MPO for the Miami Urbanized Area

# 2020 TRANSPORTATION PLAN

DRAFT

CENTRAL





#### THE CENTRAL AREA

The Central Area of analysis in Miami-Dade County covers the area to the east of NW 67<sup>th</sup> Avenue, south of NW 79<sup>th</sup> Street, and north of Sunset Drive/SW 72nd Street. This area includes the cities of South Miami, Virginia Gardens, and Miami Springs, and the Village of Key Biscayne, as well as sections of the cities of Hialeah, Coral Gables, and Miami. The Central Area is traversed by several important transportation corridors, including the SR 826/Palmetto Expressway, the SR-836/East-West Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8<sup>th</sup> Street/Tamiami Trail, Flagler Street, and LeJeune Road. Maps on the following pages focus on the Central Area, as described.

Miami-Dade County's five year Transportation Improvement Program (TIP) includes the construction of improvements to several significant roadways in the Central Area. Improvements are programmed for the SR 934/Hialeah Expressway, Okeechobee Road, NW 62<sup>nd</sup> Street, and access improvements for the Miami Intermodal Center (MIC) on LeJeune Road.

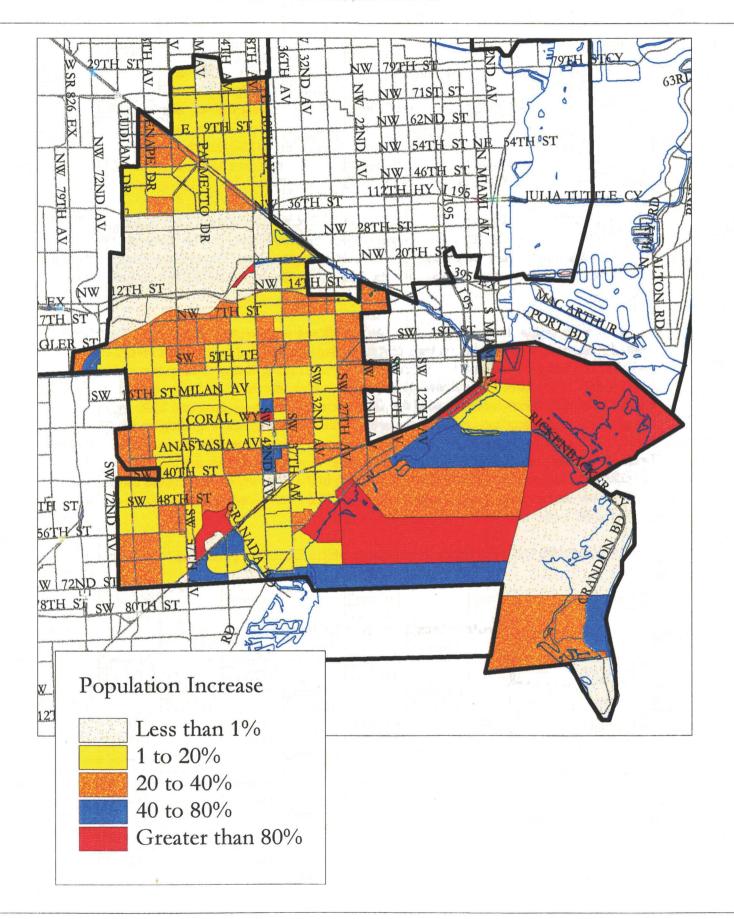
The following pages contain illustrations of population and employment growth for the Central Area, and the Central Area transportation projects included in the Draft Needs Plan and that are being considered for inclusion in the 2020 Long Range Transportation Plan (2020 LRP). The 2020 Long Range Transportation Plan, currently under development, is a compilation of projects recommended for implementation between now and 2020 to meet the growing transportation needs of the area. This list of projects is in addition to those listed in the County's approved five-year Transportation Improvement Program (TIP). The Draft Needs Plan presented in this document includes those projects that are currently being considered for inclusion in the final Plan. Inclusion in the Plan will be determined based on need for the improvement and funding availability. The Draft Needs Plan list of projects is presented on a map and table in the following pages.

The following table and maps depict some demographic information pertaining to the Central Area.

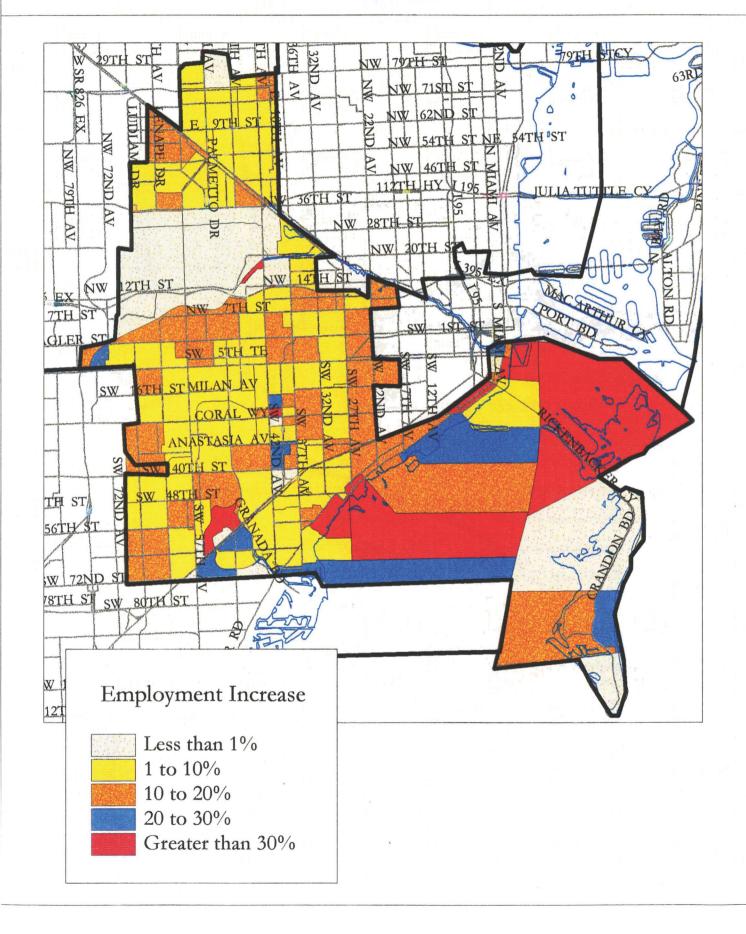
#### **Central Area Demographic Information**

