



**METRO·DADE**

**Metropolitan  
Planning Organization**

***Long Range  
Transportation Plan  
Update***

**STEERING COMMITTEE  
Meeting No. 4**



**Gannett Fleming**  
ENGINEERS AND PLANNERS

**STEERING COMMITTEE MEETING NO. 4**

**METRO-DADE MPO**  
**LONG RANGE TRANSPORTATION PLAN UPDATE**

**FEBRUARY 1, 1994**

**AGENDA**

- I. Introduction
- II. Summary of Previous Meeting
- III. Existing Financial Resources
- IV. Highway Network Review
- V. External Trips Model
- VI. Trip Distribution Model
- VII. Next Meeting

## **II. SUMMARY OF PREVIOUS MEETING**



**MEETING NOTES  
LONG RANGE TRANSPORTATION PLAN UPDATE**

04 January 1994  
Steering Committee Meeting No. 3

Socioeconomic Data

- ▶ ZDATA 2 - Parking costs expected to be completed by February 14.
- ▶ ZDATA 3 - Draft Special Generators listing expected by February 14.
- ▶ ZDATA 4 - Teleconference with Broward has already been held: some details still need to be worked out.
- ▶ Request made for errata sheets which document changes that have been made, or are being made, to the 90 & 93 socioeconomic datasets.
- ▶ Districts have been completed and added into the ZDATA files. Super Districts and Planning Areas are still under review.

Networks

- ▶ Steering Committee agreement reached to move screenline No. 2 to east of the HEFT.
- ▶ Request made to Gannett Fleming to distribute a revised screenline map at the February meeting.
- ▶ TCARDS are done.
- ▶ Transit Network (1990) is expected to be completed mid-January.
- ▶ LINKS file has been revised, as follows:
  - ▣ facility types have been updated;
  - ▣ area types have been updated;
  - ▣ freeways/expressways have been double-line coded.
- ▶ An interim, revised dataset (per above) has been handed to the MPO for transmittal to Consultant Team for resolution on traffic count issues (see following).

Traffic Count

- ▶ Steering Committee agreement that State counts (which have already been seasonally adjusted and entered into the LINKS file) will be adjusted to AWDT;
- ▶ Steering Committee agreement that County counts will be seasonally adjusted as they are entered;

- ▶ Frederic R. Harris will finalize the 7 day-to-5 day factor and re-adjust State counts, and will select appropriate County counts, and seasonally adjust before entering them into the LINKS file.

### Goals and Objectives

- ▶ Suggestion made to add compliance with the Clean Air Act to one of the objectives.
- ▶ Suggestion made to add "promoting the land use policies of the adopted CDMP" after the words "conserves energy".
- ▶ Less-than-complete agreement among Steering Committee members on the content of the objectives (repetitiveness, overlap) and the number (18 was thought to be too many).
- ▶ Mention made that the objectives will probably be grouped into like categories before they are presented to the Board for final endorsement.

### Promotional Brochure:

- ▶ General discussion amongst Steering Committee members regarding the draft brochure ("dryness" of the content; lack of scheduled public meeting dates).

### Congested Intersection

- ▶ Steering Committee agreement reached to disregard this list and not to include it in future documents.

### External Trips Model

- ▶ Steering Committee agreement reached that EE trips will be considered to be negligible, although SERPM will be consulted.

### Trip Generation Model

- ▶ Steering committee agreement reached that the trip attraction equation for IE (p. 28 of Meeting #3 booklet) will be replaced by the SERPM methodology.

### Existing Funding Sources

- ▶ A status report on Task 4 will be given at the February meeting

### Miscellaneous

- ▶ The 12-minute video, "Transportation Crisis in Dade County," was shown to Steering Committee members wishing to remain after the meeting.

### **III. EXISTING FINANCIAL RESOURCES**



## **IV. HIGHWAY NETWORK REVIEW**

## **V. EXTERNAL TRIPS MODEL**



## **VI. TRIP DISTRIBUTION MODEL**

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE**

**MIAMI TRAVEL DEMAND MODEL EXECUTION TIME  
IBM RISC/6000**

**"HIGHWAY ONLY" OPTION**

<b>PROCESS</b>	<b>START TIME</b>	<b>STOP TIME</b>	<b>TOTAL TIME (MIN:SEC)</b>
External	13:14:24	13:15:22	00:58
Trip Generation	13:15:22	13:15:27	00:05
Highway Network	13:21:55	13:22:30	00:35
Highway Paths	13:25:58	13:27:55	01:57
Distribution	13:45:26	13:52:14	06:48
Mode Choice	13:58:00	14:00:31	02:31
Highway Assignment	14:01:11	14:10:40	09:29
Highway Evaluation	14:11:32	14:11:35	00:03
<b>TOTAL TIME</b>	-	-	<b>21:06</b>

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE**

**TRIP GENERATION SUMMARY  
(IN THOUSANDS)**

TRIP TYPE	DADE COUNTY		SOUTHEAST FLORIDA
	1986	1990	1990
HBW	1,462	1,593	2,238
HBNW HBSH	769	825	1,958
HBSR	805	870	2,013
HBO	1,224	1,338	2,907
SUBTOTAL	2,798	3,033	6,878
NHB	1,590	2,006	3,658
<b>TOTAL</b>	<b>5,850</b>	<b>6,632</b>	<b>12,774</b>
T/T	620	728	1,459
E/I	403	403	140

HBW: HOMEBASED WORK TRIP  
 HBNW: HOMEBASED NON-WORK TRIP  
 HBSH: HOMEBASED SHOPPING TRIP  
 HBSR: HOMEBASED SOCIAL/RECREATION TRIP  
 HBO: HOMEBASED OTHER TRIP  
 NHB: NON-HOMEBASED TRIP  
 T/T: TRUCK/TAXI  
 E/I: EXTERNAL/INTERNAL TRIP



## TRIP DISTRIBUTION MODEL EQUATION

$$T_{ij} = P_i A_j F_{ij} / \sum_{j=1}^n A_j F_{ij}$$

where:

$T_{ij}$	=	number of trips from zone i to zone j
$P_i$	=	number of trips produced in zone i
$A_j$	=	attractiveness of zone j
$F_{ij}$	=	friction factor for zone i to zone j; and
$n$	=	number of zones within the study area

