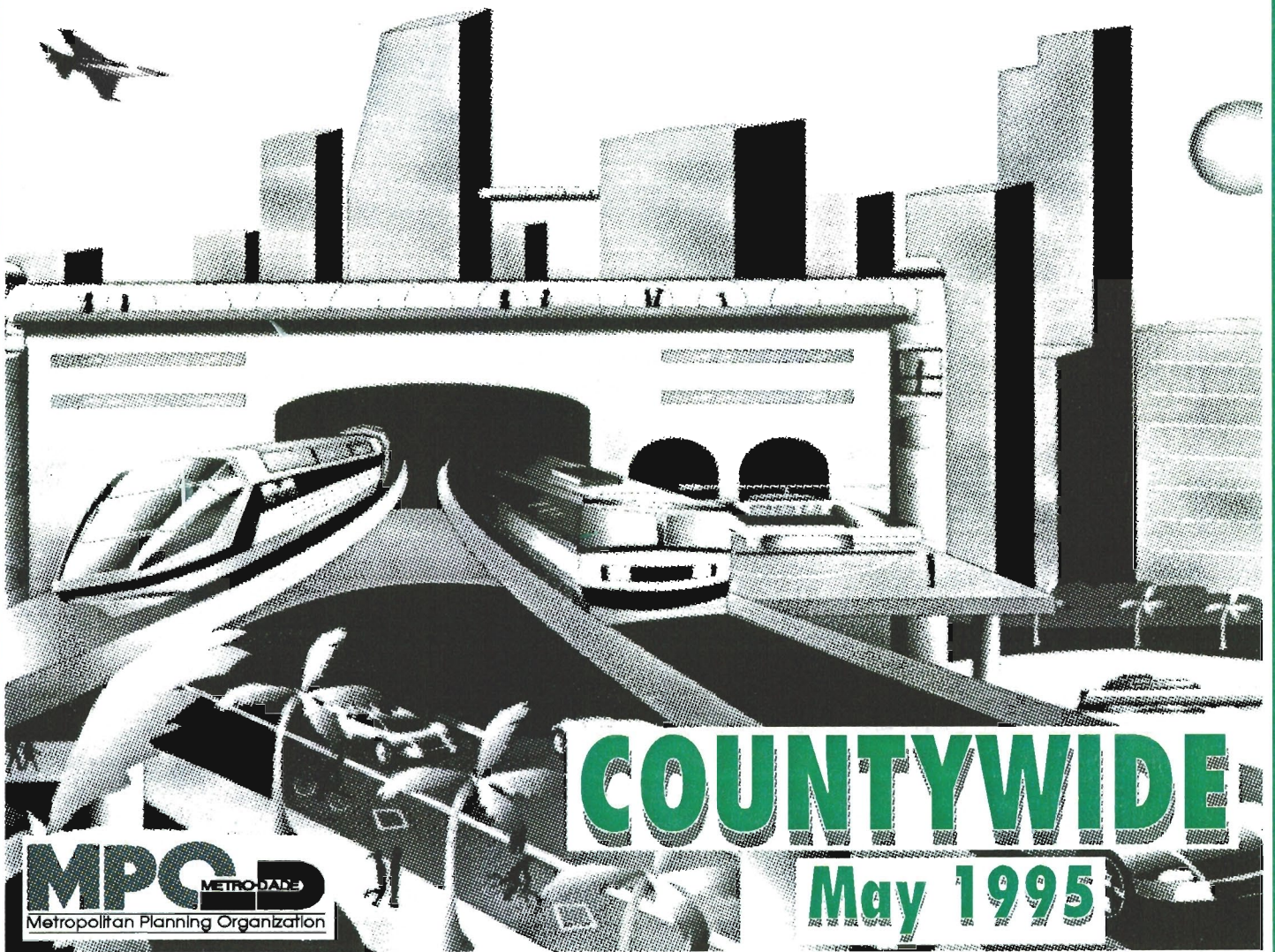


# 2015 Transportation Plan



**COUNTYWIDE**

**May 1995**

**MPC** METRO-DADE  
Metropolitan Planning Organization



# METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015

## Countywide Summary

The draft Metro-Dade Transportation Plan for the Year 2015 is being developed to guide federal, state, and local transportation expenditures through the twenty-year period. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit facilities and other means of transportation. Improvements and extensions to the roadways and transit routes throughout the county will be governed by this Plan.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed engineering model and other analytical tools, the results of which are evaluated by a Steering Committee made up of representatives of state, regional and local agencies and the citizenry.

The travel demand forecasting model considers:

- ▶ the current system of roadway and transit facilities;
- ▶ current population and employment;
- ▶ current traffic and transit ridership;
- ▶ future land use, population and employment; and
- ▶ future traffic and transit ridership.

