



Miami-Dade Transportation Plan (to the Year 2030)

December 2004, FINAL DRAFT



Prepared by:



In association with:

PACO Group

Public Financial Management

Media Relations Group

MPO RESOLUTION # 40-04

RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, statutory regulations governing the MPO program require that the urban area Long Range Transportation Plan be the subject of a major update every three years, and

WHEREAS, the TPC has reviewed the Transportation Plan made a part hereof and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area.

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

SECTION 1. That the Year 2030 Long Range Transportation Plan (LRTP) Update is hereby approved.

SECTION 2. That the SW 137th Avenue Project is removed from the proposed 2030 LRTP and that staff provide the Board with a land-use analysis for this project.

The foregoing resolution was offered by Board Member Natcha Seijas who moved its adoption. The motion was seconded by Board Member Bruno A. Barreiro, and upon being put to a vote, the vote was as follows:

Chairperson

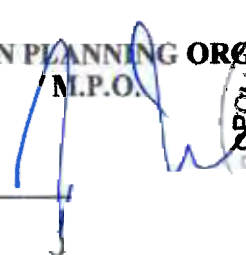
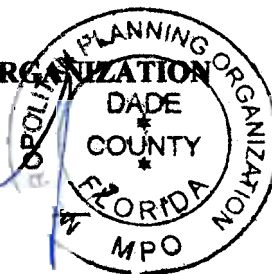
Barbara M. Carey-Shuler, Ed.D-Absent

- | | | | |
|---------------------------------|---------|---------------------------------|---------|
| Board Member Bruno A. Barreiro | -Aye | Board Member Joe A. Martinez | -Absent |
| Board Member Joe J. Celestin | -Absent | Board Member Raul L. Martinez | -Absent |
| Board Member Jose "Pepe" Diaz | -Absent | Board Member Dennis C. Moss | -Aye |
| Board Member Manuel A. Diaz | -Aye | Board Member Dorrin Rolle | -Aye |
| Board Member Shirley M. Gibson | -Absent | Board Member Natacha Seijas | -Aye |
| Board Member Carlos A. Gimenez | -Aye | Board Member Darryl K. Sharpton | -Aye |
| Board Member Perla T. Hantman | -Absent | Board Member Jose Smith | -Aye |
| Board Member Sally A. Heyman | -Aye | Board Member Katy Sorenson | -Aye |
| Board Member Barbara J. Jordan | -Aye | Board Member Rebeca Sosa | -Absent |
| Board Member William H. Kerdyk | -Absent | Board Member Javier D. Souto | -Aye |
| Board Member M. Ronald Krongold | -Aye | | |

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of November, 2004.

METROPOLITAN PLANNING ORGANIZATION
M.P.O.

By _____



Miami-Dade Transportation Plan to the Year 2030 Summary Highlights

- Between the year 2000 and 2030, population and households within Miami-Dade County are expected to increase by 43% and 40% respectively. Employment is projected to keep close pace with a 34% increase. The number of automobiles and person trips are also projected to increase by 48% and 40% respectively.
- The 2030 Cost Feasible Plan was developed based on the projected available revenue of \$19.3 billion for the plan period. New to the 2030 Cost Feasible Plan is the People's Transportation Plan (PTP), a voter's approved one half (1/2) percent sales tax increase which provides additional revenues for transportation for the next 30 years.
- Improvement of the public transportation system is one of the primary emphases of the projects listed in the 2030 Cost Feasible Plan.
- Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicle (HOV) lanes are proposed along major expressways such as I-95 and SR 836. Also reversible flow lanes, designed to add capacity in peak directions during peak travel times are proposed for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) is also proposed for several major projects as a measure of easing congested traffic conditions.
- The 2000 US Census designated a single urbanized area encompassing parts of Miami-Dade, Broward and Palm Beach Counties. As a result, regional issues are also addressed in the 2030 LRTP along with air quality conformity of the region's transportation system with the requirements of the 1990 Clean Air Act Amendment.
- Non-motorized facilities (on-road bicycle lanes, off-road greenways/trails and sidewalks) are included in the 2030 Plan. On-road bicycle and pedestrian projects will be incorporated with capacity projects, when feasible. Greenways/trails comprise the MPO's Greenways/Trail Plan element of the Long Range Transportation Plan.
- In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote carpooling and public transportation. Also, the plan is supported by a program of policy studies that will recommend courses of action to deal with funding and project-related community issues that need to be resolved to allow the proposed 2030 Plan to be successfully implemented.
- Implementing the projects listed in the Plan will alleviate the increasing levels of traffic congestion expected in the future and will effectively help maintain the best possible standard of mobility in Miami-Dade County and the Southeast Florida region.



Miami-Dade Transportation Plan to the Year 2030 Public Outreach Activities Highlights

Public outreach efforts for the Year 2030 Plan were initiated through a public review of the previously-approved Year 2025 Transportation Plan. The Citizens Transportation Advisory Committee (CTAC), with MPO Staff assistance, led a seven-month review effort to involve the public, which consisted of several committee meetings as well as one interactive, televised meeting. This meeting, with approximately 50 attendees, plus several telephoned, faxed and emailed comments, led to the "CTAC 2025 Recommendations Report," which became initial public input into the Year 2030 Transportation Plan.

Additional public outreach efforts for the Year 2030 Transportation Plan were kicked off in April 2004 with the following activities:

- a multilingual promotional brochure was produced and distributed to over 1,000 organizations
- the MPO's website was updated to feature a section on the development of the new Plan
- CTAC members were briefed on the development of the Plan and were invited to serve on the technical steering committee

Direct communication techniques were employed to maintain a proactive public outreach program that notified the public about the 2030 Plan, informed the public about the current status of the project and future activities, and solicited public input during the study.

- The Citizens Transportation Advisory Committee (CTAC) invited the Bicycle/Pedestrian Advisory Committee (BPAC), and the Transportation Aesthetics Review Committee (TARC) to host an Interactive Meeting on Wednesday, March 24, 2004 at 6:00 PM. This Interactive meeting provided the opportunity for the general public to comment via e-mail, fax, telephone, or in person.

The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7th, 2004 to discuss, "How the community could get involved in the LRTP process?" This broadcast was taped live and was translated from English to Creole.

- A television program, which aired on the Haitian Television Network (HTN) on February 8th, 2004 was taped by the MPO to provide transportation information to the Haitian community of Miami-Dade County. The program was taped in English and translated to Creole. The broadcast featured an introduction on the MPO and ways the community could become involved in the LRTP process.
- A series of community workshops were hosted by the CTAC at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Feedback was collected through comment cards and public discussion. Suggestions were reviewed and incorporated where appropriate. The workshops were held as follows:

- ✓ July 20, 2004 -North Dade Regional Library
- ✓ July 20, 2004 -Miami Lakes Library





- ✓ July 21, 2004 -Miami Beach City Hall
- ✓ July 21, 2004 -West Kendall Regional Library
- ✓ July 22, 2004 -South Miami City Hall
- ✓ July 22, 2004 -Homestead City Hall
- ✓ July 26, 2004 -Joseph Caleb Center

- The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public. Feedback from each community was collected through comment cards filled out by the citizens and was input into the MPO Public Involvement Database.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption.

- The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved.
- The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030; Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole was distributed throughout the Miami-Dade County Library system. Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops.

Preparation of the Miami-Dade Long Range Transportation Plan Update (To the Year 2030)

Background

A Long Range Transportation Plan (LRTP) is a surface transportation plan that includes both short and long-range strategies, has at least a 20-year planning horizon, and complies with state and federal requirements. The Long Range Transportation Plan must consider prevailing trends; help preserve the existing transportation infrastructure and improve citizen travel choices to enhance mobility.

The LRTP as a multi-modal plan includes projects for major roadways, airport and seaport surface access, transit, and intermodal facilities that function together as an integrated transportation system. As required by law, for a local transportation project to be constructed or implemented, it must first be included in the adopted LRTP for the urban area.

The Miami-Dade LRTP (to the Year 2030) complies with federal and state requirements, and meets the goals and objectives adopted by the MPO Governing Board. The approved goals are:

- Improve Transportation Systems and Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental and Energy Impacts
- Integrate Transportation with Land Use and Development Considerations
- Optimize Sound Investment Strategies

I. First Step

The first step in developing the long range transportation plan for Miami-Dade is to review and update the existing information base. This information includes data on socioeconomic conditions and transportation network characteristics and trends. The socioeconomic data includes variables such as population, number of households, employment, and the number of registered vehicles. . Since the base year utilized for the Plan analysis was 2000, the base year socioeconomic data was derived from the 2000 Census. This base year socioeconomic data was forecasted to the Year 2030 by the Miami-Dade Department of Planning and Zoning based on historical trends the socioeconomic data helps define the nature of the **demand** on the County's transportation system.

II. The Transportation Network

For analysis purposes, the existing transportation network of facilities and services is classified into separate highway and transit networks. The highway network consists of the all the principal roads and highways in Miami-Dade County. The transit network consists of all transit

routes including rail, people mover and bus routes in Miami-Dade County. These networks are reviewed and updated to make sure all existing facilities and all facilities that are planned with committed funds (projects programmed for construction in the approved MPO's Transportation Improvement Program, TIP) are included in these networks. The transportation network represents **supply** of transportation facilities and services.

III. Validation of Computer Travel Model

The information base is used in the computerized travel demand model. This model is a main tool used to develop the LRTP. The travel demand model can replicate existing and future travel conditions to determine the level of congestion on the transportation system. Using the demand model, the transportation system is analyzed with the 2030 socioeconomic data to determine deficiencies.

Projects are proposed by the study team to help address the identified deficiencies. Proposed projects may be grouped to form alternatives and then evaluated. The first cut at a draft plan includes needed projects without regards to cost.

IV. Project Cost Estimates

A cost estimate for each project is calculated. It includes any necessary right-of-way, design, and construction costs. Project costs are determined from existing reports and work programs from the various transportation agencies. Other estimates are calculated from unit costs derived from FDOT's Cost Estimation Manual and / or from costs of existing, similar facilities. Operating and Maintenance (O&M) costs are also determined for each project.

V. Financial Analysis

Concurrently, a financial analysis is performed to develop a financial plan that identifies the revenue that can be applied to transportation improvements and operation and maintenance expenses. The projections of the available resources are based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Expected financial resources are identified by the study team for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT). New to the 2030 Plan, People's Transportation Plan (PTP) funds are available for transportation projects.

The financial resources are analyzed to determine the available revenues for capacity related improvements for surface transportation and for operating and maintenance (O&M). Capacity projects are projects that add 'room' to the transportation network and include improvements to, or new, highway, transit, rail, bicycle, or pedestrian facilities.

VI. Work of the Technical Team

Proposed projects are then evaluated by study team members based on the adopted Goals and Objectives, technical data developed from the travel demand model, and local knowledge. Projects

are ranked and prioritized based on the composite score and presented to the whole of the study team for approval.

Since the total cost of the projects proposed in the ‘first cut’ usually exceeds the available revenue, a ‘Cost Feasible Plan’ must be defined to determine which projects could be funded through the target year. Based on a review of expected financial resources, funding is assigned to transportation improvements in Miami-Dade County for the Plan period. As a result of evaluating and prioritizing projects and applying the projected revenue, a “fiscally constrained” or Cost Feasible Plan is developed. The Cost Feasible Plan identifies projects for which funding is projected to be available.

VII. Assembling the Draft Plan

Starting with the available funding sources and the highest ranked projects, costs of capital improvement projects, including future Operations and Maintenance (O&M) expenses are subtracted from the corresponding revenue source until each of the funding sources is completely exhausted. This process continues until the identified revenue resources are exhausted.

The next step is to develop priority groupings of projects within the draft plan. Projects are grouped into Priorities based on relative need and funding availability:

Priority I – Projects are scheduled to be funded by 2009. This group includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the Miami-Dade Transportation Improvement Program 2005 – 2009.

Priority II – Projects are planned to be funded between 2010 and 2015.

Priority III – Projects are planned to be funded between 2016 and 2020.

Priority IV – Projects are planned to be funded between 2021 and 2030.