	1990	2020	Percent Increase
Population	260,651	320,162	22.8%
Dwelling Units	109,054	127,682	17.1%
Personal Autos	165,576	190,240	14.9%
Employment	232,042	309,605	33.4%
Trips	2,427,458	3,301,329	36.0%

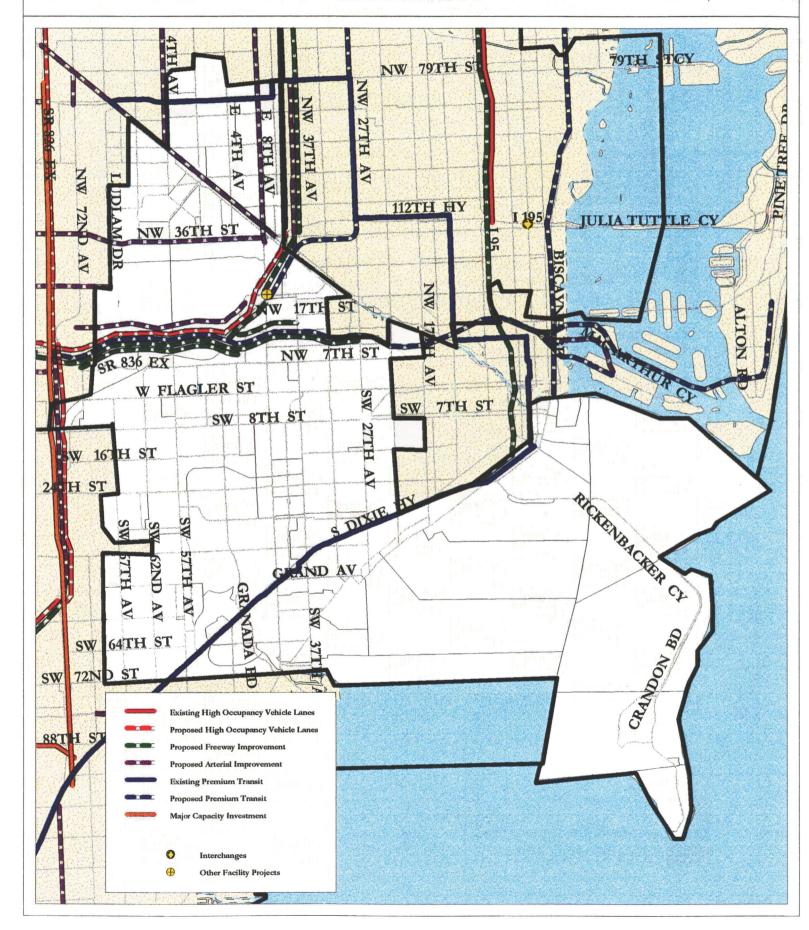
### Population Growth 1990 to 2020 Central Area



### Employment Growth 1990 to 2020 Central Area



## Miami-Dade Transportation Plan to the Year 2020 Draft Needs Plan Central Area



# CENTRAL AREA MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2020 DRAFT NEEDS PLAN \*

Project Location	From	То	Proposed Improvements
Bicycle/Pedestrian /Greenway Projects			To be determined
Buses			New and Replacement
I-395/I-95/SR 836	NW 17th Avenue	I-95	Interchange Improvements
1-95			Intelligent Corridor System
LeJeune Road	SR 112	NW 103rd Street	5 to 6 lanes
MIC			Premium Transit/MIC
North Corridor	Earlington Heights	MIC	Premium Transit/North
NW 25th Street Viaduct	NW 68th Avenue	NW 82nd Avenue	4 to 6 lanes
NW 57th Avenue	Okeechobee Road	NW 138th Street	4 to 6 lanes
Okeechobee Road	SR 112	SR 826	4 to 6 lanes
Airport Perimeter Road	NW 20th Street	NW 72nd Avenue	2 to 4 lanes
SR 826	SR 874	SR 836	Queue Bypass Lanes
SR 836			Intelligent Corridor System
SR 836	H.E.F.T.	SR 112	Queue Bypass Lanes
SR 836	NW 72nd Avenue	NW 17th Avenue	Operational Improvements
SR 836 Corridor	HEFT	Interconnnector	One HOV lane each direction
SR 836	Seaport	Palmetto	Premium Transit/West
SW 42nd/37th Avenue	MIC	Douglas Station	Premium Transit/SW 42nd/37th Ave.
SW 80th Street	SW 72nd Avenue	US 1	2 to 5 lanes

PLEASE NOTE: The listing above is not considered to be a formal setting of priorities. Based on the Needs Plan (which includes all transportation improvements needed through 2020), a Cost Feasible Plan will be developed. The Cost Feasible Plan will include the highest priority projects that Miami-Dade County can afford. Thus, not every project listed above may be included in the Final Cost Feasible Plan.



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