The Steering Committee, before making their recommendation, considers:

- ▶ the results of the travel demand model;
- ▶ historic preservation, right-of-way constraints;
- ▶ air quality, environmentally-sensitive areas, and natural resources;
- ▶ future, anticipated financial capability; and
- ▶ the concerns and desires of the community.

As part of the process of developing this Plan, a draft Needs Plan (detailed in this document) was first developed. This Plan depicts all of the transportation facility improvements that will be *needed* through the year 2015 to meet all of the metropolitan area's transportation requirements, to the extent possible.

Concurrently, a Financial Resources document has been drafted. The Financial Resources report provides information on how much money is anticipated to be available to fund projects in the Needs Plan through the Year 2015.

Finally, a Cost Feasible Plan will be developed. This Plan will depict those *major* capital improvement projects in the Needs Plan that, according to the Financial Resources information, this metropolitan area can reasonably expect to be able to afford to build. As public informational meetings proceed, input from the residents of the metropolitan area will be requested, recorded and addressed. In the months following, draft copies of the Plan will be developed and available for comment prior to presentation to the Governing Board of the MPO for adoption later this year.

# Goal and Objectives

## Goal

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

## Objectives

### MULTIMODAL TRANSPORTATION SYSTEM DEVELOPMENT

Plan for the provision of transportation services and facilities to serve the needs of the population in the metropolitan area, in accord with federal and state transportation planning process requirements.

Develop an integrated multimodal transportation system that emphasizes people movement by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.

Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.

To consider the effect of transportation policies on land use development for both the short and longer range.

### TRAFFIC FLOW/MOBILITY

Preserve existing highway and transit facilities by improving efficiency and safety.

Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.

Plan for maximum utilization of existing transportation capacity, relieve congestion and prevent congestion from occurring where it does not yet occur.

### SOCIAL

Plan and develop a transportation system that preserves the social integrity of urban communities.

### ENVIRONMENTAL

Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, and conserves energy and natural resources and that is consistent with applicable federal, state and local energy conservation program goals and objectives.

Plan for transportation projects that enhance the quality of the environment.

### ECONOMIC

Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services and timely implementation of new projects and services.

Provide for and enhance the efficient movement of freight.

## **Analysis Areas**

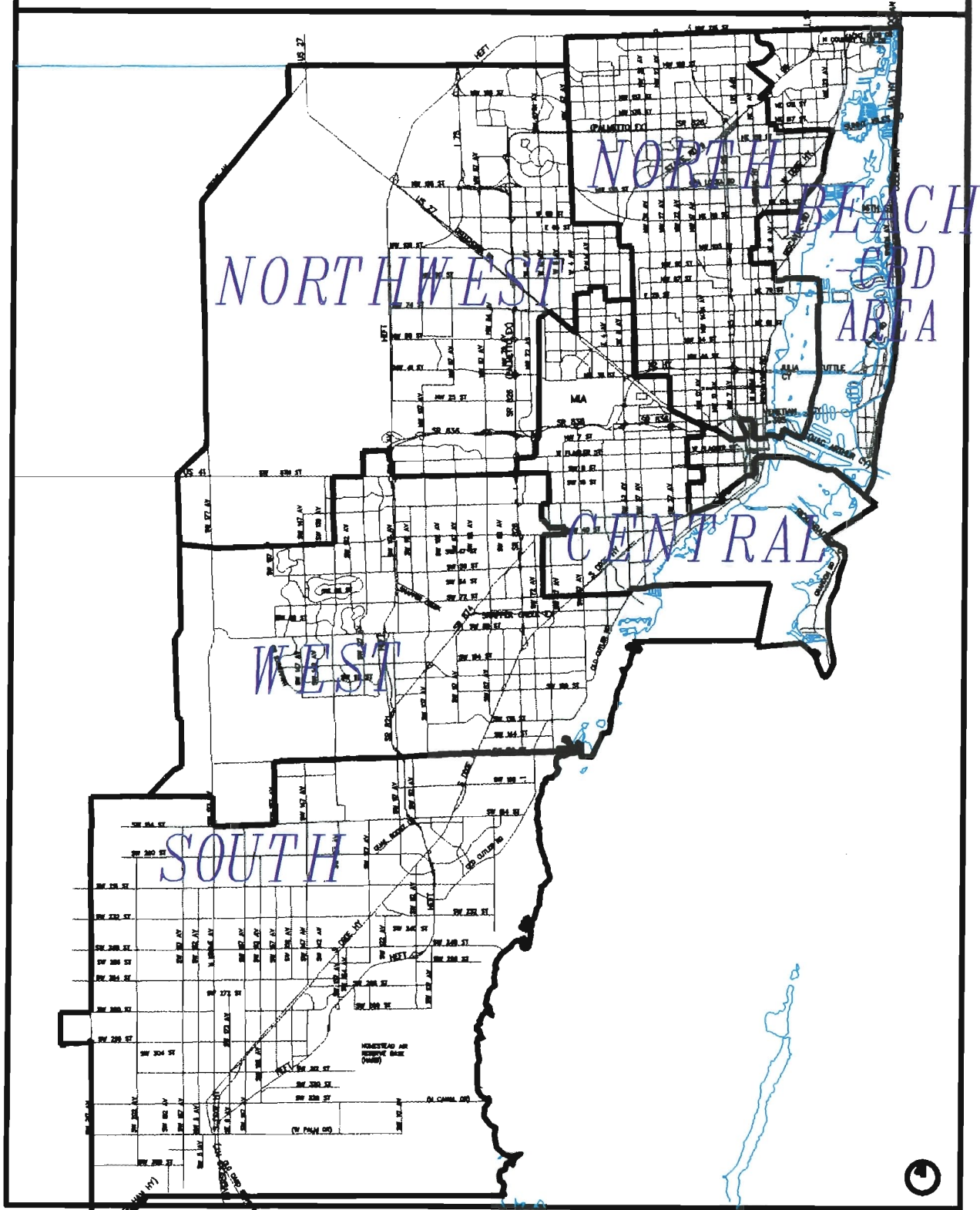
Dade County has been divided into six Areas of Analysis for purposes of presentation during the public meetings for the Metro-Dade Transportation Plan to the Year 2015. For each Analysis Area, population, employment and travel characteristics data have also been aggregated, to the extent feasible, and are presented in the individualized booklets prepared for each Area meeting.