Priority IV Unfunded – Projects that have been identified as needed but however, revenues are not available to fund these projects.

VIII. Citizen Involvement Efforts

Public Involvement activities are ongoing and continuous throughout the preparation of the LRTP. Prior to Plan adoption, opportunities must be provided to citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties, to comment on the LRTP, as mandated by federal law.

The LRTP (to the Year 2030) Public Involvement Plan & Program was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The many ideas listed in the PIP include activities such as news releases to local media, newspaper

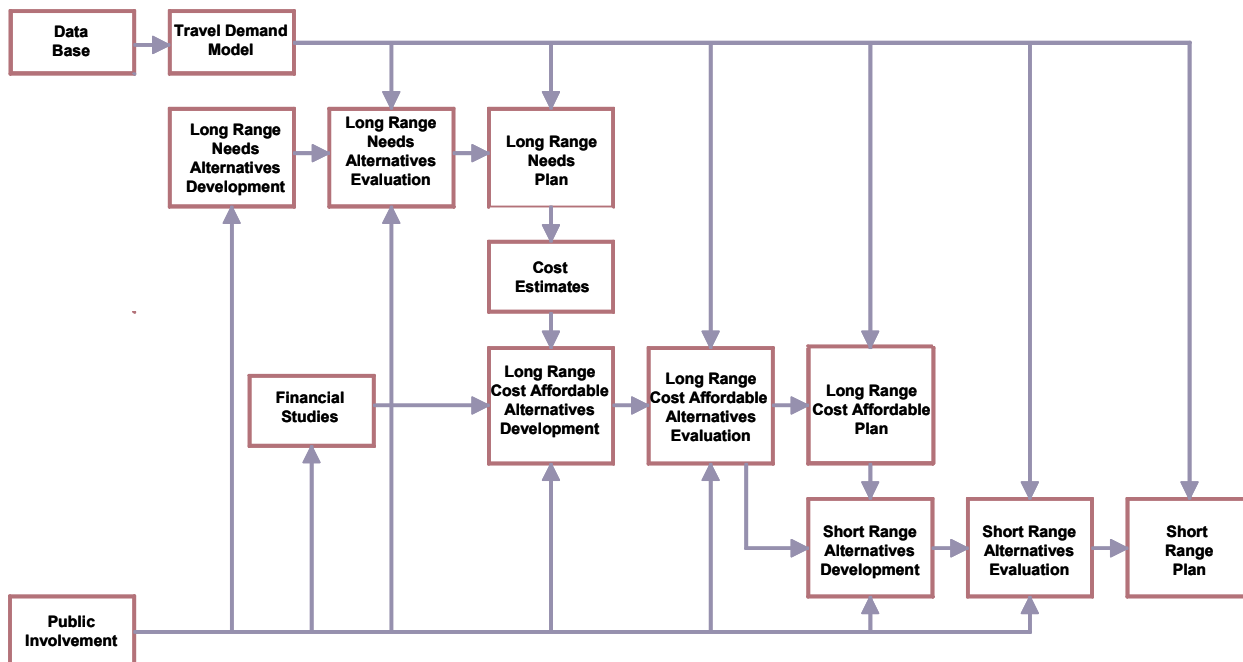
advertisements, radio and television shows, multi-lingual brochures, community workshops, and interactive town meetings,

For the Miami-Dade LRTP, the Citizen’s Transportation Advisory Committee (CTAC) hosted a televised interactive workshop in March 2004 and seven (7) public workshops in July 2004 throughout Miami-Dade County.

- March 24, 2004 – CTAC Televised Interactive Workshop
- July 20, 2004 – North Dade Regional Library
- July 20, 2004 – Miami Lakes Library
- July 21, 2004 – Miami Beach City Hall
- July 21, 2004 – West Kendall Regional Library
- July 22, 2004 – South Miami City Hall
- July 22, 2004 – Homestead City Hall
- July 26, 2004 – Joseph Caleb Center.

IX. Summary of Plan’s Sequence of Activities

The Long Range Transportation process discussed above is outlined in the flow chart below:





Miami-Dade Transportation Plan to the Year 2030 Environmental Justice and Title VI issues with respect to the Plan

- Executive Order 12898, issued in February 1994, calls for Federal agencies to make “efforts to identify and address as appropriate disproportionately high and adverse human health or environmental effects on minority populations and low-income populations...”
- Environmental Justice is addressed in the Goals and Objectives in the Year 2030 Transportation Plan. Under the Plan Goal “Enhance Social Benefits,” the following objectives pertain to Environmental Justice:
 - ◆ Preserve communities
 - ◆ Provide equitable and environmentally just travel facilities and services
 - ◆ Increase reverse commute opportunities for disadvantaged communities
 - ◆ Utilize sound community compatible values in systems development and aesthetic principles in system design

The Plan Goals and Objectives were used as a basis for technical criteria in ranking and evaluating potential transportation improvement projects.

- The Public Outreach efforts for the Year 2030 Transportation Plan exceeded those of previous Plan Updates. MPO Staff and Consultants made major efforts to attend, visit and present Draft Plan information and solicit public comments from all areas of the county, including low-income and minority communities. These “in-person” contacts proved to be more effective and productive for purposes of getting the information out to the communities as well as soliciting needed input.
- The MPO is committed to develop strategies and methods to address the assessment of impacts of transportation projects on minority and low-income communities. The MPO has completed a Community Characteristics Project which includes community background reports and a public involvement toolbox to assist with strategies and methods to adequately address Environmental Justice and Title VI issues.
- Project descriptions were developed for projects seeking funding to address the Efficient Transportation Decision Making Process (ETDM) requirements for purpose and need for projects to be reviewed for inclusion in the planning or the Programming Screens



Carlos Alvarez
Mayor

MPO Governing Board

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Chairperson

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Vice - Chairman

Ruben D. Almaguer

Bruno A. Barreiro

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William H. Kerdyk

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Jose Smith

Katy Sorenson

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Florida Department of Transportation

John Martinez Gary L. Donn

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Carlos Alvarez

Mayor

George M. Burgess

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MPO Director





ACKNOWLEDGEMENTS

The Miami-Dade Metropolitan Planning Organization (MPO) would like to thank the following committees and individuals for their input and assistance in developing the Miami Urban Area Transportation Study and Year 2030 Update.

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David Korros Florida Department of Transportation	Willie Ducksworth Citizens Transportation Advisory Committee	

Transportation Aesthetics Review Committee

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Juan Crespi	Amy Kimball-Murley	Carlos Rivero
Rick Crooks	Steven Lefton	Alfredo Sanchez
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Bruce Coward Department of Environmental Resource Management	Jeff Cohen Miami-Dade Public Works	

Citizens' Transportation Advisory Committee

Mike Hatcher District 9 <i>Chairperson</i>	Carlos Diaz Padron District 6	Kimberly Miller District 8
Norman Wartman MDX First-Chairperson	Willie Ducksworth County Citizens	Martin Nash
Naomi Wright District 1 Second-Chairperson	Daniel Fils-Aime District 2	Emma Pringle District 1
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Andrew Burgess Miami Gardens	Jose Garrido District 10	Paul Schwiep District 8
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Bicycle/Pedestrian Advisory Committee

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Brett Bibeau	Susan Kairalla	
Sheila Boyce	Amado Leon	



Miami-Dade Long Range Transportation Plan (to the Year 2030)

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Miami-Dade Long Range Transportation Plan (to the Year 2030)

1 INTRODUCTION

As Miami-Dade County continues to grow, so does the need for sound transportation planning. By the year 2030, Miami-Dade's population is expected to exceed three million and its employment base to surpass 1.5 million. As a result of the population and employment growth, traffic is also expected to grow. In 2030 the people in Miami-Dade County will be making more than 11 million trips each day including trips to work, school, and shopping.

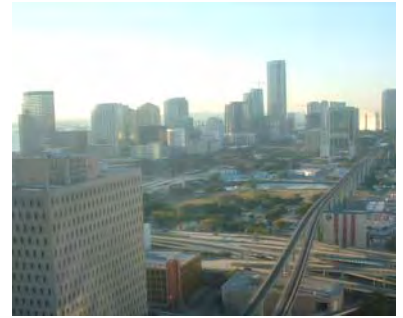
The Miami-Dade Metropolitan Planning Organization (MPO) is required by federal law to maintain a transportation plan for the urbanized area that will meet the future need of its three million residents and visitors. The Miami-Dade MPO guides the transportation planning process and approves the development of highway, transit, and non-motorized transportation facilities. The development of the Long Range Transportation Plan (LRTP) is one of the MPO's transportation planning responsibilities. An LRTP is a surface transportation plan that includes both short and long-range strategies, has at least a 20-year planning horizon, and complies with state and federal requirements. As outlined in the Florida Statutes, the LRTP must consider the following prevailing principles:

- Preserve the existing transportation infrastructure;
- Enhance Florida's economic competitiveness; and
- Improve travel choices to ensure mobility.

The LRTP, a multi-modal plan, is updated every three years to ensure needs are being met and to identify any changes to the transportation plan that may be required. The Miami-Dade Long Range Transportation Plan to the Year 2030 is a major update to the Miami-Dade Transportation Plan for the Year 2025 which was adopted in December 2001. The current update, known as the 2030 Plan, began in May 2003. Based on the 2000 Census and the People's Transportation Plan adopted by referendum in November 2002, this study has resulted in a complete reassessment of the future capital and operational needs of the County's multimodal network.

1.1 Plan Development Process

The Long Range Transportation Plan (LRTP) identifies major transportation improvements needed to help alleviate traffic congestion and transportation issues for at least a 20-year horizon. The goal of the LRTP is to develop a transportation plan based on the priority needs and projected financial revenues, creating a multi- and inter-modal transportation system that meets the future mobility needs of the county.





The LRTP development process is technical, forecasting the transportation needs for at least a 20-year time horizon. A detailed travel demand model, the foundation of the technical process, considers the following factors:

- Current system of roadway and transit facilities;
- Current population and employment;
- Current traffic and transit ridership;
- Financially committed transportation improvements;
- Projected population and employment; and
- Projected traffic and transit ridership.

The modeling process resulted in the Needs Plan, an identification of all improvements needed to help solve the deficiencies in the transportation system. The Needs Plan projects were ranked using the goals and objectives of the 2030 Plan as evaluation criteria. Steering Committee Members assigned a score to each project; projects were ranked and prioritized based on the average score. The priority order was reviewed by the Steering Committee for system continuity, equitable distribution of resources, mix of transportation modes, and funding compatibility.

A financial resource analysis was conducted to identify the available resources to design and construct projects during the 21-year planning period (from 2009 to 2030). Project costs were determined and applied to the available revenue based on rank, cost and funding source resulting in the Cost Feasible Plan.



1.1.1 Safety and Security

Safety and security are important aspects that must be incorporated in to the transportation system. The Miami-Dade MPO and the implementing agencies are committed to providing a safe and secure as well as an efficient transportation system. The MPO and implementing agencies will continue to improve the safety and security of transportation in Miami-Dade County through improvements and programs for all modes of transportation. Additional safety and security measures will be built on the existing programs and agencies that make Miami-Dade transportation safe and secure including:

- Bicycle and pedestrian safety
- Highway, Turnpike and Miami-Dade Expressway
- Sun-Guide Road Rangers
- Safety with information technology systems
- Safe school transport
- Miami-Dade Transit
- South Florida Regional Transportation Authority
- Miami International Airport (MIA) and the Port of Miami



1.1.2 Aesthetics & Urban Design

It is the policy of the MPO to have aesthetic and urban design characteristics and features of transportation projects considered in the design of major projects. To accomplish this, individual improvement projects in the planning phase should be evaluated by the Transportation Aesthetics Review Committee (TARC) to identify potential aesthetic and urban design enhancements that can be incorporated early in the process.

1.2 Goals & Objectives

The purpose of Miami-Dade 2030 Plan was to develop a plan for a multimodal transportation system that complied with state and federal requirements, optimized the movement of people and goods, and met the goals and objectives adopted by the Miami- MPO Board.