FRICTION FACTORS							
TRAVEL TIME	HBW	HBSH	HBSR	HBO	NHB	T/T	E/I
1	939180	923732	999945	999884	999201	999735	939180
2	856783	826139	902589	894790	912900	911068	856783
3	774386	728547	805234	789698	826599	822400	774386
4	691989	630954	707878	684605	740297	733733	691989
5	609592	533361	610522	579512	653996	645066	609592
6	527195	435768	513166	474418	567695	556398	527195
7	444798	338176	415810	369325	481394	467731	444798
8	362401	240583	318455	364232	395092	379063	362401
9	280004	142990	221099	159139	308791	290396	280004
10	213643	95098	159610	107363	237390	220315	213643
11	165013	64646	117425	74221	184616	169230	165013
12	128981	44884	87970	52524	145186	131558	128981
13	101994	31804	67054	38013	115420	103468	101994

FRICTION FACTORS							
TRAVEL TIME	HBW	HBSH	HBSR	HBO	NHB	T/T	E/A
14	81571	22982	51963	28107	92721	82294	81571
15	65960	16923	40905	21211	75242	66166	65960
16	53911	12688	32683	16322	61656	53759	53911
17	44525	9680	26484	12793	51000	44120	44525
18	37146	7508	21747	10205	42568	36563	37146
19	31295	5916	18081	8275	35840	30583	31295
20	26617	4732	15210	6815	30427	25810	26617
21	22848	3839	12934	5695	26038	21969	22848
22	19789	3157	11109	4824	22452	18853	19789
23	17286	2630	9630	4138	19500	16304	17286
24	15226	2217	8418	3590	17054	14205	15226
25	13520	1890	7415	3148	15012	12463	13520
26	12097	1628	6576	2787	13297	11007	12097
27	10904	1416	5867	2489	11846	9782	10904
28	9899	1243	5261	2240	10611	8745	9899
29	9048	1099	4739	2029	9554	7860	9048
30	8324	980	4284	1848	8643	7100	8324
31	7705	879	3882	1692	7853	6445	7705
32	7174	794	3526	1554	7164	5874	7174
33	6717	720	3205	1431	6559	5376	6717
34	6323	656	2915	1320	6026	4937	6323
35	5982	600	2649	1219	5552	4549	5982
36	5685	550	2405	1125	5129	4202	5685
37	5427	505	2178	1037	4749	3891	5427
38	5202	465	1967	954	4405	3611	5202

FRICTION FACTORS							
TRAVEL TIME	HBW	HBSH	HBSR	HBO	NHB	T/T	E/A
39	5005	428	1770	874	4092	3356	5005
40	4832	394	1586	798	3806	3123	4832
41	4680	362	1413	725	3543	2908	4680
42	4546	332	1251	654	3299	2710	4546
43	4427	304	1100	586	3073	2525	4427
44	4321	278	959	521	2861	2352	4321
45	4226	252	830	459	2663	2190	4226
46	4140	228	711	400	2475	2036	4140
47	4061	205	603	345	2298	1891	4061
48	3987	183	506	294	2130	1752	3987
49	3918	163	419	247	1970	1621	3918
50	3852	143	343	205	1818	1495	3852
51	3788	125	277	167	1673	1374	3788
52	3724	108	221	134	1534	1260	3724
53	3660	93	173	106	1403	1150	3660
54	3594	78	133	82	1277	1046	3594
55	3526	66	101	63	1158	947	3526
56	3454	54	76	47	1046	853	3454
57	3378	44	55	34	939	764	3378
58	3297	36	40	24	839	680	3297
59	3211	28	28	17	746	603	3211
60	3119	22	19	12	659	530	3119
61	3022	17	13	8	578	463	3022
62	2918	13	9	5	504	402	2918
63	2808	9	6	3	436	346	2808



FRICTION FACTORS							
TRAVEL TIME	HBW	HBSH	HBSR	HBO	NHB	T/T	E/A
64	2691	7	4	2	375	295	2691
65	2570	5	2	1	320	250	2570
66	2443	3	1	1	270	210	2443
67	2311	2	1	1	227	175	2311
68	2176	2	1	1	189	144	2176
69	2038	1	1	1	155	117	2038
70	1898	1	1	1	127	95	1898

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
HIGHWAY LANE MILES**

**DADE COUNTY, 1986**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	2.86	10.46	451.12	160.16	153.52	778.12
Divided Arterial	8.98	20.88	815.02	562.22	106.06	1,513.16
Undivided Arterial	22.66	24.83	620.83	318.40	286.53	1,273.25
Collector	11.30	8.99	484.49	128.94	169.48	803.20
One-Way	0	0	0	0	0	0
<b>TOTAL</b>	<b>45.80</b>	<b>65.16</b>	<b>2,371.46</b>	<b>1,169.72</b>	<b>715.59</b>	<b>4,367.73</b>

**DADE COUNTY, 1990**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	2.71	65.07	496.90	162.53	95.36	822.57
Divided Arterial	6.70	28.09	880.57	686.59	76.73	1,678.68
Undivided Arterial	24.30	33.85	709.46	321.44	259.74	1,348.79
Collector	11.30	18.69	571.40	132.47	166.66	900.52
One-Way	0	0	0	0	0	0
<b>TOTAL</b>	<b>45.01</b>	<b>145.70</b>	<b>2,658.33</b>	<b>1,303.03</b>	<b>598.49</b>	<b>4,750.56</b>

**SOUTHEAST FLORIDA, 1990**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	2.53	10.76	752.56	1,135.78	166.33	2,067.96
Divided Arterial	55.12	67.18	1,775.03	2,140.27	243.37	4,280.97
Undivided Arterial	40.89	47.89	1,552.07	763.17	373.56	2,777.58
Collector	19.68	22.45	1,915.34	373.43	153.52	2,484.42
One-Way	12.32	8.05	21.45	74.40	19.94	136.16
<b>TOTAL</b>	<b>130.54</b>	<b>156.33</b>	<b>6,016.45</b>	<b>4,487.05</b>	<b>956.72</b>	<b>11,747.09</b>

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
NUMBER OF LINKS BY AREA TYPE**

**DADE COUNTY, 1986**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	19	29	277	109	33	467
Divided Arterial	13	33	620	471	52	1,189
Undivided Arterial	119	88	784	424	192	1,607
Collector	76	51	662	194	147	1,130
One-Way	0	0	0	0	0	0
<b>TOTAL</b>	<b>227</b>	<b>201</b>	<b>2,343</b>	<b>1,198</b>	<b>424</b>	<b>4,393</b>