The six Analysis Areas listed below, are depicted on the map on the following page.

- ◇ Northwest
- ◇ West
- ◇ Beach (and CBD)
- ◇ North
- ◇ Central
- ◇ South

# METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015

## SIX AREAS OF ANALYSIS

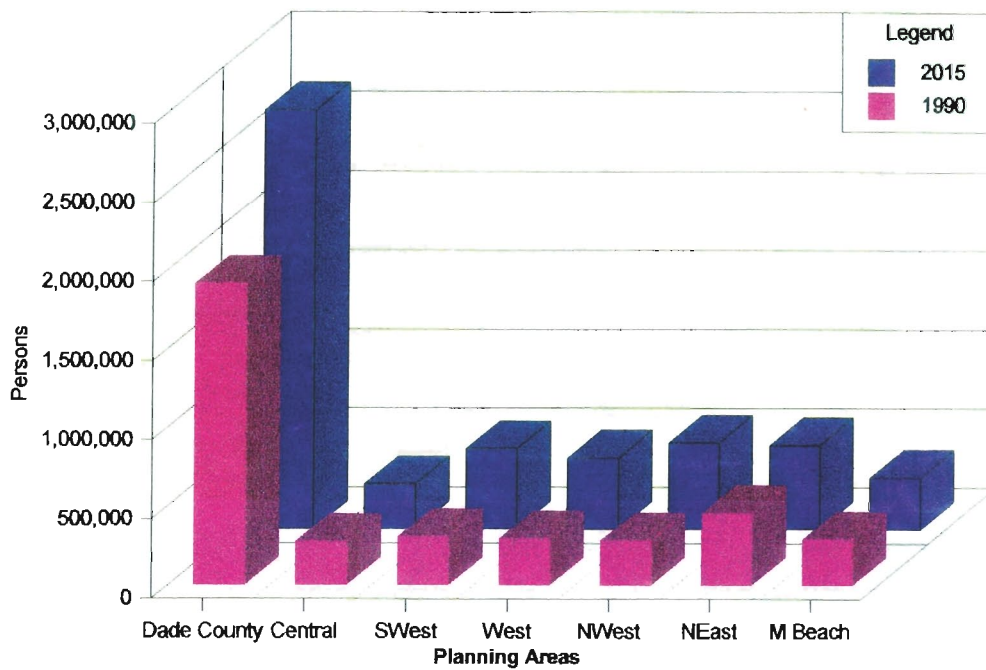


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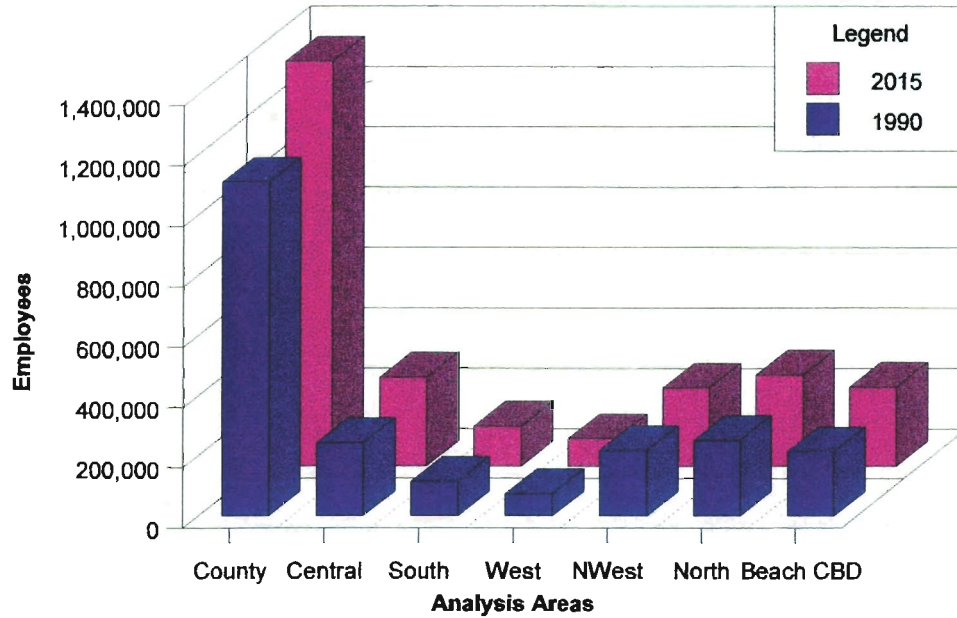
## Demographic and Background Information