The LRTP Steering Committee developed six primary goals for the Miami-Dade County transportation system. For each goal, a number of more specific objectives were identified. The Transportation Equity Act of the 21st Century's (TEA-21) seven principles for guiding the development of LRTPs are the foundation of the goals and objectives; in addition goals were based on local experience, augmented with local community desires, and incorporated increased systems level multimodal and intermodal security concerns.

The goals and objectives were the basis for selecting and prioritizing projects to develop a transportation system that optimizes the movement of people and goods while reinforcing the fundamental guiding principals of sustainability, equability and environmental capability. The following set of Goals and Objectives approved by the MPO Governing Board in December 2003 form the basis for selecting and prioritizing projects of the Miami-Dade 2030 Plan.

Goal 1: Improve Transportation Systems and Travel

- Improve accessibility
- Enhance mobility
- Reduce congestion
- Maximize multimodal travel options and provide travel choices
- Improve safety on facilities and in operations
- Improve transportation security for facilities and in operations
- Complete roadway network
- Fill transit service gaps
- Improve transportation facilities' and services' regional connectivity
- Include provisions for non-motorized modes in new projects and in reconstructions
- Enhance evacuation travel corridors



Goal 2: Support Economic Vitality

- Increase access to employment areas and sites
- Enhance tourist travel and access opportunities
- Increase and improve passenger and goods access to airports and seaports
- Augment multimodal access to major activity centers
- Enhance the efficient movement of freight and goods
- Increase reverse commute opportunities
- Generate employment opportunities

Goal 3: Enhance Social Benefits

- Increase accessibility to major health care, recreation, education, and cultural facilities
- Preserve communities
- Provide equitable and environmentally just travel facilities and services
- Promote elderly and disabled accessibility
- Increase reverse commute opportunities for disadvantaged communities
- Utilize sound community-compatible values in systems development and aesthetic principles in systems design

Goal 4: Mitigate Environmental and Energy Impacts

- Minimize air quality impacts of transportation facilities, services, and operations
- Minimize water quality impacts of transportation facilities, services, and operations
- Reduce fossil fuels use
- Promote sustainability in transportation systems
- Minimize and avoid access to environmentally sensitive areas

Goal 5: Integrate Transportation with Land Use and Development Considerations

- Discourage improvements that support peripheral growth and urban area sprawl
- Endorse transportation improvement projects that advance infill growth, development, and redevelopment that supports Eastward Ho!, encourages walkable communities, and promotes transit-oriented development
- Avoid improvements encouraging growth and development in high hazard coastal areas
- Prioritize funding to favor intra-UDB (Urban Development Boundary) improvements, followed by those in the UEA (Urban Expansion Area)
- Support South Florida Regional growth initiatives
- Minimize access to and travel within sensitive land uses



Goal 6: Optimize Sound Investment Strategies

- Minimize construction costs
- Minimize operations expenses
- Optimize applications of PTP funding
- Optimize maintenance outlays
- Optimize use of private sector funding sources
- Maximize use of external funding sources
- Promote local improvement projects within the systems improvement context

1.3 Public Involvement

Public involvement is an important aspect of all transportation planning projects. Prior to the Long Range Transportation Plan (LRTP) approval, MPOs must provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties with an opportunity to comment on the LRTP, as required by federal requirements.

The Miami-Dade MPO was committed to assure that opportunities for public involvement were available throughout the duration of the project for other public agencies, stakeholders, property owners, business interests, community groups, environmental agencies and the general public. The Miami-Dade MPO offered open, frequent, and effective public participation activities throughout the project. The input obtained from the public was considered during the development of the 2030 Plan Update.

In December 2003, the *Long Range Transportation Plan Update (to the Year 2030) Public Involvement Plan & Program* was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The project PIP identifies the mechanisms that were available to interested individuals and groups to participate in the planning process of the 2030 Plan. The project PIP also identifies the methods of project coordination that were employed, business and community groups, public organizations, elected and appointed officials and agencies having jurisdictional responsibilities over planning and transportation issues. Public Involvement goals were developed to guide the consensus building process.

Goal 1: Provide sufficient opportunities of various types for stakeholders to participate in the project and provide input.

Objectives: Facilitate an active role for citizens in the planning process at key decision points throughout the study period. Minimize misinformation through accurate





and two-way public communication and active listening.

Strive for consensus on project decisions, products, and recommendations.

Goal 2: Promote effective intergovernmental coordination.

Objectives: Identify and provide information linkages to crucial community interests.
Build credibility and support for the study process and foster an attitude of cooperation.
Inform project participants in order to provide a working knowledge of transportation, land use, and community development concepts.

Goal 3: Present public information in a clear, concise, and understanding format.

Objectives: Minimize the use of technical jargon in public informational materials and presentations.
Encourage the use of effective graphics to illustrate project concepts.
Provide opportunities for one-on-one discussions with knowledgeable project personnel to answer specific questions about the project and address community concerns.

The following direct communication techniques were employed to notify the public about the 2030 Plan, to inform the public about the current status of the project and future activities, and to solicit public input during the study.

Internet Addresses

The MPO maintained and published an internet address at <www.miamidade.gov/mpo> used by the public to transmit questions and comments concerning the Plan Update to the project team. All comments were documented.

Countywide Mailing List

The MPO maintained a permanent mailing list of all elected officials, MPO committee members, federal, state, and local agencies, community groups, and individuals interested in long-range transportation planning issues in Miami-Dade County. This mailing list was used as a basis for the dissemination of projects brochures, special notifications, and other messages that are appropriate for this group.





Citizens Transportation Advisory Committee (CTAC) Meetings

MPO staff presented information about the July 2004 LRTP Public Workshops to the CTAC at the May 26, 2004 meeting. CTAC hosted all of the 7 Public Workshops conducted during the month of July, 2004.

Transportation Planning Council (TPC) Meetings

Three presentations were made to the TPC during key points in the study process and included the following:

- April 2004 – Travel Demand Model
- September 2004 – Draft Cost Feasible Plan information item
- October 2004 – Cost Feasible Plan Project Priorities information item
- November 2004 – Cost Feasible Plan approval

All comments provided by the TPC concerning the 2030 Plan Update were documented.

Newspaper Advertisements

Under Florida law, all public meetings and workshops must be advertised in a newspaper of general circulation so that the public has an opportunity to attend such meetings. These advertisements were used to announce the date, time, and location of area-specific public meetings. Special efforts were made to make the announcement in local publications such as the *Miami Herald*, *El Nuevo Herald* and *En Marche*, with high levels of readership in the respective study area.

News Releases to Local Media

A press release was prepared and sent to the local media requesting citizen participation in the future of Miami-Dade County's transportation system by attending the Long Range Transportation Plan Workshops held in July 2004. The date, time and location of the workshops were provided.

Radio and Television Shows

Community involvement in the LRTP process was discussed during radio and TV shows. The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7th, 2004. This broadcast was taped live and was translated from English to Creole. The show began with a brief introduction on the role of the MPO and discussed how the Haitian community can become involved in the LRTP process.

The MPO taped a television program that aired on the Haitian Television Network (HTN) on February 8th, 2004. The program was taped in English and translated to Creole to provide transportation information to the Haitian community. The broadcast featured an introduction on the MPO and how the community could become involved in the LRTP process. In addition, Phillip Brutus interviewed MPO project managers on transportation issues affecting the Haitian community.





Multi-lingual written materials, project brochures, and graphic displays

Written materials and graphic displays with easy-to-understand text, maps, photographs, and other media were used to convey technical information in clear terms to the general public concerning the project. Large-size, colorful graphics, and maps were used during public meetings to facilitate the public’s understanding of the 2030 Plan its issues.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption. The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved. This brochure was produced in English, Spanish and Creole.

The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030, Miami-Dade County’s associated travel needs within the 21-year horizon, and the potential opportunities to improve the County’s highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole.

Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops.

The third brochure will summarize the findings of the study process and will identify the final recommendations for the 2030 Plan. This brochure will be used after the 2030 Plan is adopted to document the final plan development process. This brochure will be produced in English and Spanish and may be used as an insert for the *Miami Herald* and *El Nuevo Herald* newspapers.

Environmental Justice

The Transportation Equity Act for the Twenty-first Century (TEA-21) defines the traditionally underserved as “...including, but not limited to, low-income and minority households.” Special outreach efforts were made to the traditionally underserved population groups by holding community workshops throughout Miami-Dade in locations convenient to these individuals. These special efforts were attempted to encourage participation and input including minorities, senior citizens, low income, non-English speaking, and illiterate.

Community Workshops

A series of community workshops were held in the summer of 2004 at the time when the Plan’s goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the





MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Homeowner Associations were contacted to attend the workshops. All public comments were documented. The workshops were held as follows:

- July 20, 2004 -North Dade Regional Library
- July 20, 2004 -Miami Lakes Library
- July 21, 2004 -Miami Beach City Hall
- July 21, 2004 -West Kendall Regional Library
- July 22, 2004 -South Miami City Hall
- July 22, 2004 -Homestead City Hall
- July 26, 2004 -Joseph Caleb Center

MPO Public Hearing

Near the end of the 2030 Plan development process, a public hearing was held at a regularly scheduled MPO Governing Board meeting to meet the federal and state transportation planning requirements. This public hearing was advertised and the 2030 Plan documents were available for inspection by the public. The public hearing for the 2030 Plan Update adoption was held at the November 18, 2004 MPO Governing Board meeting.

Additional Activities

The MPO has researched and developed several additional activities to increase public participation in the Plan Update. These innovative activities include presenting the information to locations where people gather and distributing information through new channels. These proposed additional activities included the following:

- **Cultural Events** - The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public.
- **2030 LRTP Update Website** - The MPO dedicated a section of their website <www.miamidade.gov/mpo> exclusively for the 2030 Plan that provided both written and visual information. The 2030 Plan section contained up-to-date progress of the project including meeting agendas, meeting summaries, and maps. The public was able to provide comments on the 2030 Plan to the MPO through this portal.
- **Miami-Dade County Library** - The countywide brochure was distributed throughout the Miami- Dade County Library system.
- **Interactive Town Hall Meeting** - The CTAC hosted a televised Town Hall Meeting in the County Commission Chambers that



allowed the general public to comment via e-mail, fax, telephone, or in person in March 2004. Project staff was available to answer questions. This meeting was held in conjunction with the public comment period on the draft Transportation Improvement Program (TIP).

- **MPO Newsletters** - The countywide brochure was turned into a newsletter and mailed to over 2000 entities. In addition, the Spring 2005 Newsletter will focus exclusively on the outcome of activities associated with the LRTP cycle.

- **Accommodations for the Disabled** - The MPO encouraged participation in the 2030 Plan by disabled individuals by providing special accommodations. All public workshops and the public hearings were held in buildings that are physically accessible to the disabled. All meeting announcements included information directing any disabled individuals that need special accommodation to participate in the public meetings to call the MPO Office for assistance.

Copies of the various newsletters and brochures distributed during the 2030 Plan development process are provided in **Appendix A**.

1.4 Efficient Transportation Decision Making Process

The Efficient Transportation Decision Making (ETDM) Process creates linkages between land use, transportation and environmental resource planning initiatives through early, interactive agency and community involvement. The ETDM Process not only improves the quality of the decisions but ultimately reduces the time, effort and cost related to the decision making process and reduces the likelihood of potential challenges raised during the National Environmental Policy Act (NEPA) and permitting processes. The ETDM Process brings agency and community interaction forward into the early stages of transportation planning.

Efficiency is gained through a two step screening process: the Planning Screen and Programming Screen. The two screening processes are conducted much earlier than they were in the traditional planning process.

- **Planning Screen** – Agencies are given the opportunity to comment on a project’s potential impact to environmental and community resources during the early planning stages. Project concepts can be adjusted to avoid or minimize adverse impacts, consider mitigation alternatives and improve project cost estimates based on the comments received.

- **Programming Screen** – This screening occurs before projects enter the FDOT Five-Year Work Program and initiates the NEPA





process for federally fund projects or the State Environmental Impact Process for state-funded projects.

