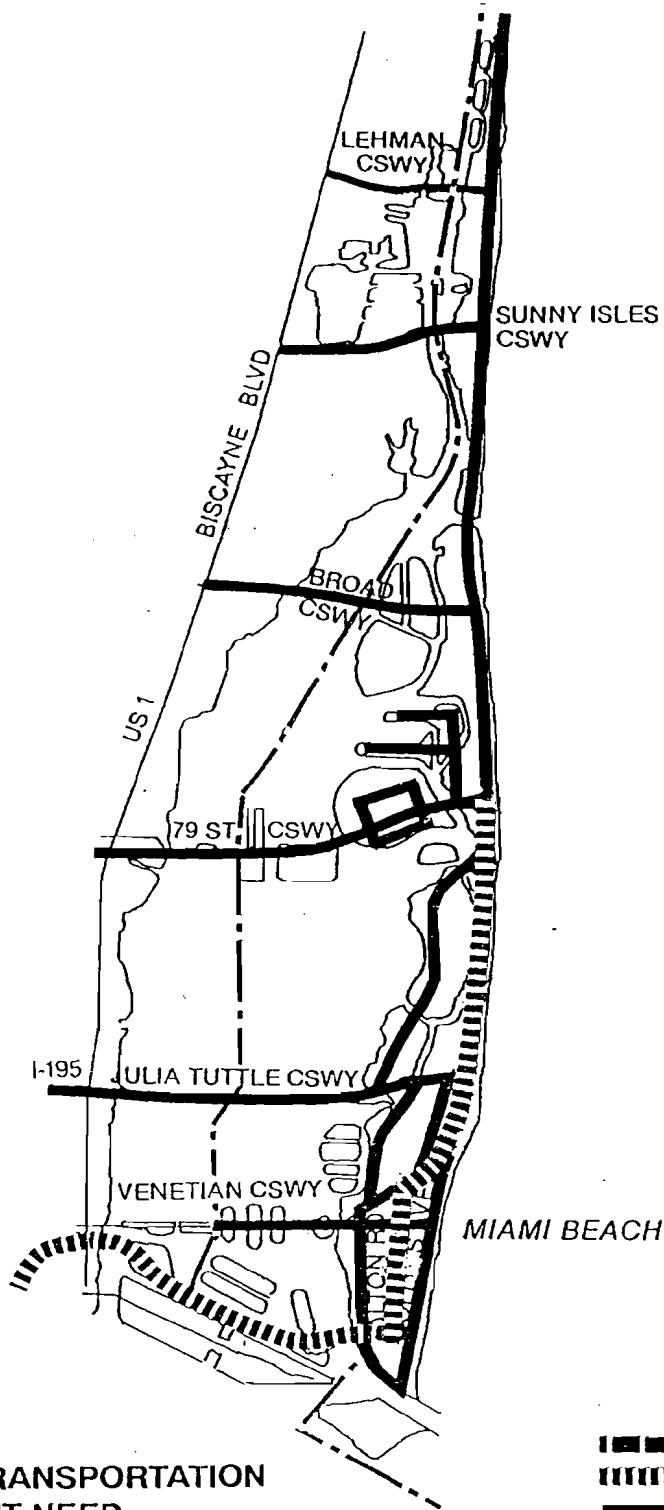


PREPARED BY D6 PLANNING OFFICE, F.D.O.T.
AND THE MIAMI ORGANIZED M.P.O.

TRANSIT

EXISTING CONDITIONS

Miami Beach, geographically constrained by the barriers of Biscayne Bay and the Atlantic Ocean, is a long, narrow, natural travel corridor particularly conducive to transit use. As a result, transit patronage is highest, county-wide, for Beach bus routes. On Alton Road and Washington Avenue in South Beach, and along Collins Avenue south of the William Lehman Causeway, bus service occurs at no less than 12 minute headways in the peak, and 30 minutes offpeak. In fact, service frequency along all of Collins south of 192nd Street, and on all of both Washington and Alton in South Beach averages less than 4 minutes in both the peak and offpeak. Routes connecting to the mainland via the major causeways average 11 crossings per hour for both peak and offpeak periods; these routes connect to various points within both the Northeast and Central Areas.



**YEAR 2010 TRANSPORTATION
PLAN TRANSIT NEED**

ANALYSIS AREA / MIAMI BEACH.