**DADE COUNTY, 1990**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	18	131	569	227	50	995
Divided Arterial	13	45	746	636	44	1,484
Undivided Arterial	121	110	929	454	193	1,807
Collector	76	74	853	201	153	1,357
One-Way	0	0	0	0	0	0
<b>TOTAL</b>	<b>228</b>	<b>360</b>	<b>3,097</b>	<b>1,518</b>	<b>440</b>	<b>5,643</b>

**SOUTHEAST FLORIDA, 1990**

	<b>CBD</b>	<b>FRINGE</b>	<b>RESIDENTIAL</b>	<b>OBD</b>	<b>RURAL</b>	<b>TOTAL</b>
Freeway	18	29	650	710	81	1,488
Divided Arterial	64	80	1,236	1,693	121	3,194
Undivided Arterial	159	112	1,506	773	232	2,782
Collector	98	77	2,174	493	134	2,976
One-Way	39	18	38	135	25	255
<b>TOTAL</b>	<b>378</b>	<b>316</b>	<b>5,604</b>	<b>3,804</b>	<b>593</b>	<b>10,695</b>



**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
NUMBER OF LINKS BY NUMBER OF LANES**

**DADE COUNTY, 1986**

	NUMBER OF LANES									
	1	2	3	4	5	6	7	8	9+	TOTAL
Freeway	147	73	41	85	4	66	0	40	11	467
Divided Arterial	0	56	0	851	0	274	0	8	0	1,189
Undivided Arterial	41	872	181	472	1	29	0	11	0	1,607
Collector	6	983	9	129	0	3	0	0	0	1,130
One-Way	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>194</b>	<b>1,984</b>	<b>231</b>	<b>1,537</b>	<b>5</b>	<b>372</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>4,393</b>

**DADE COUNTY, 1990**

	NUMBER OF LANES									
	1	2	3	4	5	6	7	8	9+	TOTAL
Freeway	349	263	170	154	49	9	0	0	0	994
Divided Arterial	73	106	3	949	0	342	0	10	0	1,483
Undivided Arterial	48	1,017	192	508	1	32	0	9	0	1,807
Collector	15	1,160	9	171	0	2	0	0	0	1,357
One-Way	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>485</b>	<b>2,546</b>	<b>374</b>	<b>1,782</b>	<b>50</b>	<b>385</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>5,641</b>

**SOUTHEAST FLORIDA, 1990**

	NUMBER OF LANES									
	1	2	3	4	5	6	7	8	9+	TOTAL
Freeway	344	482	300	161	84	43	0	56	18	1,488
Divided Arterial	129	167	7	1,658	0	1,209	0	24	0	3,194
Undivided Arterial	46	1,286	199	1,063	2	176	0	9	0	2,781
Collector	23	2,165	9	717	0	61	0	0	0	2,975
One-Way	8	192	50	5	0	0	0	0	0	255
<b>TOTAL</b>	<b>550</b>	<b>4,292</b>	<b>565</b>	<b>3,604</b>	<b>86</b>	<b>1,489</b>	<b>0</b>	<b>89</b>	<b>18</b>	<b>10,693</b>

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
TRIP DISTRIBUTION SUMMARY**

**DADE COUNTY, 1986**

	Intra Zonal Trips By Percent	Trip Length (Min.)
HBW	1.4	17.9
HBNW HBSH	1.6	13.2
HBSR	2.9	15.3
HBO	4.0	13.2
SUBTOTAL	3.0	13.8
NHB	4.7	13.7
<b>TOTAL</b>	<b>3.1</b>	<b>14.8</b>
T/T	3.8	13.6
E/I	N/A	34.4

**DADE COUNTY, 1990**

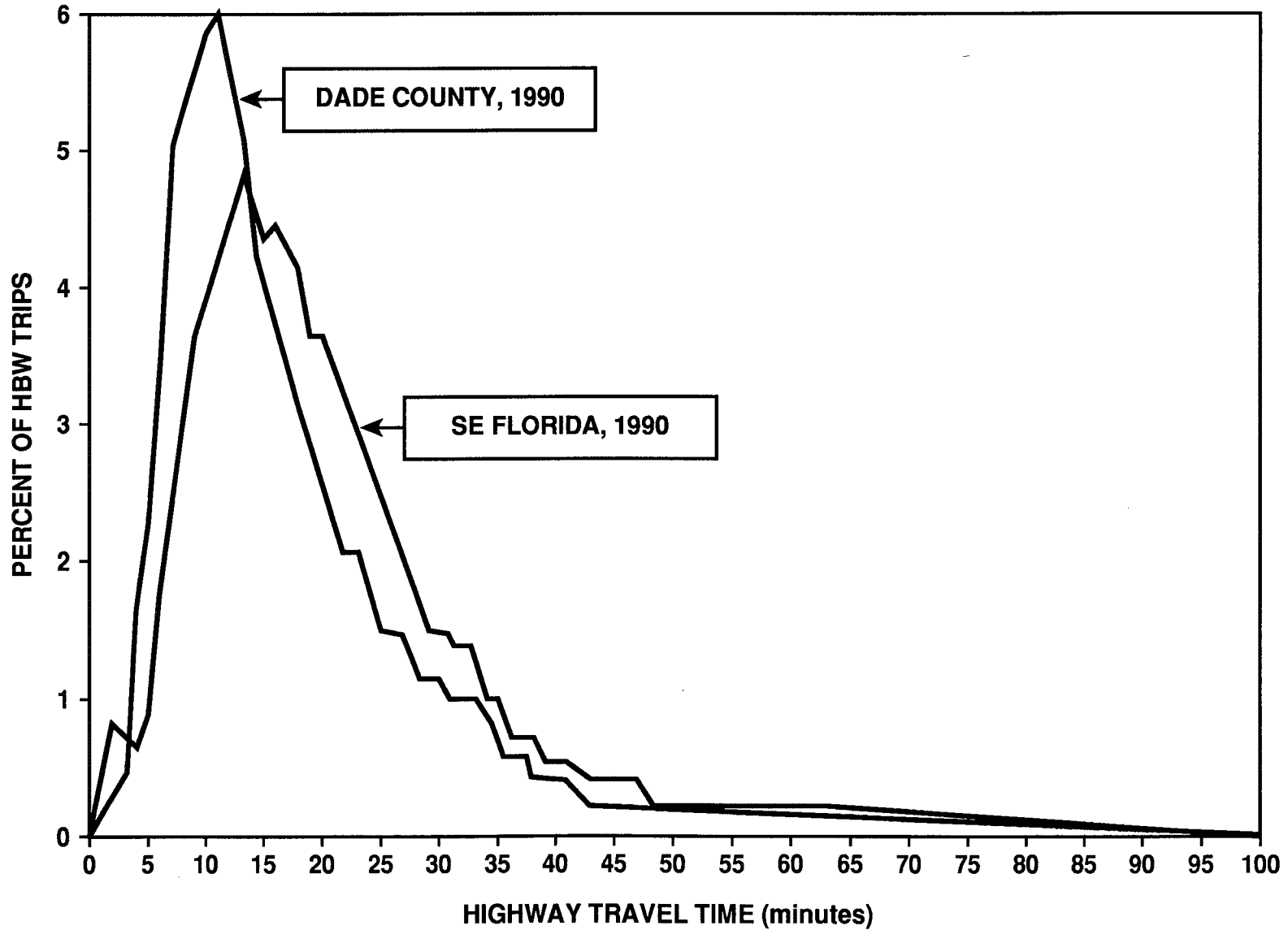
	Intra Zonal Trips By Percent	Trip Length (Min.)
HBW	1.4	17.8
HBNW HBSH	1.6	13.4
HBSR	2.7	15.3
HBO	3.6	13.4
SUBTOTAL	2.8	13.9
NHB	4.6	14.4
<b>TOTAL</b>	<b>3.0</b>	<b>15.0</b>
T/T	3.8	14.0
E/I	N/A	36.6