The goal of the ETDM Process is to produce transportation decisions that reflect a balance between social, land use and environmental preservation considerations through early agency and community involvement. An “LRTP Project Description” document has been compiled to address the “Needs and Purpose” requirement of the ETDM Process. The MPO is working closely with the FDOT District 6 on the other required ETDM activities including Community Characteristics Project. The MPO and FDOT completed the Planning Screen effort with projects from the 2005 Transportation Improvement Program (Priority I projects identified in the 2030 Plan). The Programming Screen efforts will follow adoption of the 2030 Plan.

1.5 Background

1.5.1 Transportation Planning Areas

Miami-Dade County was divided into the following six planning areas for analysis and presentation purposes. **Figure 1** depicts the boundaries and location of each planning area.

- **North Area** - The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward / Miami-Dade County Line, east of NW 52nd Avenue and NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive / MacArthur Causeway, and west of Biscayne Bay.

Commission Districts included in the North Area:

- Commission District One,
- Commission District Two, and
- Commission District Three.

Municipalities included in the North Area:

- City of Miami Gardens,
- City of Opa-Locka,
- City of Miami-Dade,
- City of North Miami,
- City of Miami Shores, and
- Town of El Portal.

Major Neighborhoods included in the North Area:

- The Lake District and
- Airport West commercial and industrial area.

The North Area is traversed by several important corridors including I-95, Florida’s Turnpike, SR-826 / Palmetto Expressway, SR-9 / 27th Avenue, US-1 Biscayne Boulevard, SR-934 / 79th Street, SR-112 /





Airport Expressway, I-195 / Julia Tuttle Causeway, Venetian Causeway, and I-395 / US 41 MacArthur Causeway.

- **Northwest Area** - The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street / Tamiami Trail and Dolphin Expressway / SR-836.

Commission Districts included in the Northwest Area:

- Commission District Twelve and
- Commission District Thirteen.

Municipalities included in the Northwest Area:

- City of Doral,
- City of Hialeah,
- City of Hialeah Gardens,
- City of Sweetwater,
- City of Miami Lakes, and
- Town of Medley.

Major Neighborhoods included in the Northwest Area:

- The Lake District and
- Airport West commercial and industrial area.

The Northwest Area is traversed by several important transportation corridors including the SR-826 / Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street / Tamiami Trail, and Krome Avenue.

- **Beach – Central Business District (CBD) –**
The Beach / CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami CBD.

Commission Districts included in the Beach/CBD Area:

- Commission District Four and
- Commission District Five.

Municipalities included in the Beach/CBD Area:

- City of Miami Beach,
- City of North Bay Village,
- City of Aventura,
- Town of Golden Beach,
- Town of Surfside,
- Town of Bal Harbour,
- Town of Indian Creek Village, and
- Town of Bay Harbor Islands.

Sections of Municipalities included in the Beach/CBD Area:

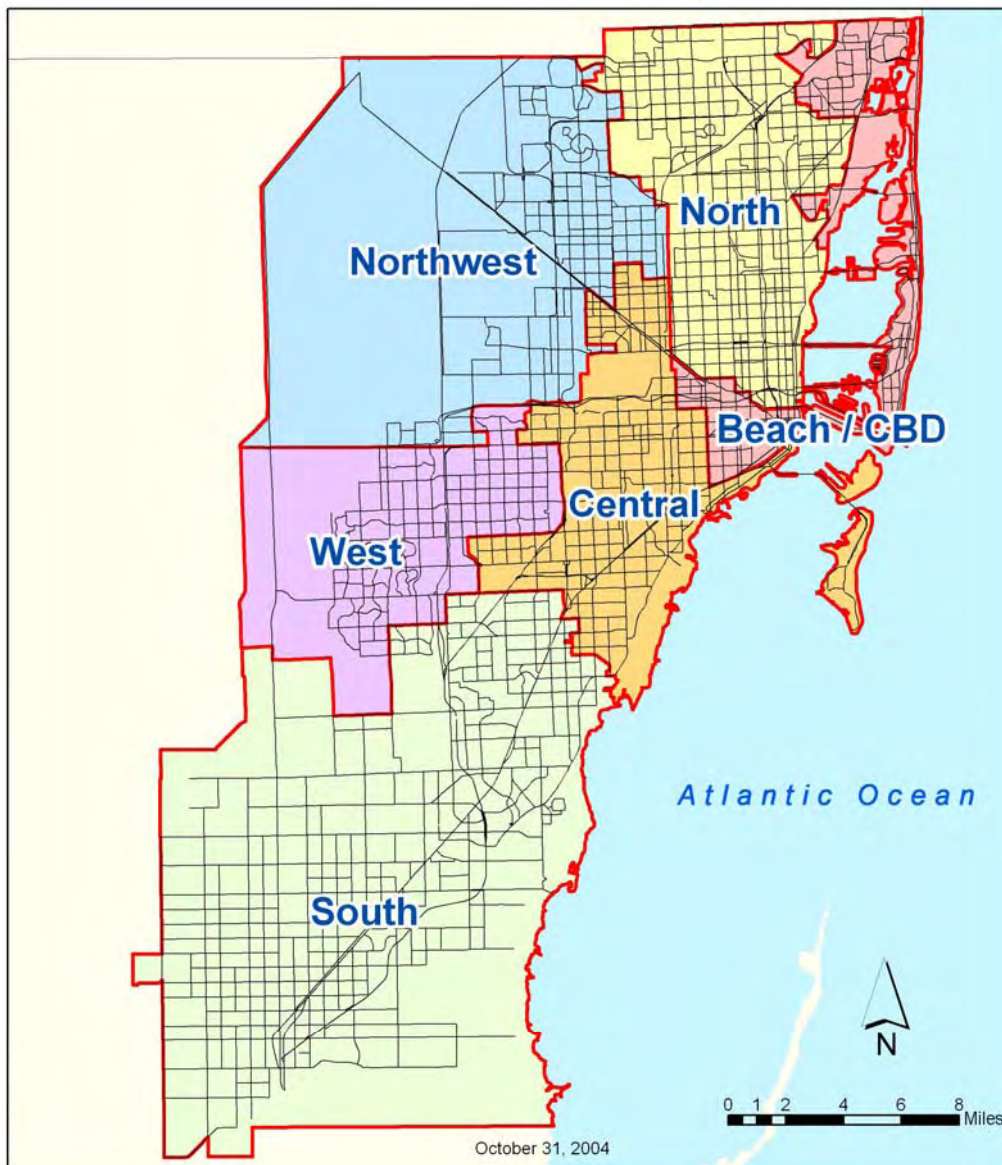
- City of Miami,
- City of North Miami,
- City of North Miami Beach,

- Village of Biscayne Park, and
 - Village of Miami Shores,
- Major Neighborhoods** included in the Beach/CBD Area:
- Little Havana and
 - The Roads areas of the City of Miami.

The Beach / CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

Figure 1. Miami-Dade County Planning Areas

Miami-Dade County Planning Areas





- **Central** - The Central Transportation Planning Area includes the area east of SW 76th Avenue, south of SW 30th Street, generally west of NW 37th Avenue, and north of SW 136th Street.

Commission Districts included in the Central Area:

- Commission District Six and
- Commission District Seven.

Municipalities included in the Central Area:

- City of South Miami,
- City of Miami Springs,
- Village of Key Biscayne,
- Village of Pinecrest,
- Village of Virginia Gardens, and
- Town of Medley.

Sections of Municipalities included in the Central Area:

- City of Miami,
- City of Hialeah, and
- City of Coral Gables.

The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826 / Palmetto Expressway, the SR-836 / East-West Expressway, US-1 / South Dixie Highway, Okeechobee Road, SW 8th Street / Tamiami Trail, Flagler Street, and Le Jeune Road.

- **West** - The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive / SW 88th Street, south of Tamiami Trail / SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue.

Commission Districts included in the West Area:

- Commission District Ten and
- Commission District Eleven.

Municipalities included in the West Area:

- City of Coral Gables,
- City of South Miami, and
- Village of West Miami.

Major Neighborhoods included in the West Area:

- Westwood Lakes,
- Kendall Lakes,
- Sweetwater,
- Fontainebleau, and
- Country Walk.

The West Area is traversed by several important corridors including the SR-826 / Palmetto Expressway, SR-874 / Don Shula Expressway,



SR-821 / Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

- **South** - The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive / SW 88th Street south to the Monroe / Miami-Dade county line.

Commission Districts included in the South Area:

- Commission District Eight and
- Commission District Nine.

Municipalities included in the South Area:

- City of Homestead,
- City of Florida City,
- Village of Palmetto Bay, and
- Village of Pinecrest.

Major Neighborhoods included in the South Area:

- Rockdale,
- Perrine,
- Cutler,
- Peters,
- Bel Aire,
- Cutler Ridge,
- Franjo,
- Goulds,
- Naranja,
- Princeton, and
- South Allapattah.

The South Area is traversed by several important corridors, including the SR-821 / Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

1.5.2 Socioeconomic Trends

Traffic congestion plays a role in a person's quality of life and according to the Urban Land Institute can also discourage new residents and businesses from moving into a community. Miami-Dade County is constantly growing; in order to protect the quality of life for current residents and to continue to attract new people and businesses, steps to relieve congestion and develop a plan for an efficient, multimodal transportation system is necessary.

Population and employment growth increases the demand for travel. The projected travel demand is based on future socioeconomic characteristics which are derived from the 2000 Census. **Table 1** and **Figure 2** depict the projected socioeconomic trends that will shape Miami-Dade County between 2000 and the 2030 horizon year.



In 2030, the population is expected to exceed three million, a 43 percent growth from 2000. Between 2000 and 2030, employment will increase by 34 percent to almost 1.6 million employees, households will increase by 40 percent to over one million, and similarly auto ownership will increase by 48 percent to over two million. The people of Miami-Dade County will be making more than 11 million trips each day to work, school, and shopping, a 40 percent increase.

Table 1. Miami-Dade County Demographic & Transportation Data

Socioeconomic Characteristic	2000	2030	Percent Increase
Population	2,204,700	3,149,300	43%
Households	774,300	1,084,900	40%
Employment	1,183,300	1,590,200	34%
Autos	1,479,400	2,182,500	48%
Trips	7,934,400	11,080,200	40%