Demographic, or socio-economic, data are the driving force behind the model used in developing the Needs and Cost Feasible Plans. The charts below depict the demographic trends that will shape the area between 1990, the model's base year, and 2015, the Plan Year. This section also includes two maps depicting population and employment densities, countywide.

### 1 TOTAL PERMANENT POPULATION



# Total Employment



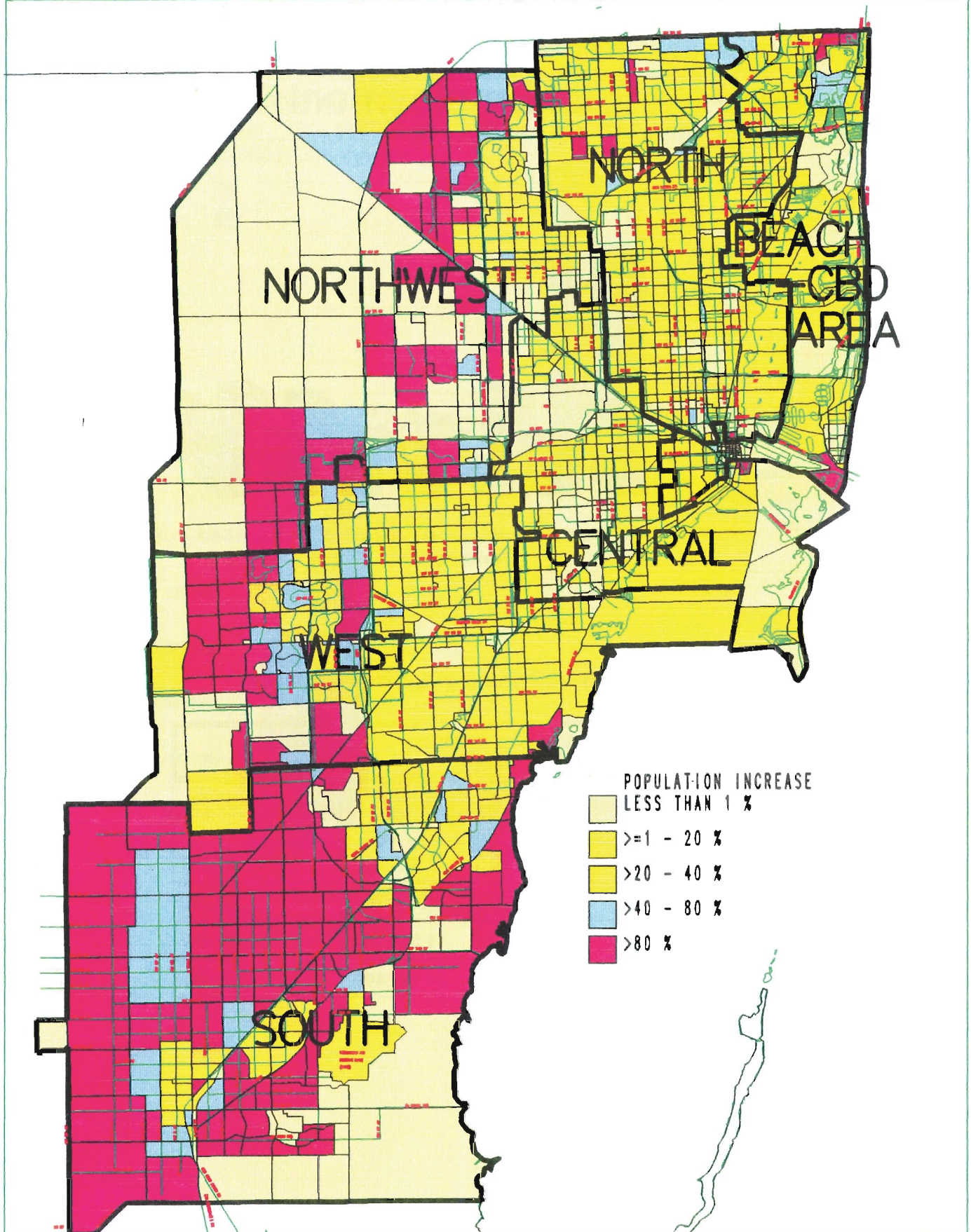
## Countywide Demographic Information

	1990	2015	Percent Increase
<b>Population</b>	1,901,900	2,646,600	39.2%
<b>Dwelling Units</b>	770,000	984,000	27.8%
<b>Personal Autos</b>	1,069,700	1,430,700	<b>33.7%</b>
<b>Employment</b>	1,104,800	1,340,900	21.4%
<b>Trips</b>	15,231,000	20,592,400	35.2%