**SOUTHEAST FLORIDA, 1990**

	Intra Zonal Trips By Percent	Trip Length (Min.)
HBW	1.54	21.3
HBNW	5.35	16.4
NHB	9.51	15.3
<b>TOTAL</b>	<b>5.87</b>	
T/T	4.35	13.5
E/I	0	50.3

METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE

HBW TRIP LENGTH DISTRIBUTION COMPARISON



TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 1

HOMEBASED WORK TRIP

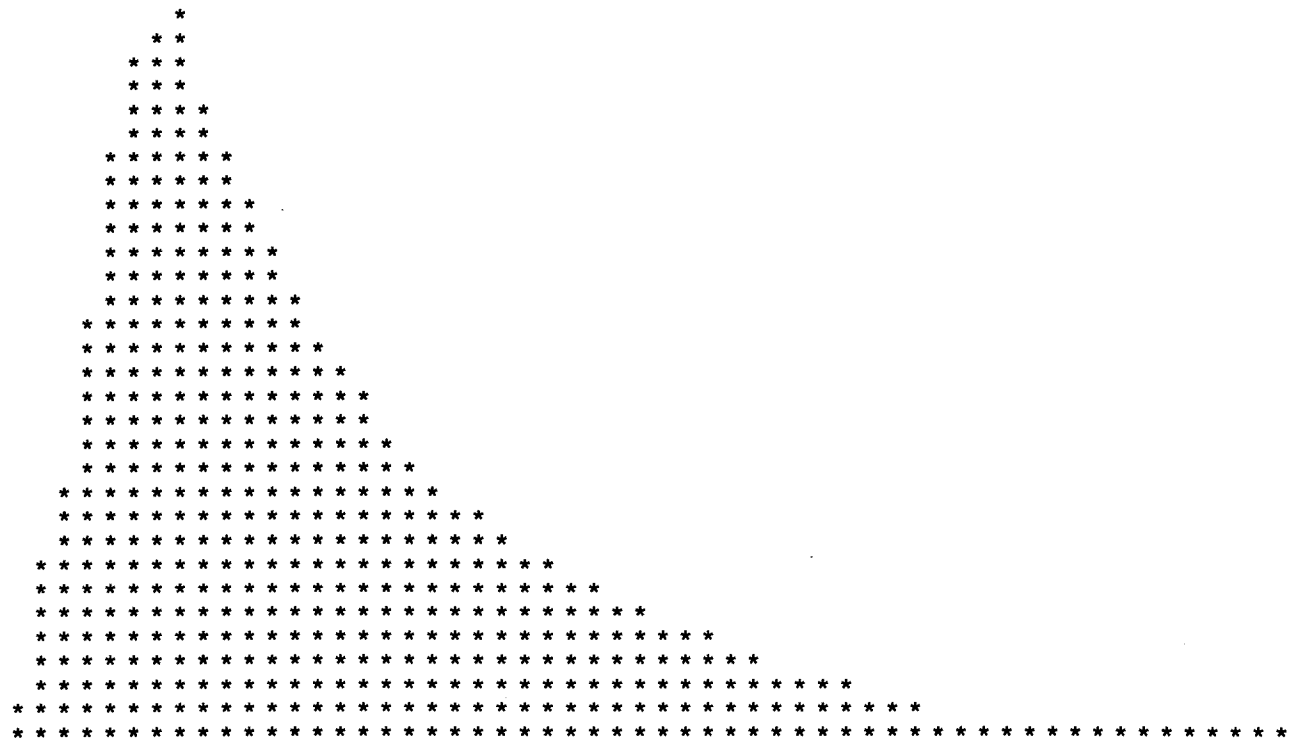
PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
6.8  
6.6  
6.4  
6.2  
6.0  
5.8  
5.6  
5.4  
5.2  
5.0  
4.8  
4.6  
4.4  
4.2  
4.0  
3.8  
3.6  
3.4  
3.2  
3.0  
2.8  
2.6  
2.4  
2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
.8  
.6  
.4  
.2