Figure 2. Miami-Dade County Projected Growth, 2000 to 2030

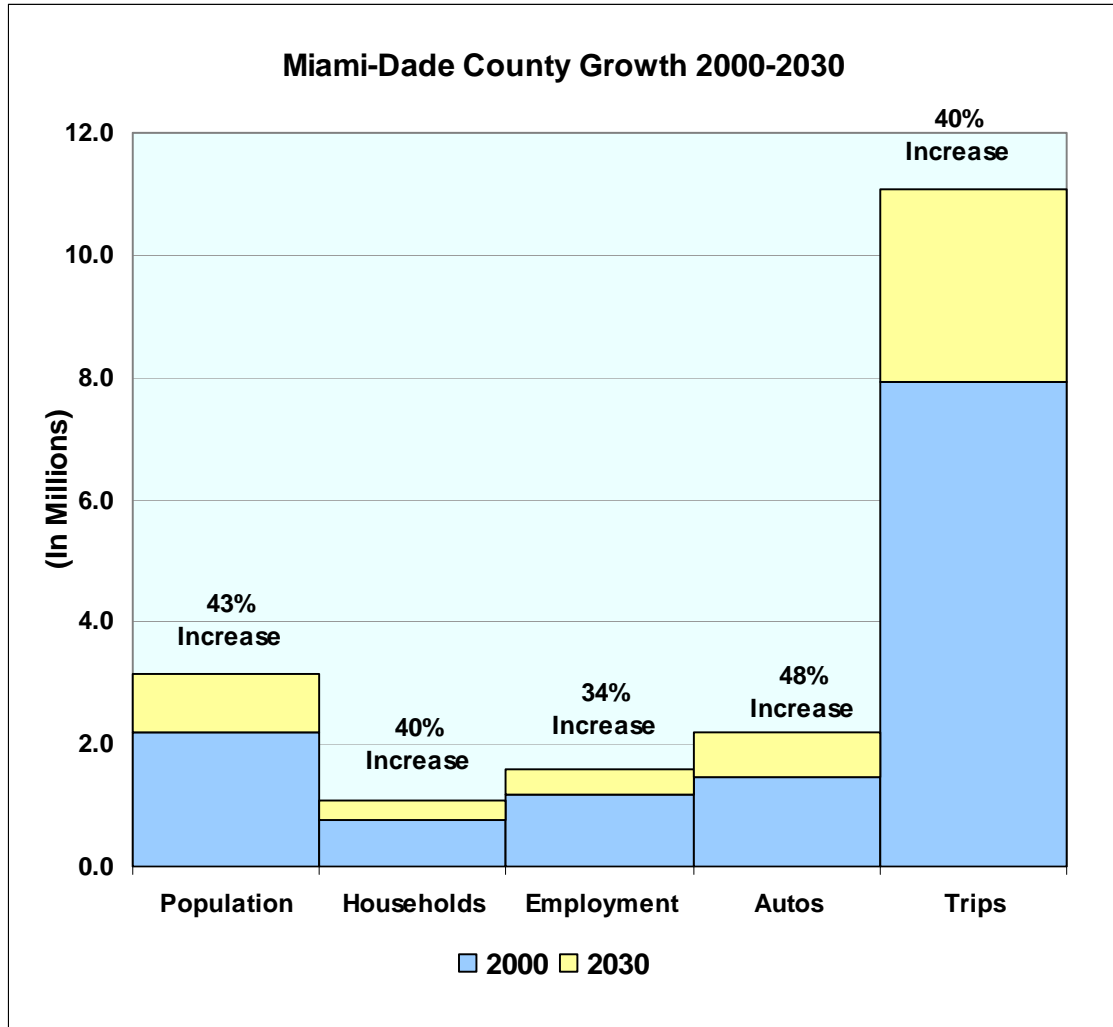
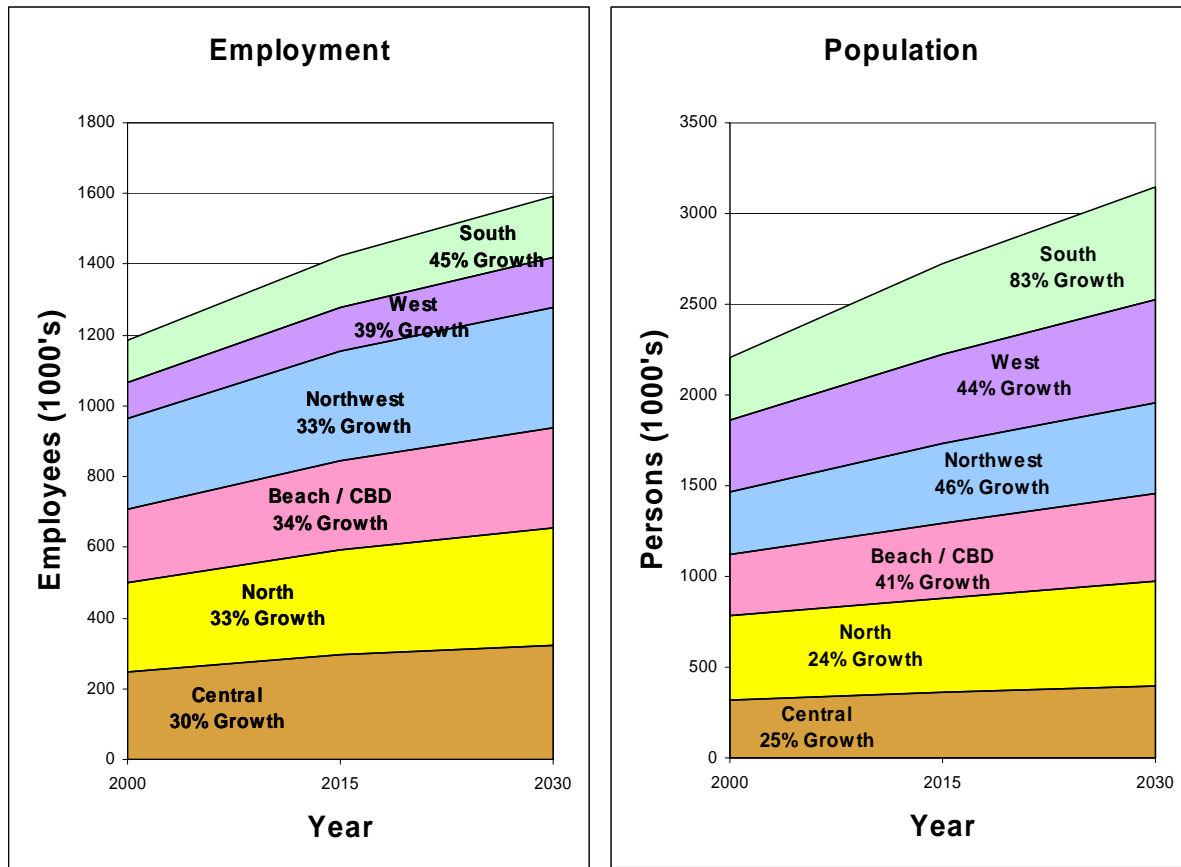


Figure 3 depicts the population and employment growth by planning area. Projected growth in Miami-Dade County for population and employment is located throughout the county and not concentrated in a particular area, presenting the challenge of connecting the population to activities. These growth trends emphasize the need to update the LRTP to guide investments for sound and effective transportation projects.



Figure 3. Miami-Dade County Projected Employment & Population Growth by Planning Area



1.6 Plan Development

1.6.1 Needs Plan

An important step of the 2030 Plan was to identify needed improvements to the transportation system through 2030, creating the “Needs Plan.” The Needs Plan development process is a multidisciplinary and multi-agency effort that hinges on the input of the local, state, and regional agencies; municipalities; citizens; and the technical results produced by travel demand models.

Using a travel demand model, the base year (2000) was developed and calibrated to simulate reported travel conditions in 2000. The existing plus committed (E+C) transportation network, which consisted of improvements made to the transportation network since 2000 and improvements programmed for construction in the MPO’s Transportation Improvement Program (TIP), was modeled with 2030 socioeconomic data to determine the deficiencies of the future transportation system. Improvements that were identified to help alleviate the deficiencies in the transportation system, resulting in the Needs Plan, were developed from





the 2025 Needs and Minimum Revenue Plans, input from local, state, and regional agencies, municipalities, and citizens. This list of needed improvements was developed without regard to cost.

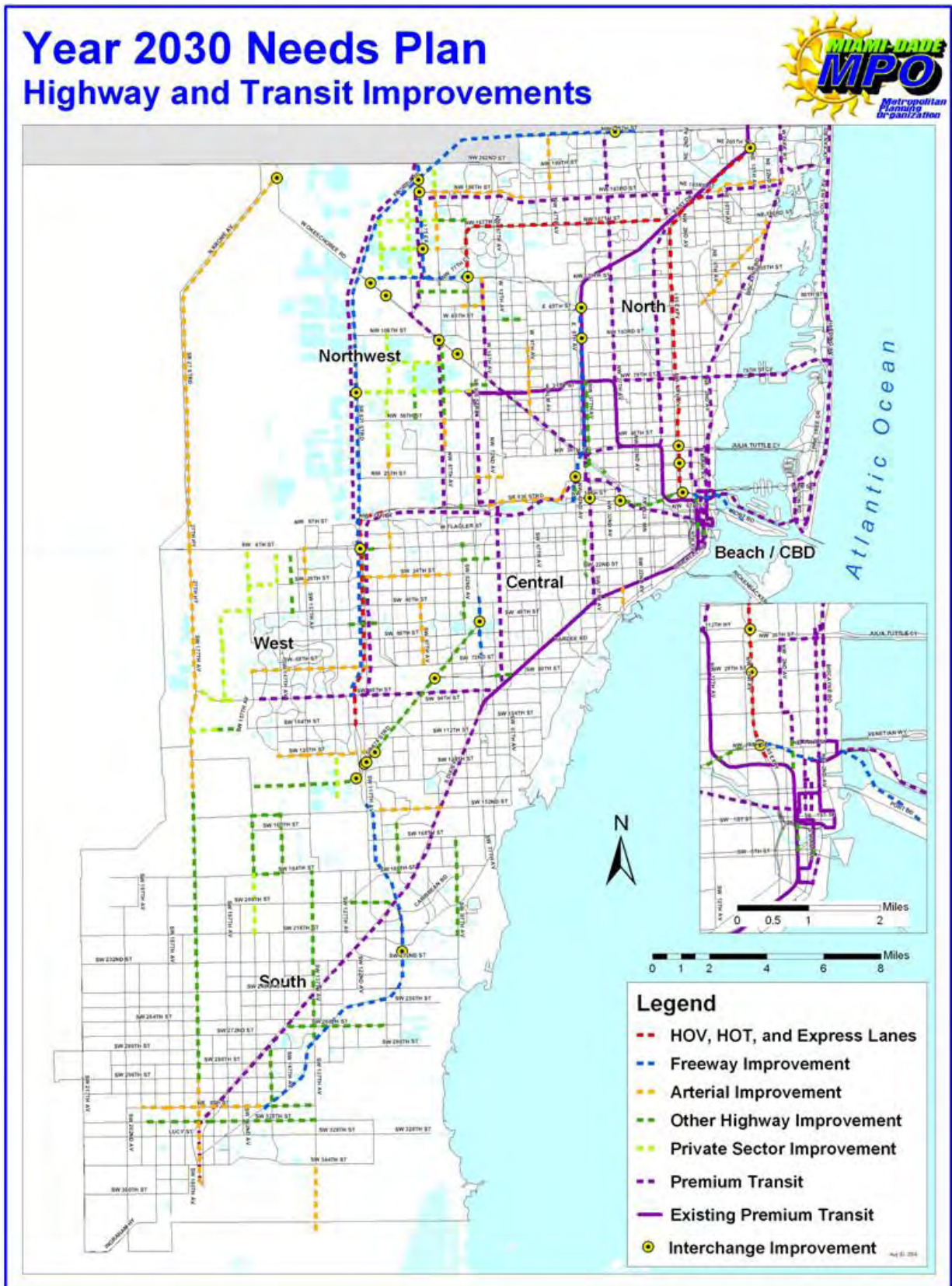
The Needs Plan is a multimodal list including improvement projects for motorized and non-motorized modes of transportation. In addition to highway improvement projects, the Needs Plan includes premium transit. Premium transit considers various types of transit technologies including: Conventional Bus Transit, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Heavy Rail Transit (HR). Following are brief explanations of the four transit technologies identified in the Needs Plan.

- **Bus Transit** includes the operation of buses that are integrated into vehicular traffic. This technology accounts for the majority of transit service in terms of both route mileage and ridership in Miami-Dade County.
- **Bus Rapid Transit (BRT)** is a bus transit technology consisting of buses operating in exclusive busways with on-line stations similar to light rail transit systems, or operate on roads with improvements that allow buses to bypass traffic congestion. A key attribute of a BRT system is that it can use a combination of existing roadways and exclusive busway facilities. A prime advantage of BRT technology is that it can provide a level of service comparable to rail at a much lower capital cost.
- **Light Rail Transit (LRT)** often derives power from an overhead wire similar to a streetcar system. This overhead power collection allows LRT systems to be integrated with other at-grade transportation modes and pedestrians. LRT can operate in mixed traffic on tracks embedded in the street (like streetcars), on at-grade rights-of-way with street and pedestrian crossings, or on exclusive rights-of-way.
- **Heavy Rail** is a technology that is defined by steel-wheeled, electric powered vehicles operating in trains of two or more cars on a grade-separated or at-grade right-of-way. Loading and unloading of passengers generally takes place at stations featuring fixed platforms at floor level allowing for rapid entry and exit.

Figure 4 depicts the highway and transit projects included in the 2030 Needs Plan. In addition to highway and transit improvement projects, the Needs Plan included Intelligent Transportation Systems (ITS) projects and non-motorized projects consisting of on-road bicycle improvements, pedestrian facilities and greenways / multi-use trails.