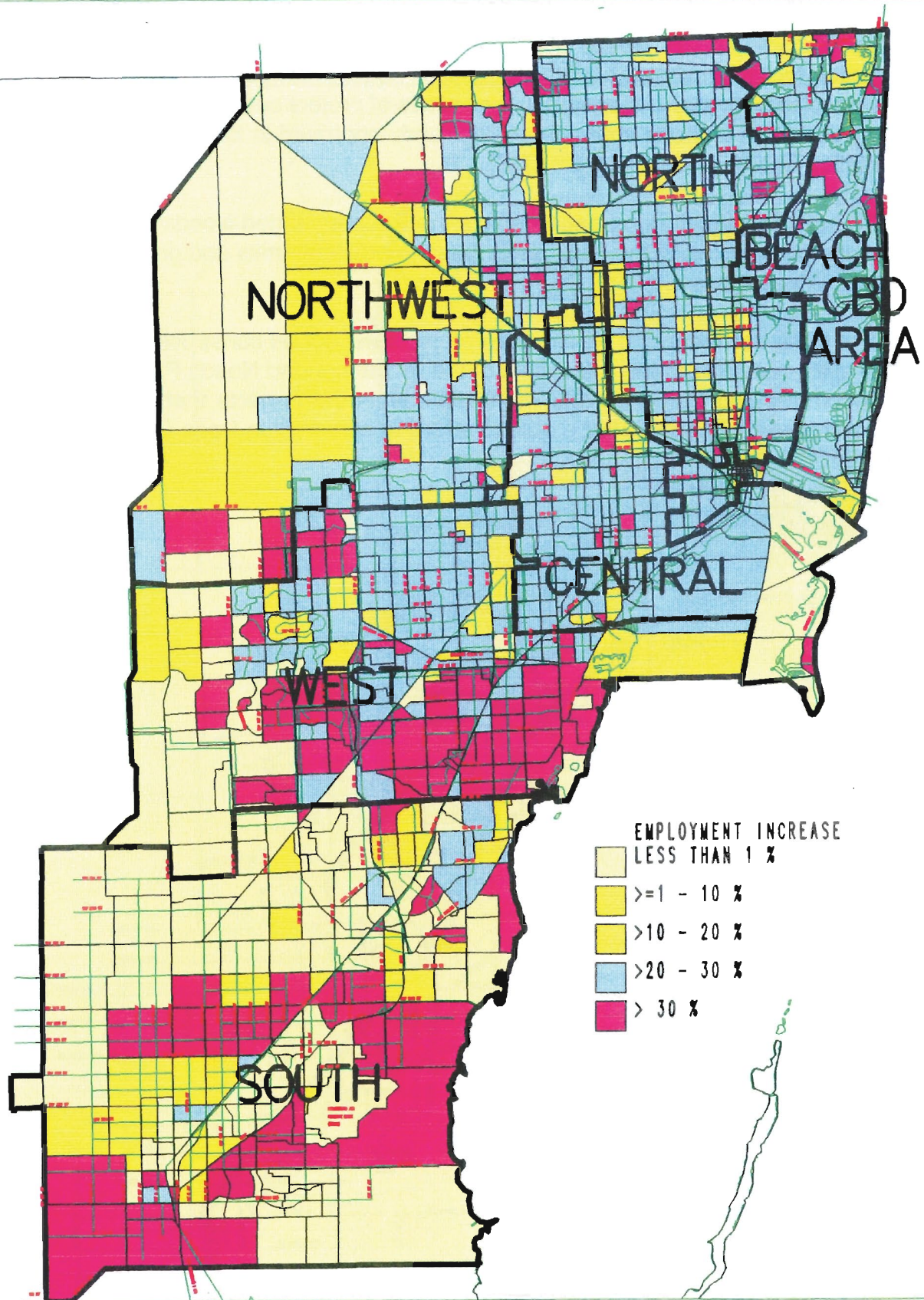


# Metro-Dade Transportation Plan to the Year 2015

## Population Growth 1990<sub>1</sub> to 2015



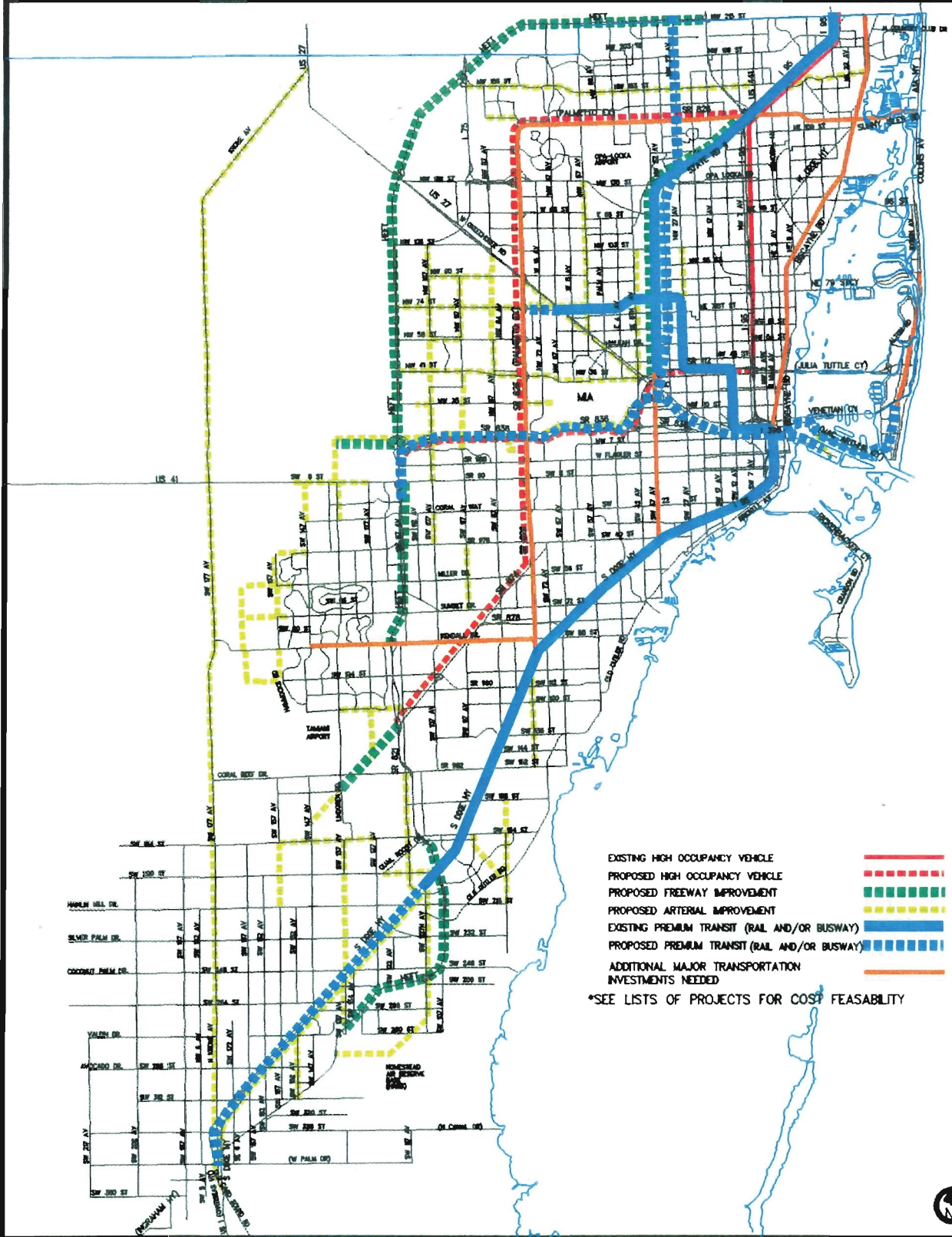
# Metro-Dade Transportation Plan to the Year 2015 Employment Growth 1990 to 2015





# METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015

## RECOMMENDED NEEDS PLAN \* CONCEPTUAL - WORKING PLAN



- EXISTING HIGH OCCUPANCY VEHICLE
- PROPOSED HIGH OCCUPANCY VEHICLE
- PROPOSED FREEWAY IMPROVEMENT
- PROPOSED ARTERIAL IMPROVEMENT
- EXISTING PREMIUM TRANSIT (RAIL AND/OR BUSWAY)
- PROPOSED PREMIUM TRANSIT (RAIL AND/OR BUSWAY)
- ADDITIONAL MAJOR TRANSPORTATION INVESTMENTS NEEDED

\*SEE LISTS OF PROJECTS FOR COST FEASIBILITY

## The Recommended Needs Plan

The Recommended Needs Plan was developed to depict all the major capital transportation facility improvements that would be needed through the year 2015. The Plan was developed to show needs only, regardless of project costs. The list of projects shown is in addition to those improvements already approved in the County's five-year Transportation Improvement Program (TIP).