VI-12

MINUTES

1 5 10 15 20 25 30 35 40 45 50 55 60



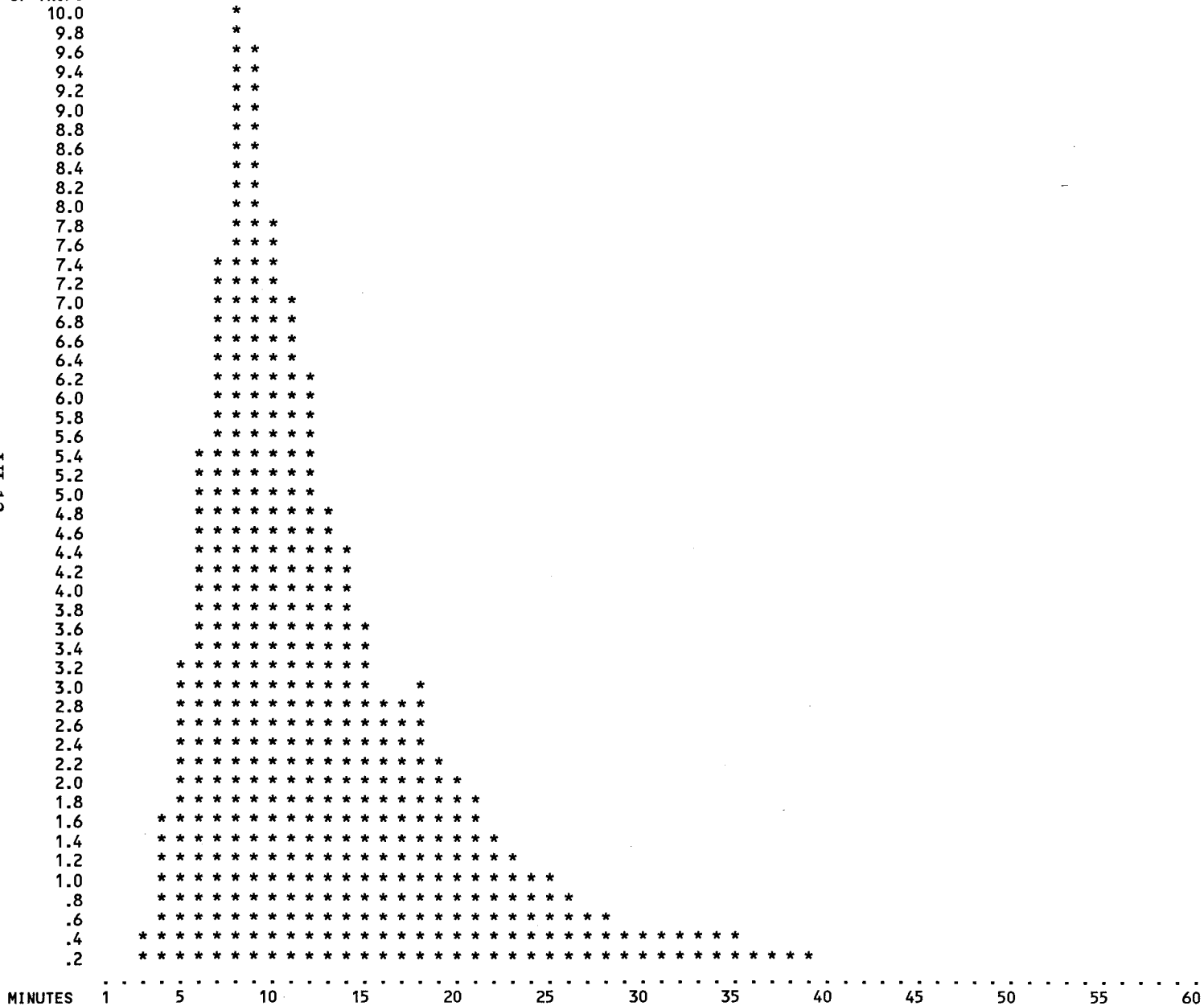


TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 2

HOMEBASED SHOPPING TRIP

PERCENT  
OF TRIPS



VI-13

TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 3

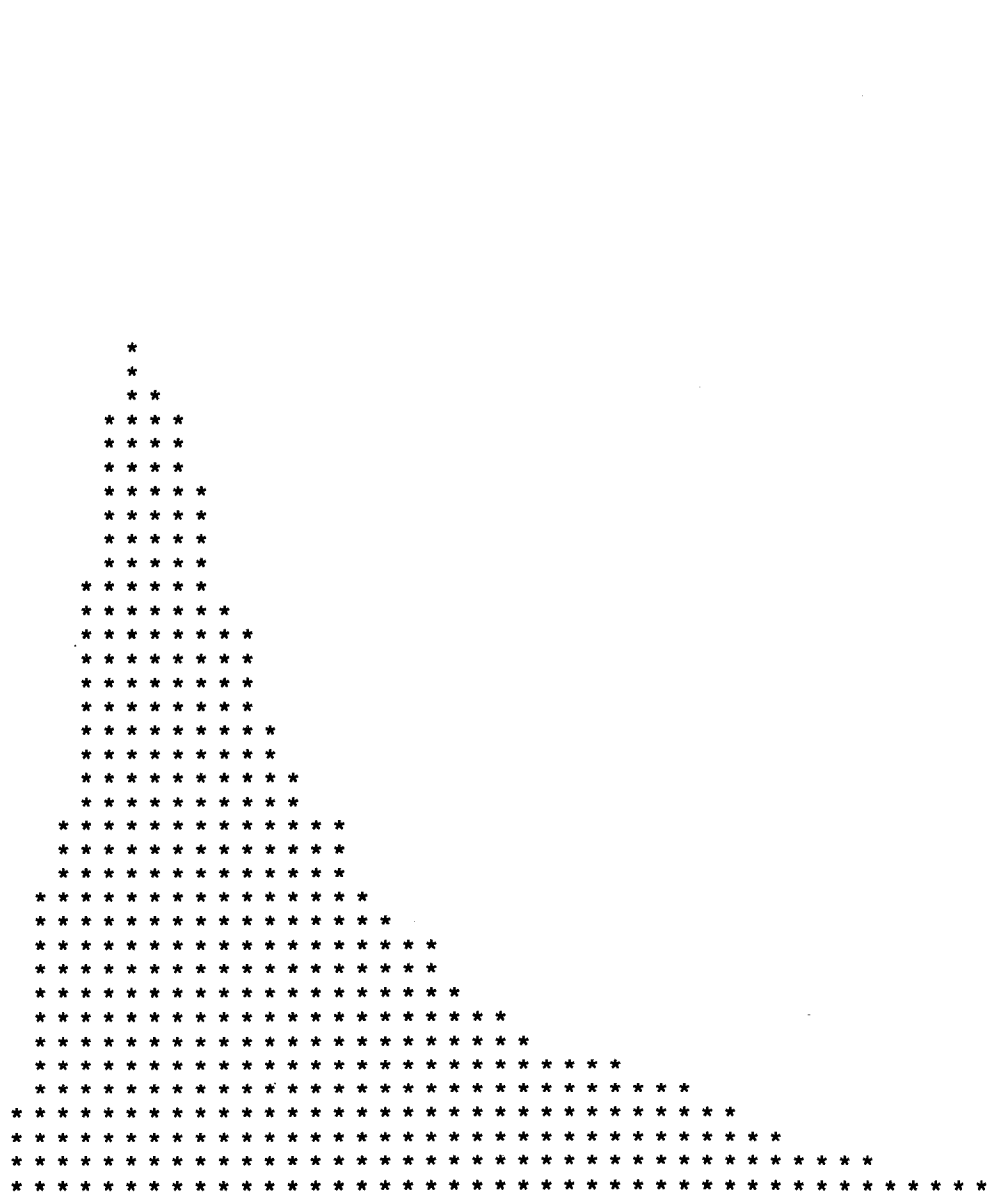
HOMEBASED SOCIAL / RECREATION TRIP

PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
6.8  
6.6  
6.4  
6.2  
6.0  
5.8  
5.6  
5.4  
5.2  
5.0  
4.8  
4.6  
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4.2  
4.0  
3.8  
3.6  