METROPOLITAN PLANNING ORGANIZATION (MPO)

FIGURE _____
 STUDY AREA ————
 METRORAIL ———■——

↑
NORTH

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TRANSIT

PROPOSED TRANSIT IMPROVEMENTS

Proposed priority services for the Analysis Area include the Miami Beach transit corridor, and the numerous causeways linking the beaches with mainland Dade County. Planned transit services are designed to enhance both Beach Area as well as regional County mobility by providing priority transit to serve major tourist, entertainment and convention centers on Miami Beach, and to connect them with the Downtown, the Airport, and the other County areas. Surface transit is designed to promote access to the priority transit system, and to provide circulation within the greater Beaches islands.

Miami Beach will be served by expansion of the priority transit system to southern Miami Beach and north to mid-Beach. The proposed Beach extension will follow the MacArthur Causeway corridor east from the CBD, through the Omni area, to South Beach at 5th Street. Thereafter, it runs northward along the major spine of development, the Washington/Collins Avenue corridor, to 71st Street, at the easternmost end of the Kennedy Expressway. The line will be about 11 miles long. Service will be frequent, with peak period headways averaging 6 minutes, and midday service at about 10 minute intervals.

Line-haul local bus services are proposed for the major arterials within the Beach Analysis Area, A1A, north of 71st Street. To the south, local bus routes and the priority transit system predominate.

Between the County line and 123rd Street, the eastern end of the Broad Causeway which links Miami Beach with the City of north Miami on the mainland, service headways are proposed at an average of 15 minutes. To the south, between 123rd and 71st Streets, the endpoint of the Kennedy Causeway in mid-Beach, services are planned at about a 5 minute spacing.

Circulator bus routes are proposed within priority transit corridors to offer multiple-stop local services, and to provide traditional local bus services between minor activity centers, and between residential areas within the area. Feeders are proposed to promote ease-of-access to the priority transit system by patrons who desire direct origin-to-destination transit connections, and to interconnect ends of system extensions. In the Plan, virtually all of Miami Beach is within walking distance of proposed future transit services.

SUMMARY OF AREA

HIGHWAY PROJECTS

AREA OF ANALYSIS #6:

MIAMI BEACH

YEAR 2010 METRO-DADE TRANSPORTATION PLAN

* For full description of Priority Categories please refer to page 115.

AREA OF ANALYSIS #6: MIAMI BEACH

TABLE 1
 RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
 METRO-DADE TRANSPORTATION PLAN

COUNTY HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
<i>None</i>			
<u>PRIORITY 2</u>			
<i>None</i>			
<u>PRIORITY 3</u>			
<i>None</i>			
<u>PRIORITY 4</u>			
<i>None</i>			

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
 Miami, Florida
 November, 1990

AREA OF ANALYSIS #0: MIAMI BEACH

TABLE 2

RECOMMENDED PRIORITIES FOR HIGHWAY CAPACITY IMPROVEMENTS
METRO-DADE TRANSPORTATION PLAN

STATE HIGHWAY SYSTEM

FACILITY	FROM	TO	IMPROVEMENT
<u>PRIORITY 1</u>			
<i>Venetian Causeway</i>	<i>Di Lido Island</i>	<i>SR 907/ Alton Road</i>	<i>Bridge Replacement/Road Reconstruction</i>
<u>PRIORITY 2</u>			
<i>None</i>			
<u>PRIORITY 3</u>			
<i>None</i>			
<u>PRIORITY 4</u>			
<i>None</i>			

Priorities 1 and 2: Projects proposed for completion within the first ten years of Plan Period (1991 – 2000)

Priorities 3 and 4: Projects proposed for completion within the second ten years of Plan Period (2001 – 2010)

Dade County Metropolitan Planning Organization
Miami, Florida
November, 1990

DEFINITION OF PRIORITY CATEGORIES

- ° PRIORITY 1 -- Priority projects to be constructed and opened to traffic by the Year 1995 or shortly thereafter. Includes those projects needed to respond to the most pressing and current traffic problems. Funds for most of these improvements are already programmed in the MPO's Transportation Improvement Program.

- ° PRIORITY 2 -- Improvements where project development efforts should commence before 1995, with construction of the project to take place between 1995 and 2000.

- ° PRIORITY 3 -- Improvements to be completed between the years 2000 and 2005. Project development activities would need to commence before the year 2000.

- ° PRIORITY 4 -- Improvements to be made in the latter part of the Plan horizon and completed by the year 2010.

* Dates mentioned are for illustration purposes. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.