Figure 4. 2030 Highway and Transit Needs Plan





1.6.2 Project Evaluation

Motorized and Intelligent Transportation Systems (ITS) projects in the Needs Plan were evaluated by Steering Committee members based on the 2030 Plan adopted Goals and Objectives, technical data developed from the travel demand model, and local knowledge. Projects were evaluated by Steering Committee members using an interactive web-based program. The evaluation program provided project description, location, and technical data from the travel demand model, as applicable. Scores were aggregated to arrive at a single final score for each project. Projects were then ranked and prioritized based on the composite score.

A comprehensive greenways “needs” network was developed in parallel with the 2030 Plan. Greenway projects, consisting of off-road, multi-use trails located throughout Miami-Dade County, were evaluated by the Bicycle and Pedestrian Advisory Committee (BPAC) based on a selected set of evaluation criteria.

1.6.3 Financial Resources

A financial analysis was performed to develop a financial plan that identifies the revenue that is applied to transportation improvements and operation and maintenance expenses. The projections of the available resources were based on the estimated growth of population, gasoline / diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Resources have been identified for the Florida Department of Transportation (FDOT), Florida Turnpike Enterprise, Miami-Dade Expressway (MDX), Miami-Dade Department of Public Works, and Miami-Dade Transit (MDT). In addition, a new revenue source, the People’s Transportation Plan (PTP) funds that are available exclusively for transportation projects, were included in the revenue forecast. On November 5, 2002 Miami-Dade County residents voted to implement the PTP, funded by a one half (1/2) percent sales tax increase to provide traffic relief to Miami-Dade County. As a result, the Citizen’s Independent Transportation Trust was created to govern the spending of the surtax. The PTP is projected to provide an additional \$7.26 billion dollars (in year 2003 dollars) for transportation over the next 30 years. In general the PTP will:

- Improve bus services;
- Increase the bus fleet;
- Construct 88.9 miles of rapid transit lines; and
- Provide highway and road improvements.

The current federal funding transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21), expired on September 30, 2003.





Extensions to this bill have been signed periodically, while waiting for the U.S. Congress to reauthorize the transportation bill. Due to the pending reauthorization of the transportation bill, FDOT advised the MPOs throughout the state to use the 2025 funding forecasts that were developed in 2001 for the LRTPs that were adopted in December 2001. Revenues were extrapolated to 2030 and inflation adjustment factors were applied. Miami-Dade Department of Public Works and MDT provided revenue estimates which included revenue from the PTP. The Miami-Dade Expressway (MDX) Authority's, Florida Turnpike Enterprise's, and the Florida Intrastate Highway System's (FIHS) portion of the FDOT revenues are programmed by those agencies and do not represent available revenues for projects identified in the 2030 Plan.

In 2003, the Florida Legislature approved the creation of the Florida Strategic Intermodal System (SIS) to guide the investment of state funds for a well planned transportation system that efficiently connects the various modes of transportation. The SIS has now been defined and is scheduled for approval in December 2004. The SIS concentrates on statewide and regional priorities; addresses all forms of transportation for moving people and goods; and integrates individual facilities, services, modes, and linkages into a single, integrated transportation system. The SIS will:

- Target expenditures to help the State's economic competitiveness, including increased corridor emphasis in planning and funding projects,
- Apply innovative policies and technologies, including Intelligent Transportation Systems,
- Clarify the State's roles and responsibilities on and off this system, and
- Provide input to the next update of the Florida Transportation Plan (2025).

Any changes to the Miami-Dade Transportation Plan that may be needed as a result of future federal and State legislative actions, will be subsequently incorporated.

The financial resources were analyzed to determine the available revenues for capacity related improvements for surface transportation and operating and maintenance (O&M). Capacity related improvements are improvements to surface transportation facilities that add capacity to the transportation network including highway, transit, rail, bicycle, or pedestrian facilities. The assumptions made for the financial resources analysis are detailed in a separate report, the *Financial Resources Review*.





Total revenue for highway and transit improvements was estimated at 19.3 billion dollars. **Table 2** identifies the revenues and cost for highway and transit projects.

Table 2. Summary of Forecasted Revenues, FY 2010 to 2030

	Priority II 2010 - 2015	Priority III 2016 - 2020	Priority IV 2021 - 2030	Total
Capital Revenue				
FIHS Construction / ROW				\$1,174
Other Arterial Construction / ROW / Intermodal Access	\$693	\$548	\$1,045	\$2,286
State Turnpike Enterprise				\$968
Miami-Dade Expressway Authority				\$424
MDT	\$1,666	\$1,199	\$2,695	\$5,561
DPW	\$189	\$142	\$247	\$578
Total Capital Revenue	\$2,548	\$1,889	\$3,988	\$10,991
Operating Revenue				
MDT	\$1,931	\$1,827	\$3,945	\$7,703
DPW	\$180	\$140	\$253	\$573
Total Operating Revenue	\$2,111	\$1,967	\$4,198	\$8,276
TOTAL				\$19,267

1.6.4 Cost Estimates

In order to determine the financial feasibility of the projects, costs for individual projects had to be determined. Project costs were taken from existing reports and work programs from the various modal agencies where available and converted to year 2003 dollars. All costs and revenues were expressed in terms of year 2003 dollars for purposes of this work. Costs were calculated from unit costs derived from FDOT’s Cost Estimation Manual and/or from costs from existing, similar facilities for projects where costs had not yet been developed by a modal agency. Costs for new and replacement buses and for several transit corridors were taken from the PTP.

Capital and Operating and Maintenance (O&M) costs estimates for the proposed highway improvements in the 2030 Plan were primarily based upon existing estimates of O&M expenses from the road-building agencies. In the case of the State Highway System, FDOT has already set aside sufficient funding to operate and maintain State facilities. For the County road facilities, Miami-Dade County Public Works Department provided estimates, based on per-unit maintenance costs and recent mileage reports. O&M costs estimates for transit were projected for the various corridors, based on the PTP.





1.6.5 Cost Feasible Plan

The Miami-Dade Long Range Transportation Plan (to the Year 2030) was developed to guide transportation investments in Miami-Dade County to the Year 2030. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit, bicycle and pedestrian facilities. Based on the Financial Resources Review funding is limited for transportation improvements in Miami-Dade County for the Plan period. As a result of evaluating and prioritizing the projects in the Needs Plan and applying the projected revenue identified, a “fiscally constrained” or Cost Feasible Plan was developed. The Cost Feasible Plan identifies projects for which funding is projected to be available.

1.6.6 Miami-Dade Travel Corridors

The 2030 Plan includes projects on major highway and transit corridors helping to increase the mobility of Miami-Dade County. Some of the major highway corridors include:

- **I-75** - Interstate 75 enters Miami-Dade County between NW 97th and NW 87th Avenues and extends south from the Broward County line to NW 138th Street. The interstate then extends east and terminates at SR 826. A major project in the Cost Feasible Plan on I-75 includes the addition of HOV lanes in the median on the east/west portion of the facility. This project is part of the I-75 Master Plan and is designed to alleviate congestion on the mainline.
- **I-95** – Interstate 95 is a major corridor in the east part of the County, entering Miami-Dade between NE 15th and NE 20th Avenues, extending south to downtown Miami. Projects on I-95 include conversion of existing HOV lanes to reversible HOV/HOT lanes from Ives Dairy Road south to SR 112. This project will provide additional capacity to I-95 in Miami-Dade County.
- **HEFT** – The Homestead Extension of the Florida Turnpike (HEFT) extends from the Florida Turnpike south to Homestead. The HEFT plays an important role in a major north/south corridor in west Miami-Dade County. Projects in the Cost Feasible Plan on the HEFT include widening various segments of the facility to 6, 8, 10, and 12 lanes, depending on the segment. Other projects include the addition of express toll lanes at several existing tolls, providing improvements to the congestion caused by a limited number of general use toll lanes.
- **SR 826** – State Road 826 is a major north/south facility that connects SR 874 (Don Shula Expressway) in the south to I-75 in north Miami-Dade County. It also extends east from I-75 and



terminates at I-95, serving as a connection between several other major facilities. Cost Feasible projects on SR 826 include one HOV lane in each direction between I-75 and I-95 and added general use lanes between Sunset Drive and SW 32nd Street.

- **SR 836** – State Road 836 is a major east/west highway that connects the HEFT in western Miami-Dade County to downtown Miami, terminating at I-95, at which point it becomes I-395 and extends to the beaches. Projects on SR 836 include construction of collector-distributor roadways from NW 14th Street to NW 28th Street and an extension of SR 836 (4-lane expressway) between SW 104th Street and NW 137th Avenue. In addition, the Cost Feasible Plan includes a project to construct 4 express lanes in the median of the existing facility. These projects will provide relief to a congested facility.

The addition of the PTP revenue to the 2030 Plan provides the opportunity for major transit corridors to be planned, designed and constructed in Miami-Dade County. The major transit corridors included in the 3020 Plan include:

- **Earlington Heights Connection** – Is a 2.3 mile heavy rail extension between the existing Metrorail Earlington Heights Station and the Miami Intermodal Center (MIC), a proposed regional transportation hub serving the Miami International Airport. The purpose of this project is to establish a rail connection to Miami International Airport to serve visitors and airport employees and to provide an intermodal connection access.
- **East – West Corridor** - Is a 17.2-mile rail extension of Metrorail consisting of two segments. Segment 1 is 10.5 miles connecting the MIC to FIU. The purpose of this project is to serve a population highly dependent on transit; establish the first east-west link in the central Miami-Dade area; provide a transit connection between major generators: FIU, Miami International Airport-MIC, Downtown, Port of Miami; provide connection with the regional network; and relieve high traffic congestion along major roadways. Segment 2 is a 4.4 mile segment connection the MIC to the Government Center.
- **Northeast Corridor** - Is a 13.6 mile rapid transit corridor from Downtown Miami to the Broward County Line (NE 215th Street) along Biscayne Boulevard and the Florida East Coast Corridor Right-of-way. The purpose of this project is to serve the high densities and population concentrations along the eastern seaboard, provide a regional link to Broward County, and to provide service to multiple municipalities and neighborhoods.





- **North Corridor** - Is a 9.5 mile heavy rail extension of Metrorail along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station (NW 62nd Street) to NW 215th Street (Miami-Dade / Broward County Line). The purpose of this project is to serve a highly transit dependent population, connect major generators such as: Miami-Dade College North Campus and Proplayer Stadium, and provide a future rail linkage to Broward County.
- **Douglas Corridor** - Future plans call for a 4.5-mile Metrorail extension from Douglas Road station to the MIC along SW 37th Avenue. The purpose of this project is to provide a linkage to Miami International Airport from the south area and to avoid circuitous trips to Miami International Airport.
- **Kendall Corridor** - This project includes two segments: an east/west segment along Kendall Drive (SW 88th Street) from SW 157th Avenue east to Dadeland area, and a north/south segment along the Florida Turnpike. The project will connect with the East-West corridor. The purpose of this project is to connect the growing southwest areas to the regional network; provide service to major generators such as Baptist Hospital, Miami-Dade College-South, Downtown Kendall, Florida International University (FIU), Miami International Airport (MIA) and the Miami Intermodal Center (MIC); provide service to the highest concentration of choice-riders; and severe traffic congestion along east-west roadways during peak periods.
- **South Miami-Dade Corridor** - Future plans call for a 21-mile Metrorail extension from Dadeland South station to Florida City. The project runs along US-1 and consists of two segments: from Dadeland South Metrorail station to Cutler Ridge, and from Cutler Ridge to Florida City. The purpose of this project is to serve a population highly dependent on transit, serve deep southwest communities, and establish regional links to central and north Miami Dade in this fast urban development area.
- **Bay Link** - Is a 5.1 mile light rail corridor that will connect Downtown Miami to south Miami Beach across the MacArthur Causeway. The purpose of this project is to provide a premium high capacity transit service in the corridor connecting the Government Center and the Miami Beach Convention Center and to provide linkage between the East-West corridor into Miami Beach.