3.4  
3.2  
3.0  
2.8  
2.6  
2.4  
2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
.8  
.6  
.4  
.2

VI-14

MINUTES 1 5 10 15 20 25 30 35 40 45 50 55 60



TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 4

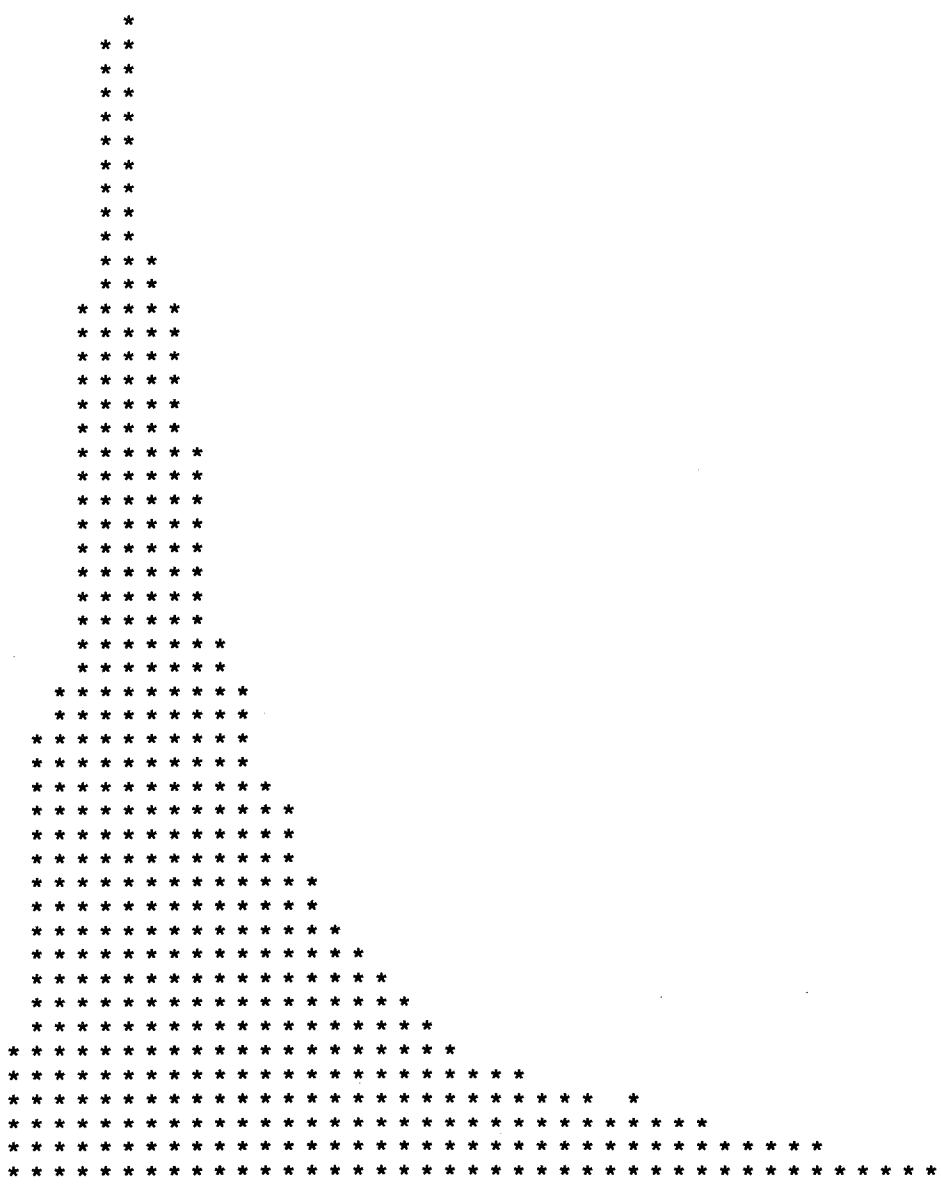
HOMEBASED OTHER TRIP

PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
6.8  
6.6  
6.4  
6.2  
6.0  
5.8  
5.6  
5.4  
5.2  
5.0  
4.8  
4.6  
4.4  
4.2  
4.0  
3.8  
3.6  
3.4  
3.2  
3.0  
2.8  
2.6  
2.4  
2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
.8  
.6  
.4  
.2