YEAR 2010 TRANSPORTATION PLAN
 COMPILATION OF CITIZEN INPUT AND RECOMMENDATIONS

T.P.C.
 07/23/90

NORTHWEST AREA

(11)

Citizen Issues		Issue	CTAC	Staff	TPC
Long Range Plan-related		Type	Recommendation	Recommendation	Recommendation
1	Widening of Okeechobee Rd from SR-826 to SR-112	Capacity	Agree	Agree; already included in Plan as Priority One	Agree; Support Staff Recommendation
2	Improvements to Palmetto Expwy Interchange at NW 103 St; new traffic from I-75 compounds the problem	Capacity	Change Palmetto widening and interchange improvement to Priority One	Maintain as Priority 2 as per Ranking Method	Agree; Support Staff Recommendation
3	Widening of NW 87 Avenue	Capacity	Keep same number of lanes in widening 87 Ave. throughout the County	Maintain current recommendation - varying lane improvements relate to capacity needs	Agree; Support Staff Recommendation
4	Access to HEFT from Miami Gardens Drive	Capacity	Support It In concept	Support Turnpike Study on this item	Agree; Support Staff Recommendation
5	Interchange at NW 154 St and I-75	Capacity	Full interaction of access between HEFT and I-75	Support Turnpike Study on this item	Agree; Support Staff Recommendation
Issues Unrelated to Long Range Plan					
6	Sharp curve and big bump on Peter Pike Road near 77 Ct.	Operational	Defer to Public Works Dept.	Defer to Public Works Dept.	Not Required
7	Buffers requested along NW 87 Avenue	Operational	If NW 87 Ave is widened, buffers should be installed to reduce neighborhood impact	Defer to Public Works Dept.	Not Required

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NORTHEAST AREA

Citizen Issues		Issue	CTAC	Staff	TPC
Long Range Plan-related		Type	Recommendation	Recommendation	Recommendation
1	Overhead expressway on Biscayne Blvd.	Capacity	Support staff recommendation	Not recommended; major environmental and operational concerns	Agree; Support Staff Recommendation
2	N.E. 203 Street grade separation Change to higher priority	Capacity	Support staff recommendation	Maintain at Priority 4	Agree; Support Staff Recommendation
Issues Unrelated to Long Range Plan					
3	Synchronization of lights along US-1	Operational	-	Already being done	Not Required
4	Recommendation to split the project on US-1 from NE 163 to 179 St and then NE 179 St to Miami Gardens Dr.	Construction	-	Defer to FDOT -- project management issue	Not Required
5	Close off NE 26 Avenue between Ives Dairy Rd and West Dixie Hwy.	Operational	-	Defer to Public Works	Not Required

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WEST AREA

Citizen Issues		Issue	CTAC	Staff	TPC
Long Range Plan-related		Type	Recommendation	Recommendation	Recommendation
1	Study north/south links between Flagler St. and Kendall Dr.	Capacity	Support	Being done as part of regular technical process	Not Required
2	Expand MetroRail westbound along SR-836 using existing RR tracks	Capacity	Support	To be done during FY 91 as part of priority transit study	Not Required
3	Full interchange between I-75 to the Turnpike in Northwest Dade	Capacity	Support	Support Turnpike Study on this item	Agree; Support Staff Recommendation
4	Widening SW 147 and 157 Avenues from 2 to 4 lanes	Capacity	Base it upon traffic projections	Agree; sections of these are already in Plan as Priorities 2 and 4	Not Required