1.6.7 Mobility Trends

Year 2000 is the base year for the travel demand model that was used in this study to project the transportation conditions for the 2030 horizon





year and compare the results of the analysis. Level of Service (LOS) is a qualitative measure that describes the operational conditions of traffic flow as perceived by motorists. There are six LOS ranging from A to F based on the volume to capacity (v/c) ratios for a particular roadway segment. LOS A is the best situation, representing free flowing traffic; LOS F is the worst representing total congestion, a stop and go situation, as the volume approaches and even exceeds the roadway capacity. **Figure 5** depicts the daily LOS for the 2000 base year. **Figure 6** depicts the daily LOS for the proposed 2030 Cost Feasible Plan.

1.7 Transportation Alternative Strategies

Alternative transportation strategies focus on demand and resource management to increase the efficiency of the existing transportation system without major capital expenditures. In addition to the traditional transportation capital and operational improvements proposed in the 2030 Plan, the following strategies are to promote the efficient use of the transportation system.

1.7.1 Comprehensive Development Master Plan

Miami-Dade's Comprehensive Development Master Plan (CDMP) is the framework that guides development within the county. Within the CDMP are goals and objectives that compliment the use of alternative strategies to promote increased efficiency of the existing transportation system without increasing physical capacity. Strategies include:

- Identification of priority corridors;
- Promotion of urban core densities;
- Implementation of Liveable Communities / Transit-Oriented Development policies; and
- Implementation of Smart Growth / Sustainability principles.

1.7.2 Transportation Management Systems

Transportation Management Systems are techniques that can be applied to the transportation system to increase its capacity. Transportation Management Systems are an alternative to capital improvements and consists of strategies to reduce the number of vehicles in the network and to increase efficiency and safety of the network through the use of advanced technology.

Figure 5. Level of Service – 2000 Base Year

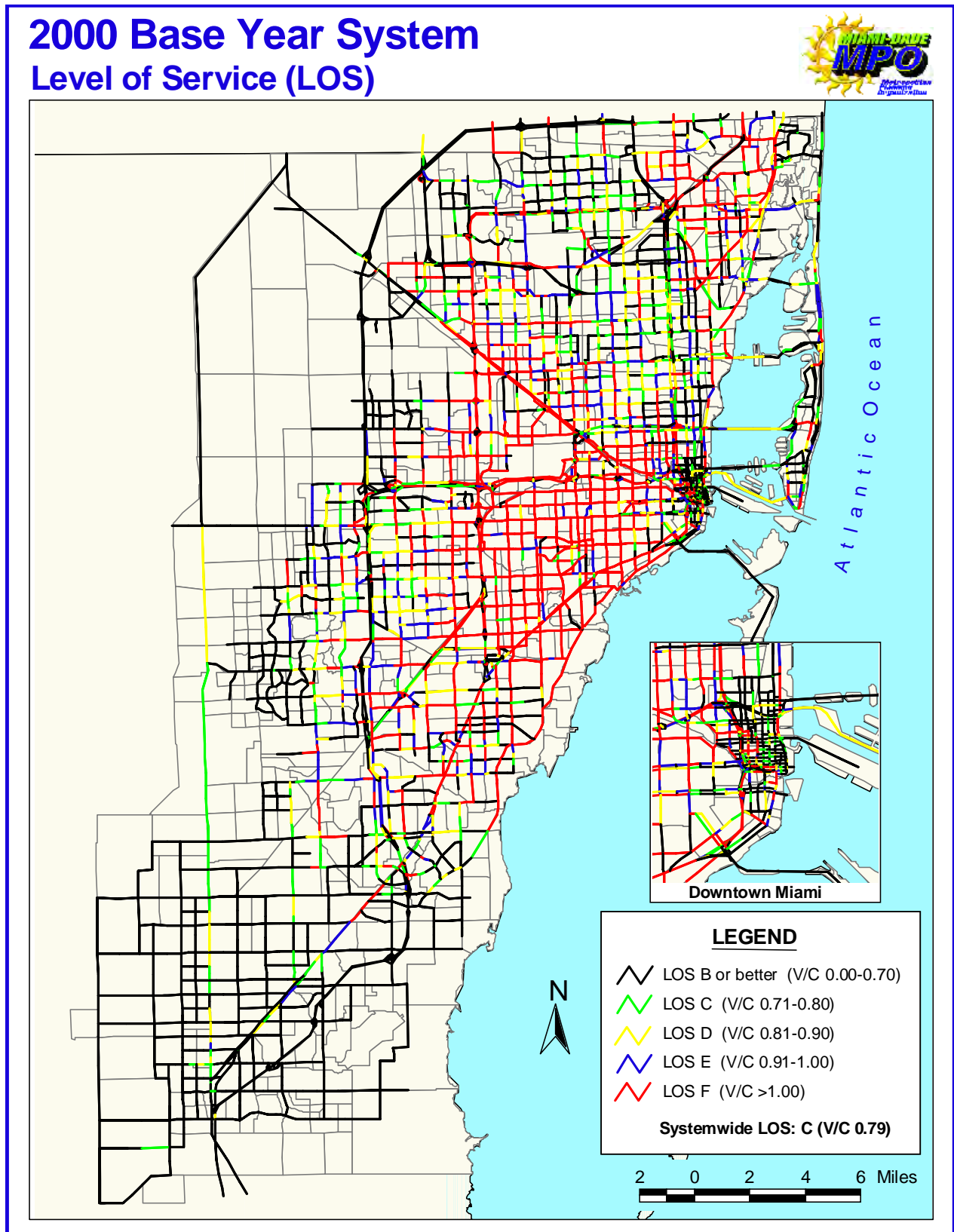
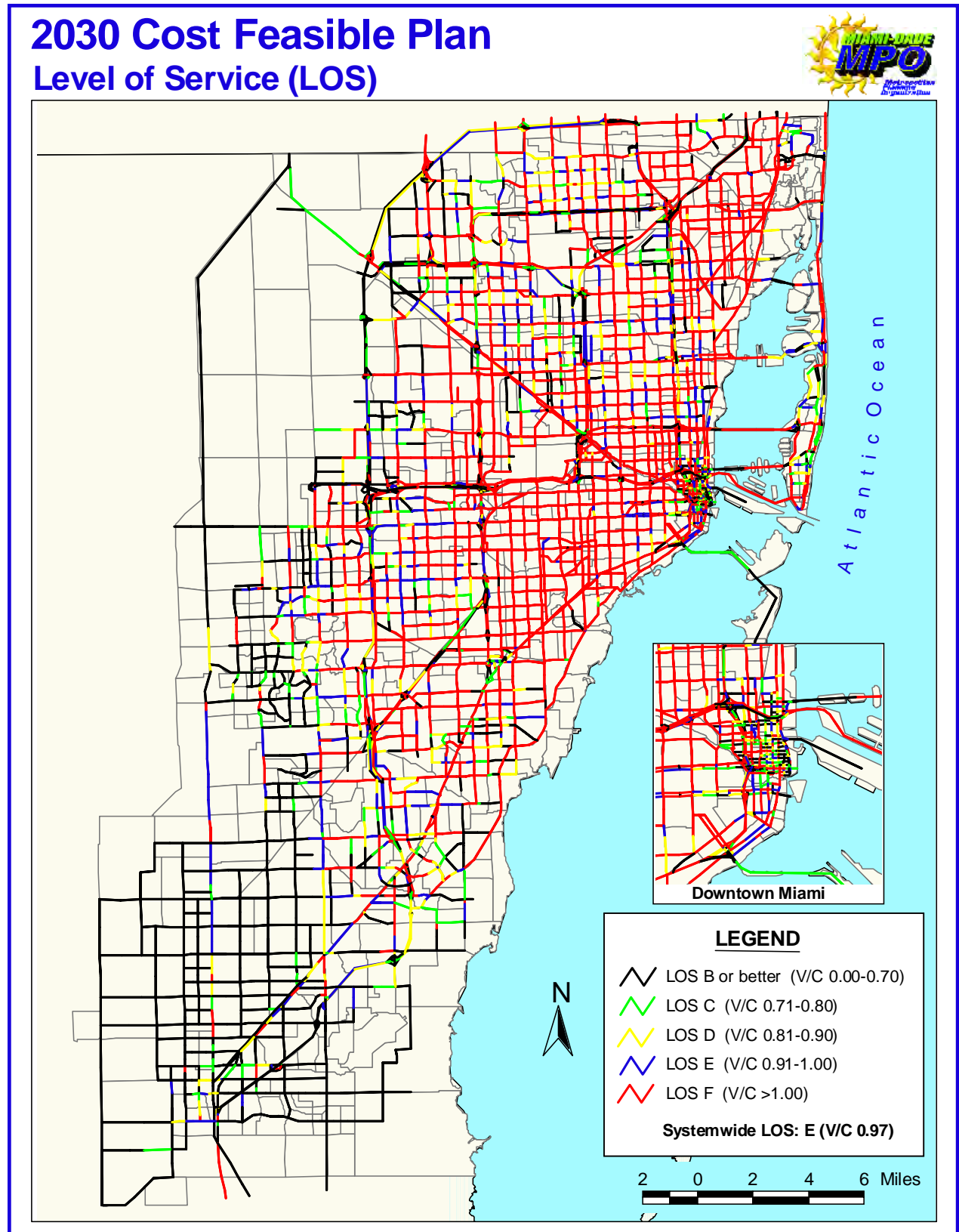


Figure 6. Level of Service – 2030 Cost Feasible Plan





1.7.2.1 Congestion Management System

Congestion Management Systems (CMS) are processes used to provide information on the performance of the transportation system and emphasizes alternative techniques to alleviate congestion thereby, enhancing the mobility of people and goods and improving the quality of life for those that live and work within the Miami-Dade area. All Transportation Management Areas (TMA) (urbanized areas with a population over 200,000) are required by Federal Regulation to include a CMS in the planning process (23 USC 143(i)(3)). The purpose of the CMS is to evaluate transportation alternatives along congested corridors before implementing traditional projects that increase physical capacity of the roadway. Following are examples of CMS strategies:

- **Vanpool Programs** are eight to fifteen people sharing a van, generally to the same place of employment, thereby, reducing the number of single occupant vehicles (SOV).
- **Ridesharing/Carpool Programs** are two or more persons traveling by any mode of transportation thereby, reducing the number of single occupant vehicles.
- **Reversible Lanes** are single lanes used to accommodate peak flow of traffic that increases the capacity of roadways without adding additional lanes.
- **Parking Management** reduces single occupant driving for specific sites by limiting the number of spaces available or providing preferential parking spaces for carpooling/vanpooling.
- **Congestion Pricing** is placing a higher price on roadways during peak hours and encourages alternate routes or modes of transportation thereby, reducing the congestion during peak hours.
- **Signalization Optimization** increases efficiency of the existing system by improving travel time thereby, reducing congestion.
- **Work Hour Management** is alternative work arrangements to reduce traffic congestion during peak travel periods (examples include Flextime, Staggered Work Hours, Modified Work Weeks and Telecommuting).
- **Intersection Improvements** have the potential to increase the efficiency of existing roadway systems without adding additional lanes.

Transportation Management Strategies & Efforts

- Vanpool Programs
- Ridesharing / Carpooling
- Subscription Services
- Parking Management
- Congestion Pricing
- Signalization Optimization
- Work Hour Management
- Shuttle Services
- Intersection Improvements
- Transportation Management Organizations & Initiatives
- Rapid Bus Program



- **Transportation Management Organizations (TMOs) / Transportation Management Initiatives (TMIs)** are partnerships between businesses (typically private non-profit groups) and local government designed to help solve local transportation problems associated with rapid growth and development.
- **High Occupancy Vehicle (HOV) / High Occupancy Transit (HOT) Lanes** are preferential treatment for non-single occupant vehicles potentially increasing person-moving capacity.

1.7.2.2 Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) are the use of advance technologies to enhance the existing transportation infrastructure. In general, ITS is the collection, analysis and dissemination of real-time information to improve the efficiency and safety of the existing surface transportation system. The integration of ITS strategies into the transportation planning process is one of the requirements of TEA 21. The Federal Highway Administration (FHWA) issued Rule 940, Intelligent Transportation System (ITS) Architecture and Standards, and the Federal Transit Administration (FTA) issued the National ITS Architecture Policy on Transit Projects to require ITS projects to conform to the National ITS Architecture (NITSA) and Standards.