The map on the following page depicts the Recommended Needs Plan projects. The list on the page following the map, describes the projects' limits and proposed cross-section (i.e., 2 lanes, 4 lanes, etc.).

All of the Recommended Needs Plan projects *will not* be constructed by the year 2015, due to financial constraints. A subset of the recommended Needs Plan, referred to as the Recommended Cost Feasible Plan, represents the projects that transportation officials can reasonably expect to be able to afford to construct in Dade County through the year 2015.

## METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015 RECOMMENDED NEEDS PLAN AND COST FEASIBLE PLAN\*

Project(s)	Proposed Improvement
● Bicycle/Pedestrian/Greenway projects	to be determined / implemented
● Transportation Demand Management (TDM) efforts	to be determined / implemented
● SR-826: SR-874 to I-75	add one HOV lane (each direction)
● SR-836 Corridor: MIC -to -Port	premium transit
● So. Dixie Hwy: Cutler Ridge to Homestead	busway extension
● SR-836 Corridor: FIU- to- MIC	premium transit
● SR-826: NW 158 St to GGI	add one HOV lane (each direction)
● US-1/Biscayne Blvd: Downtown to Broward C. L.	premium transit
● SR-836 Corridor: SR-826-to- LeJeune	add one HOV lane (each direction)
● Kendall Corridor: Dadeland North to SW 147 Ave	premium transit
☆ H.E.F.T.: SR-836 to NW 41 St	4 to 6 lanes
● SR-836 Corridor: Downtown -to- Miami Beach	light rail or hybrid
● SR-836 Corridor: SR-826-to- HEFT	add one HOV lane (each direction)
☆ H.E.F.T.: SW 40 St to SW 8 St	6 to 8 lanes
● North Corridor: County line to MIC	premium transit
● SR-874: HEFT to SR-826	4/6 lanes to 8 lanes (3+1HOV each direction.)
☆ H.E.F.T.: SW 88 St to SW 40 St	6 to 8 lanes
● SR-826: Dadeland to NW 74 St	premium transit
● NW 97 Ave: Fountainbleau (NW 7 St) to NW 25 St	2 to 4 lanes & bridge
● MIC/MIA	MIC facility, MIC-MIA "peplemover"
● Perimeter Rd: NW 20 St to NW 72 Ave	2 to 4 lanes
● NW 25 St: SR-826 to NW 69 Ave	4 to 6 lanes
☆ H.E.F.T.: SW 137 Ave to Quail Roost Dr	4 to 6 lanes
● NW 97 Ave: NW 25 St to NW 41 St	2 to 4 lanes
☆ H.E.F.T.: NW 41 St to I-75	4 to 6 lanes
● SW 42/37 Avenue: MIC to Douglas Rd Sta.	premium transit
● Interconnector: SR-836 to SR 112	new 4 lane
● NW 87 Ave: NW 36 St to NW 58 St	4 to 6 lanes
● NW 87 Ave: NW 58 St to Okeechobee Rd	new 4 lane
● SR-874: HEFT to SW 137 Ave (SW 147 Ave)	new 6-lane expressway extension with arterial step-down to SW 147 Ave
● NW 12 St: NW 110 Ave to NW 107 Ave	new 4 lane
● SR-112: I-95 to Okeechobee Rd	add one HOV lane (each direction)
● NW 12 St: NW 104 Ave to NW 97 Ave	new 4 lane

### LEGEND

Needs plan: all projects listed above.

Cost Feasible Plan: projects listed above without shaded areas.

☆ Turnpike funded

\* Priority categories are yet to be drafted. This listing is not considered as a formal statement of priorities.

## METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015 RECOMMENDED NEEDS PLAN AND COST FEASIBLE PLAN\*

Project(s)	Proposed Improvement
● Port of Miami Tunnel	construct tunnel
● SR-826: NW 74 St to Golden Glades	premium transit
● NW 12 St. NW 110 Ave to NW 122nd Ave	2 to 4 lanes
● NW 12 St: NW 122 Ave to NW 137Ave	2 to 4 lanes and new 4 lanes
● 2-lane HOV Interconnector	add one HOV lane (each direction)
● SW 137th Ave: SW 8th St to SW 26th St	2 and 4 to 6 lanes
● SW 137 Ave: NW 12th St to SW. 8th St	2 and 4 lanes to 6 lanes
● SW 8 St: SW 127 Ave to SW 152 Ave	4 to 6 lanes
● NW 74 St: NW 57 Ave to SR-826	4 to 6 lanes
● NW/SW 107 Ave: NW 41 St to SW 8 St	4 to 6 lanes
● NW 57 Ave: Okeechobee Rd to NW 138 St	4 to 6 lanes
● NW 74 St: SR-826 to HEFT	new 6-lane road, interchange
● NW 25 St: NW 107 Ave to NW 112 Ave	2 to 4 lanes
● NW 58 St: NW 97 Ave to NW 107 Ave	2 to 4 lanes
● NW 97 Ave: NW 58 St to NW 90 St	2 to 4 lanes and new 4-lane road
● SW 137 Ave: US-1 to HEFT	2 to 4 lanes
● SR-836: HEFT to NW 137 Ave	new 6-lane expressway extension
● NW 107 Ave: NW 106 St to NW 41 St.	make 4 lanes
☆ H.E.F.T.: I-75 to FL Turnpike	4 to 6 lanes
● SR-826: Golden Glades to A1A	premium transit
● SW 117 Ave: US-1 to SW 152 St	2 to 4 lanes
● Krome Ave: SW 8 St to US-1	2 to 4 lanes
● SW 112 Ave: HARB to HEFT along SW 112 Ave	make 6 lane road
● SW 112 Ave: US-1 to Moody Dr	4 to 6 lanes
● SW 120 St: SW 137 Ave to SW 117 Ave	4 to 6 lanes
● NW 183 St: I-75 to NW 2 Ave (US-441)	4 to 6 lanes
● SW 184 St: SW 157 Ave to SW 127 Ave	2 to 4 lanes
● Okeechobee Road: SR-112 to SR-826	make 6-lane arterial
● SW 137 Ave: SW 184 St to US-1	make 4 lanes
● US-1: SW 344 St to SW 211 St (SW 112 Ave)	4 to 6 lanes
● SW 97 Ave: SW 72 St to SW 40 St	2 to 4 lanes
● NE 183 St: NE 6 Ave to US-1	4 to 6 lanes

### LEGEND

Needs Plan: all projects listed above.

Cost Feasible Plan: projects listed above without shaded areas.

☆ Turnpike funded

\* Priority categories are yet to be drafted. This listing is not considered as a formal statement of priorities.

**METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015  
RECOMMENDED NEEDS PLAN AND COST FEASIBLE PLAN\***

<b>Project(s)</b>	<b>Proposed Improvement</b>
● SW 127 Ave: SW 120 St to SW 144 St	new 4 lanes
● Franjo Rd: SW 184 St to Old Cutler Rd	2 to 4 lanes
● NW 36/41 St.: NW 42 Ave to HEFT	Smart Street Concept
● Krome Ave: SW 8 St to Okeechobee Rd	2 to 4 lanes
● I-95 Ramps/Distributor: I-95 to Biscayne Blvd	interchange improvements
● SW 200 St: US-1 to Quail Roost Dr	2 to 4 lanes
○ SW 104 St: SW 152 Ave to SW 167 Ave	4-lane road
● SW 87 Ave: SW 168 St to SW 216 St	2 to 4 lanes
● NW 170 St: NW 77 Ave to NW 87 Ave	2 to 4 lanes
○ SW 157 Ave: SW 184 St to SW 216 St	new 2 lane
○ SW 147 Ave: SW 8 St to SW 26 St	new 2 lane
● SW 157 Ave: SW 88 St to SW 104 St	2 to 4 lanes
○ SW 157 Ave: SW 56 St to SW 72 St	new 2 lane
○ SW 167 Ave: SW 88 St to SW 104 St	new 2 lane
○ SW 157 Ave: SW 42 St to SW 56 St	new 2 lane
○ SW 72 St: SW 154 Ave to SW 167 Ave	new 2 lane
○ SW 42 St: SW 147 Ave to SW 157 Ave	new 2 lane
○ SW 167 Ave: SW 56 St to SW 88 St	new 2 lane
● SW 152 Ave: US-1 to SW 312 St	2 to 4 lanes
○ SW 56 St: SW 57 Ave to SW 67 Ave	new 2 lane
○ NW 90 St: NW 107 Ave to NW 87 Ave	new 2 lane
● SW 107 Ave: SW 40 St to SW 24 St	4 to 6 lanes
○ SW 56 St: SW 152 Ave to SW 157 Ave	new 2 lane
● LeJeune Road: SR-112 to NW 103 St	5 to 6 lanes
● SW 77 Ave: SW 104 St to SW 152 St	2 to 4 lanes
● NW 27 Ave: NW 103 St to s/o NW 74 St	4 to 6 lanes
● NW 82 Ave: NW 7th St to NW 12th St	new 4 lane
● NW 7 St: NW 77 Ave to NW 82nd Ave	new 4 lane
○ Central Parkway: Golden Glades to SR-112	6-lane Parkway (private enterprise)

**Total number of projects in Needs Plan = 92**

**LEGEND**

Needs Plan: all projects listed above.

Cost Feasible Plan: projects listed above without shaded areas.

○ private / developer funded

\* Priority categories are yet to be drafted. This listing is not considered as a formal statement of priorities.







**Metropolitan Planning Organization**  
**111 N.W. First Street, Suite 910**  
**Miami, Florida 33128**  
**(305) 375 - 4507**  
**Fax 375 - 4950**