VI-15

MINUTES 1 5 10 15 20 25 30 35 40 45 50 55 60



TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 5

NON-HOMEBASED TRIP

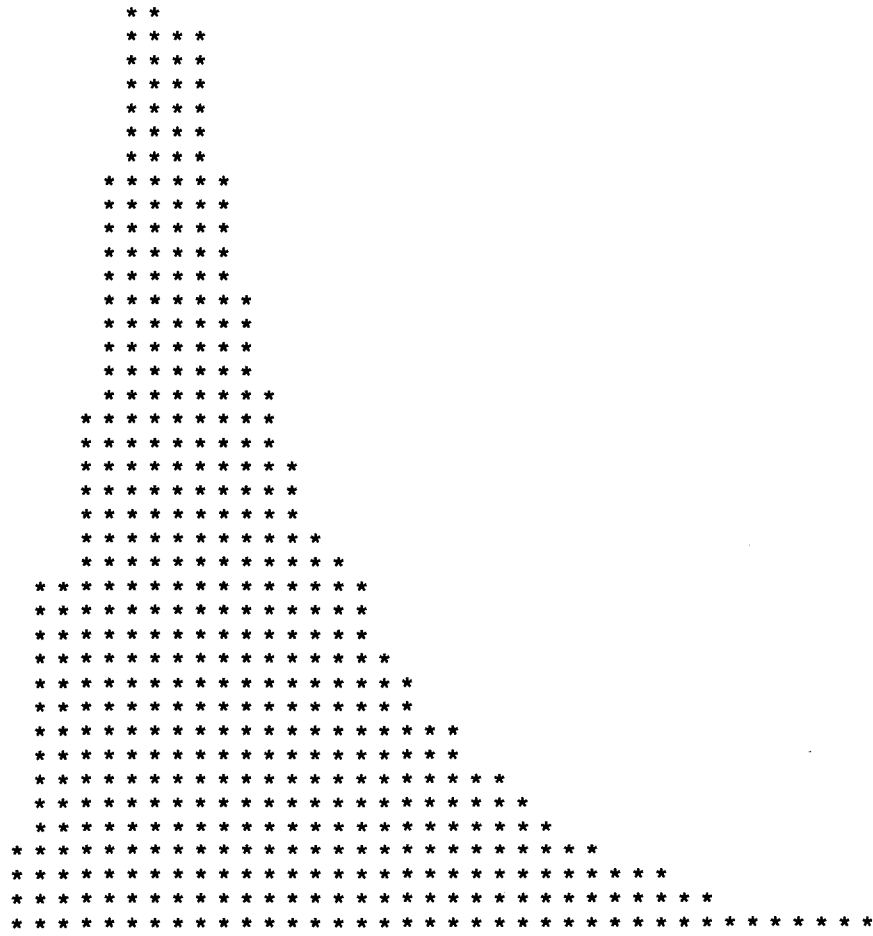
PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
6.8  
6.6  
6.4  
6.2  
6.0  
5.8  
5.6  
5.4  
5.2  
5.0  
4.8  
4.6  
4.4  
4.2  
4.0  
3.8  
3.6  
3.4  
3.2  
3.0  
2.8  
2.6  
2.4  
2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
.8  
.6  
.4  
.2

VI-16

MINUTES

1 5 10 15 20 25 30 35 40 45 50 55 60





TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 6

TRUCK / TAXI TRIP

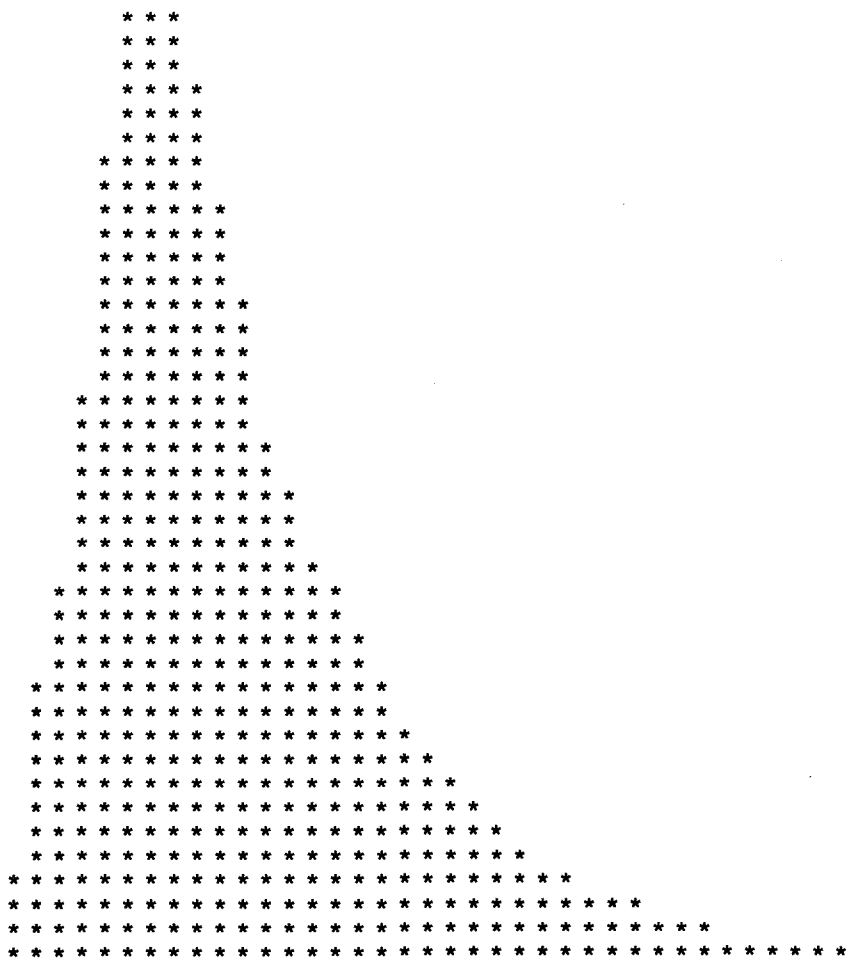
PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
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6.4  
6.2  
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5.0  
4.8  
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4.0  
3.8  
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3.4  
3.2  
3.0  
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2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
.8  
.6  
.4  
.2

VI-17

MINUTES

1 5 10 15 20 25 30 35 40 45 50 55 60



TRIP LENGTH FREQUENCY DISTRIBUTION (MIN)