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SOUTHWEST AREA

Citizen Issues Long Range Plan-related	Issue Type	CTAC Recommendation	Staff Recommendation	TPC Recommendation
1 Widening Bird Rd. to 6 lanes from 87 Ave. to 117 Ave.	Capacity	Agree	Agree; already included in the Plan as Priority 1	Agree; Support Staff Recommendation
2 Widening SW 8 St. from SW 127 to SW 137 Ave.	Capacity	Support	Agree; this is already proposed in Priority 4 of the Plan	Agree; Support Staff Recommendation
3 US-1 from I-95 to Snapper Creek Increase the highway capacity	Capacity	Study alternatives (synchronization of lights on southbound US-1; contra-flow)	Defer to FDOT for operational improvements	Not Required
4 Feasibility of developing more overpasses all over the County	Capacity	Support; to be considered as an alternative in project studies countywide	Agree; will study as appropriate	Not Required
5 Extension of SR-836 to Krome Ave. with a toll plaza west of 137 Ave.	Capacity	Right-of-way to Krome should be protected for future use	Not warranted by future travel demand; defer to FDOT re R/W reservation	Agree; Support Staff Recommendation
6 Widening of Krome Ave. to 4 lanes with a bypass around City of Homestead	Capacity	Widening from Tamiami to Homestead as limited access hwy; Support the Bypass	Widening already in Plan; limited access not warranted traffic-wise Bypass only if Krome ltd. access	Move from Priority 4 to Priority 2; Only study the Bypass concept
7 Extension of SR-874 from the HEFT to Krome with a toll plaza near Krome	Capacity	Preserve right-of-way Extend it when future traffic projections warrant it	General agreement with CTAC recommendation	Agree; Support Staff Recommendation
8 Widening of the HEFT to 8 lanes from Quail Roost Dr. to SW 137 Ave.	Capacity	Support	Agree; already included in the Plan as Priority 2	Agree; Support Staff Recommendation
9 Maintaining SW 147 Ave as 2 lanes from SW 184 St. to SW 264 St.	Capacity	Support	Agree	Agree; Support Staff Recommendation
10 Maintaining SW 157 Ave as 2 lanes from SW 184 St. to SW 280 St.	Capacity	Support	Agree	Agree; Support Staff Recommendation
11 Maintaining Quail Roost Dr as 2 lanes between SW 147 Ave. and SW 127 Ave.	Capacity	Support	Agree	Agree; Support Staff Recommendation
12 Maintaining SW 216 St. as 2 lanes between the HEFT and SW 157 Ave.	Capacity	Support	Agree	Agree; Support Staff Recommendation
13 Opposition to the widening of Miller Rd. from 57 to 67 Aves.	Capacity	Support the Opposition	Maintain current technical recommendation to widen	Agree; Support Staff Recommendation

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 COMPILATION OF CITIZEN INPUT AND RECOMMENDATIONS

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SOUTHWEST AREA (continued)

Citizen Issues		Issue	CTAC	Staff	TPC
Long Range Plan-related		Type	Recommendation	Recommendation	Recommendation
14	Opposition to the widening of SW 57 Ave from 72 to 112 Sts.	Capacity	Support the Opposition	Maintain current technical recommendation to widen	Specify 2-lane-divided In the Plan
15	Opposition to the widening of SW 67 Ave. from US-1 to SW 40 St.	Capacity	Support Widening	Maintain current technical recommendation to widen	Agree; Support Staff Recommendation
16	Opposition to the widening of SW 80 St. from US-1 to 72 Ave.	Capacity	Support Widening	Maintain current technical recommendation to widen	Agree; Support Staff Recommendation
17	Opposition to the widening of SW 88 St. from US-1 to Old Cutler Rd.	Capacity	Support the Opposition	Maintain current technical recommendation to widen	Widen to 2-lane-divided from SW 67 Ave. to Old Cutler Rd.
Issues Unrelated to Long Range Plan					
18	Improving intersections of Red and Bird Roads	Operational	Defer to FDOT for operational study	Defer to FDOT for operational study	Not Required
19	Safety improvements on Krome Ave.	Operational	Support	Defer to FDOT	Not Required
20	Request for a 4-way stop at the corner of Quail Roost Dr. and 147 Ave.	Operational	Defer to Public Works Dept.	Defer to Public Works Dept.	Not Required
21	Request that the Homestead Airport be expanded and improved		Defer to TPC	Defer to Dade County Aviation Dept.	Not Required

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CENTRAL AREA

Long Range Plan-related Issues	Type	CTAC Recommendation	Staff Recommendation
None			

MIAMI BEACH

Long Range Plan-related Issues	Type	CTAC Recommendation	Staff Recommendation	TPC Recommendation
1 Light Rail System from Omni to Miami Beach Convention Center only	Capacity	Already part of the upcoming corridor study	Corridor and level of technology earmarked for further study in the 1991 UPWP	Not Required
Issues Unrelated to Long Range Plan				
2 Bottlenecks created by tour buses blocking northbound vehicles at 41 St. and Indian Creek Dr.	Operational	Defer to Miami Beach Police Department	Defer to City of Miami Beach	Not Required

**YEAR 2010
METRO-DADE
TRANSPORTATION
PLAN**

PLAN DOCUMENTATION

Technical Reports:

- #1: Data Compilation and Review**
- #2: Model Validation**
- #3: Plan Development and Adoption**

Technical Memorandums:

- #1: Financial Resources Study**
- #2: Development of External Trips**
- #3: Trip Generation Model**
- #4: Trip Distribution Model**
- #5: Validation of Mode Choice
and Auto Occupancy Model**
- #6: Validation of the Traffic
Assignment Model**
- #7: Model Validation Process**
- #8: Countywide and Individual
Area Summaries**
- #9: Executive Summary**
- #10: Long Range Element
(To the Year 2010)**

METROPOLITAN PLANNING ORGANIZATION