PURPOSE NO. 7

INTERNAL - EXTERNAL TRIP

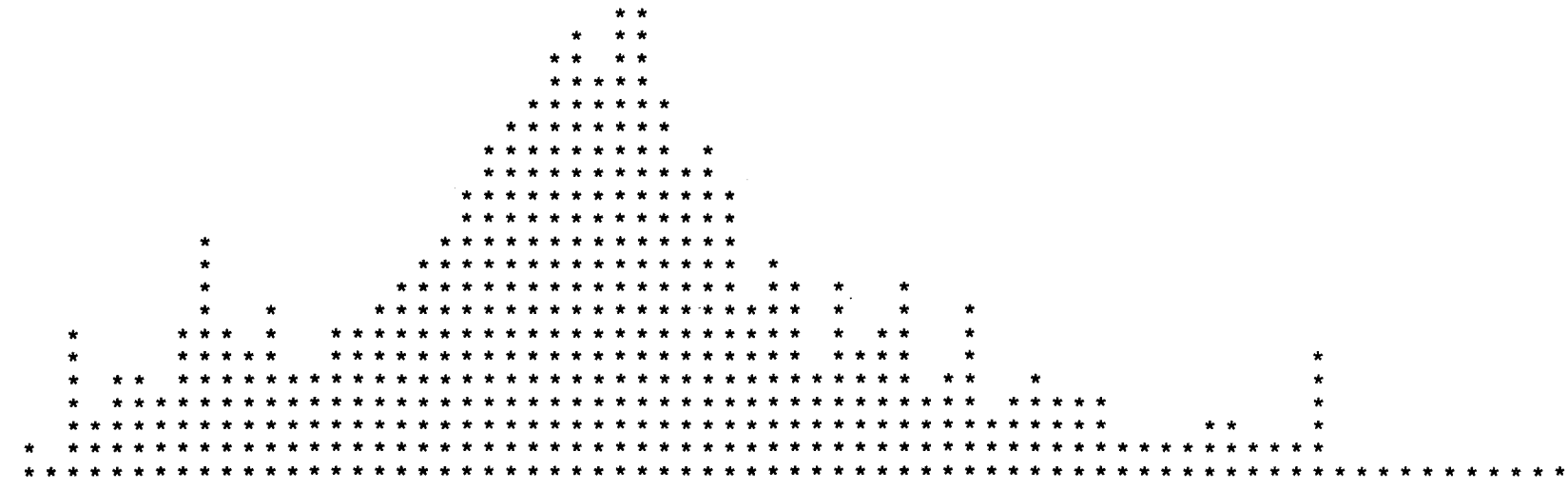
PERCENT  
OF TRIPS

10.0  
9.8  
9.6  
9.4  
9.2  
9.0  
8.8  
8.6  
8.4  
8.2  
8.0  
7.8  
7.6  
7.4  
7.2  
7.0  
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2.4  
2.2  
2.0  
1.8  
1.6  
1.4  
1.2  
1.0  
0.8  
0.6  
0.4  
0.2

VI-18

MINUTES

1 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
ORIGINAL HIGHWAY SPEED VS. CONGESTED HIGHWAY SPEED**

**DADE COUNTY, 1986**

AREA TYPE (AT)	FACILITY TYPE (FT)	ORIGINAL SPEED (MPH)	CONGESTED SPEED (MPH)
1	1	26.95	22.21
	2	26.92	23.49
	3	26.93	14.24
	4	22.30	11.87
	6	-	-
2	1	27.09	24.74
	2	26.98	18.02
	3	22.48	15.61
	4	17.97	15.21
	6	-	-
3	1	35.99	32.65
	2	31.81	27.27
	3	31.32	24.62
	4	26.99	25.12
	6	-	-
4	1	35.99	31.67
	2	34.47	22.63
	3	30.78	21.92
	4	30.30	24.41
	6	-	-
5	1	40.49	39.51
	2	36.01	33.06
	3	31.51	30.70
	4	26.99	26.84
	6	-	-

FT 1: FREEWAY  
FT 2: DIVIDED ARTERIAL  
FT 3: UNDIVIDED ARTERIAL

FT 4: COLLECTOR  
FT 6: ONE-WAY STREET

AT 1: CBD  
AT 2: CBD FRINGE  
AT 3: RESIDENTIAL

AT 4: OBD  
AT 5: RURAL

**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
ORIGINAL HIGHWAY SPEED VS. CONGESTED HIGHWAY SPEED**

**DADE COUNTY, 1990**

AREA TYPE (AT)	FACILITY TYPE (FT)	ORIGINAL SPEED (MPH)	CONGESTED SPEED (MPH)
1	1	26.93	25.51
	2	26.91	24.14
	3	26.93	19.01
	4	22.30	15.88
	6	-	-
2	1	27.00	26.64
	2	26.96	20.42
	3	22.49	18.39
	4	17.99	17.17
	6	-	-
3	1	36.01	34.89
	2	31.74	29.35
	3	31.29	25.71
	4	26.99	24.01
	6	-	-
4	1	36.02	33.21
	2	34.39	26.15
	3	30.83	24.92
	4	30.07	25.71
	6	-	-
5	1	40.51	40.49
	2	36.01	34.43
	3	31.51	29.32
	4	26.99	26.82
	6	-	-

FT 1: FREEWAY  
FT 2: DIVIDED ARTERIAL  
FT 3: UNDIVIDED ARTERIAL

FT 4: COLLECTOR  
FT 6: ONE-WAY STREET

AT 1: CBD  
AT 2: CBD FRINGE  
AT 3: RESIDENTIAL

AT 4: OBD  
AT 5: RURAL



**METRO-DADE MPO  
LONG RANGE TRANSPORTATION PLAN UPDATE  
ORIGINAL HIGHWAY SPEED VS. CONGESTED HIGHWAY SPEED**

**SOUTHEAST FLORIDA, 1990**

AREA TYPE (AT)	FACILITY TYPE (FT)	ORIGINAL SPEED (MPH)	CONGESTED SPEED (MPH)
1	1	28.24	27.43
	2	30.00	24.39
	3	25.93	22.55
	4	26.69	24.19
	6	25.42	23.61
2	1	37.35	35.78
	2	34.66	29.63
	3	29.44	27.44
	4	26.56	25.17
	6	29.15	25.28
3	1	40.53	34.19
	2	33.24	29.94
	3	28.79	26.44
	4	28.50	27.13
	6	30.00	29.56
4	1	43.69	36.83
	2	34.54	28.39
	3	28.37	25.42
	4	28.07	25.77
	6	29.92	28.91
5	1	48.79	44.24
	2	39.64	37.46
	3	29.87	29.63
	4	28.28	28.12
	6	35.02	35.00

FT 1: FREEWAY  
FT 2: DIVIDED ARTERIAL  
FT 3: UNDIVIDED ARTERIAL

FT 4: COLLECTOR  
FT 6: ONE-WAY STREET

AT 1: CBD  
AT 2: CBD FRINGE  
AT 3: RESIDENTIAL

AT 4: OBD  
AT 5: RURAL

# NOTES