FDOT's Florida Rule 940, Draft Statewide Implementation Strategy, provides an overview of Federal Rule 940 and guidelines for integrating ITS into the LRTP process. Integration of ITS into the planning process requires each region to adopt a regional architecture by April 2005. The Florida Department of Transportation has created a Florida Statewide ITS Strategic Plan to act as a guide for planning, programming and implementation integrated multi-modal ITS elements. Florida MPO's are required to develop an ITS element and integrate ITS planning into their transportation planning processes consistent with the National ITS Architecture. In response to this requirement, the Miami-Dade MPO develops an annual ITS report of the Countywide ITS efforts by agency including: FDOT – District 6, Miami-Dade Transit, Seaport, Public Works Department, Miami-Dade Expressway, Miami-Dade Aviation Department, and Florida Turnpike Enterprises. The 2004 Annual report was developed in August 2004.

For the development of the 2030 Plan, ITS projects were evaluated based on the Goals and Objectives in the same way highway and transit projects were evaluated.

1.7.3 Intermodal Systems

Intermodal linkages connect individual modes of transportation such as buses, trains, airports, seaports, automobiles, freight, bicycle and pedestrians to create a unified transportation system. The goal is to create





a more balanced transportation system by integrating all modes of transportation, improving the efficiency and the safety of services for both passengers and freight. The objective is to create an optimal intermodal system utilizing all modes of transportation rather than optimizing a single mode of transportation.

1.7.3.1 Miami Intermodal Center

The Miami Intermodal Center (MIC) is a multitmodal access facility providing regional connectivity and improved access to the Miami International Airport (MIA). The MIC will provide safe and efficient transfers for users of various modes of transportation including commuter, heavy and light rail systems, buses, taxis, private automobiles, and bicycles. In addition to increasing multitmodal access, rental car facilities will be consolidated within the MIC improving access to those facilities. A tram service connecting the rental car facilities and the airport will also be provided as well as connections to cruise ship terminals.

1.7.3.2 Golden Glades Multimodal Terminal

The Golden Glades Multimodal Terminal is where various transportation modes converge and passengers are able to transfer from one mode to another easily and safely. This project will enhance transit and carpool use by upgrading the existing park and ride facilities and better integrate Tri-Rail with Dade and Broward transit. Additionally, the Transit Bridge Project, which will serve GGI Terminal, is planned to provide an additional link between the two counties. The project would enable a seamless transfer to take place between Tri-Rail and bus modes which does not exist today.

1.7.3.3 Freight Movement

The MPO staff is committed to providing a Transportation system that enhances the efficiency of freight movement within the surface transportation system. Since the advent of ISTEA a decade ago, particular emphasis on multimodal solutions to transportation problems and the inclusion of transportation projects that focus on the movements of goods as well as people have been hallmarks for the development of LRTPs. TEA-21 continued that emphasis further underscoring the importance of goods movement as a significant role transportation networks are expected to play.



Both Miami International Airport (MIA) and the Port of Miami are recognized as the two most important individual entities serving as economic engines for Miami-Dade. The Airport is one of the busiest airports, not only in the US but in the world, and is a recognized leading international air cargo hub. The Port of Miami is the world's largest, busiest cruise port, the leading container cargo port in Florida and one of the top ten on the eastern seaboard. In both cases, trucking is the dominant mode of cargo access and transshipment.



The 2030 Plan embraces freight movement concerns through the inclusion of projects that focused on improving freight movement from MIA and the Port of Miami as well as throughout Miami-Dade County. One important project to improve freight movement is the seaport tunnel expressway connecting the seaport to I-395. The seaport tunnel project will increase transportation effectiveness and efficiency by allowing truck traffic direct access to the Interstate system from the Port.

A number of other improvements to roadways within the Airport West area will also serve to expedite truck movements and retain economic competitiveness of county and regional freight-associated activities. Additionally, improvements to roadways in several other areas of Miami-Dade address projected traffic flow deficiencies and diminished levels of service; a number of these improvements are recommended for roads that service the industrial areas of Miami-Dade County.

1.7.3.4 Bicycle/Pedestrian Plans

As population increases, the construction of bicycle and pedestrian facilities as an alternative to motorized travel becomes increasingly more important. In 2001, the MPO updated the original 1995 Bicycle Facilities Plan and developed the first Pedestrian Facilities Plan. The overall purpose of Miami-Dade County's *Bicycle and Pedestrian Facilities Plans* was to examine existing roadway conditions as they related to bicycle and pedestrian travel and propose a set of facility improvements to be incorporated into the Transportation Improvement Program (TIP).

In addition to the on-road bicycle facility improvement projects, Miami-Dade County also developed a comprehensive greenways network through its North Dade Greenways Master Plan (adopted November, 1998) and the South Dade Greenway Network (adopted November, 1994). The greenways network is a series of off-road, multi-use trails providing a comprehensive network throughout the entire County.

Bicycle and pedestrian improvement projects were included as part of the 2030 Plan. On-road bicycle and pedestrian facilities were evaluated as part of the 2001 Bicycle and Pedestrian Facilities Plans. Due to the nature of the on-road bicycle and pedestrian facility improvements, the majority of improvements are only feasible in conjunction with highway capacity improvement projects. Highway capacity improvement projects identified in the TIP and the 2030 Cost Feasible Plan are highlighted as opportunities to include bicycle and pedestrian facilities. It is anticipated that when those improvements are constructed, bicycle and pedestrian facilities will be included when feasible. Greenway projects were evaluated during the development of the 2030 Plan independently of highway and transit projects. Funding for greenway projects was based on the assumption that





1.5% of eligible surface transportation funds will be devoted to non-motorized transportation projects.

2 REGIONAL PLANNING

Metropolitan Planning Organizations are designated for each urbanized area with a population of more than 50,000 people, as required by Federal Law. As a result of the 2000 Census, the urbanized areas encompassing parts of Miami-Dade, Broward, and Palm Beach Counties have grown together. The three MPOs were redesignated individually due to the size and complexity of the existing MPO planning areas. However, as stated in the official redesignation letter from the State of Florida, redesignation of separate MPOs would be contingent upon the development and implementation of coordinated planning processes resulting in, but not limited to, the following: a regional long-range transportation plan covering the combined metropolitan planning area that will serve as the basis for the Transportation Improvement Programs of each MPO, a coordinated project prioritization and selection process, a regional public involvement process and a coordinated air quality planning process.

In response to the State's request, the three MPOs in South Florida have developed a Regional Planning Committee. The Regional Planning Committee is made up of representatives from:

- Miami-Dade MPO
- Broward County MPO
- Palm Beach County MPO
- FDOT District 4
- FDOT District 6
- South Florida Regional Transportation Authority (SFRTA)
- The other three transit operators in the region as follows: Miami-Dade Transit (MDT), Palm Beach Transit (Palm Tran), and Broward County Transit (BCT)

The Regional Planning Committee defined corridors of regional significance. Regional corridors facilities are defined as: facilities that cross county lines (Broward / Miami-Dade or Broward / Palm Beach) and connect to SIS (Florida's Strategic Intermodal Transportation System), facilities identified as SIS corridors or facilities identified as SIS connectors. Regional facilities included roadways, regional rail and SIS connectors as depicted in the map in **Figure 7**.



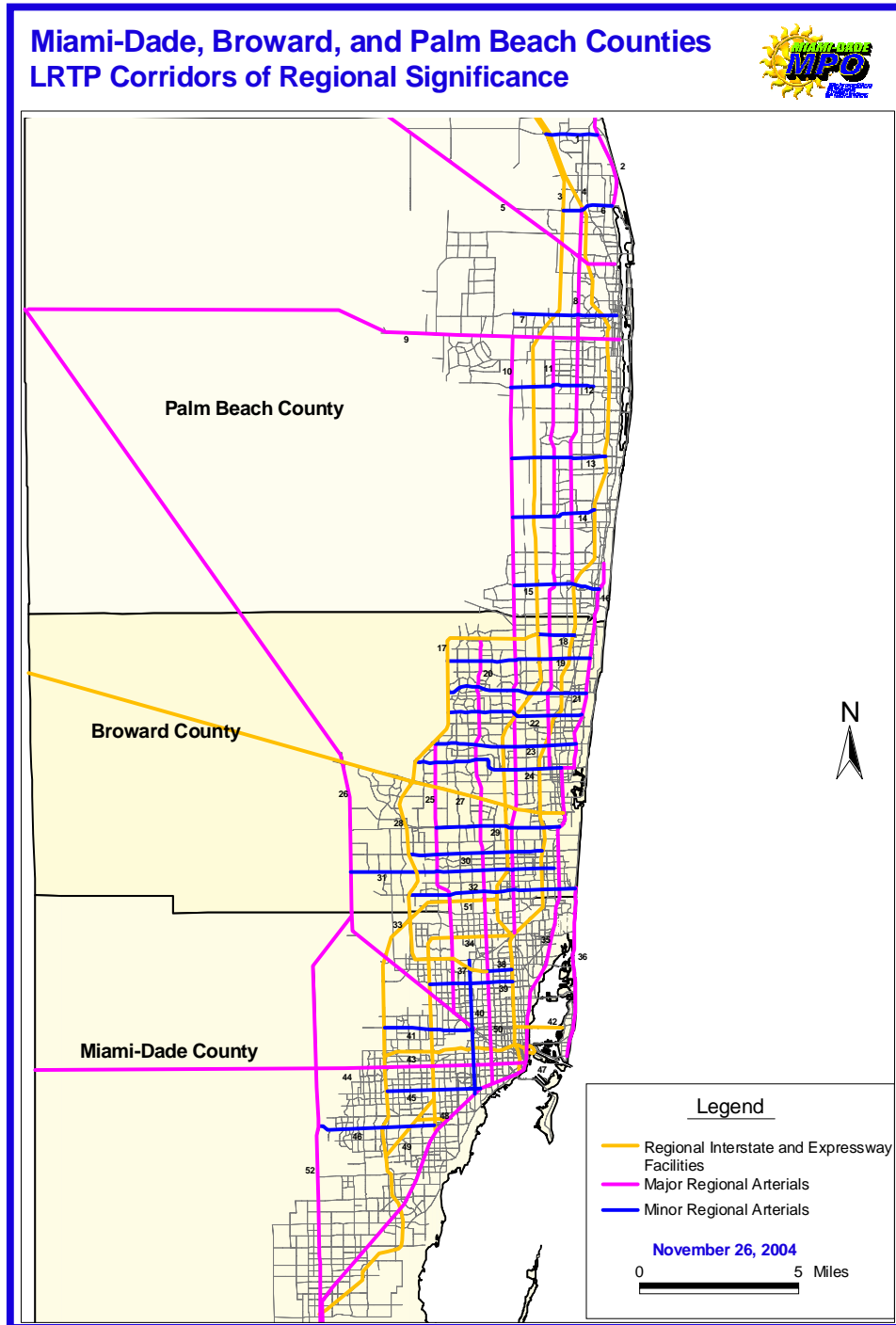


The Regional Planning Committee also developed Regional 2030 LRTP Goals as follows:

- Improve Regional Transportation Systems;
- Support Regional Economic Vitality;
- Enhance Regional Social Benefits; and
- Mitigate Regional Environmental Impacts.



Figure 7. Corridors of Regional Significance



- | | | | | |
|-----------------------|-------------------------|--------------------------------------|------------------------------|-----------------------------|
| 1. Indiantown Rd. | 13. Boynton Beach Blvd. | 25. Flamingo Rd. | 35. US 1 | 46. SW 88 St. / Kendall Dr. |
| 2. Federal Hwy/US 1 | 14. Atlantic Ave. | 26. US 27 / SR 25 | 36. A1A / Collins Ave. | 47. I-395 |
| 3. Florida's Turnpike | 15. Glades Rd. | 27. I-595 | 37. Grangny Exp. | 48. SR 878 |
| 4. I-95 | 16. US 1 | 28. I-75 | 38. NW 119 St. | 49. SR 874 |
| 5. Bee Line Hwy. | 17. Sawgrass Exp. | 29. Griffen Rd. | 39. NW 103 St. | 50. NW 27 Ave. |
| 6. POA Blvd. | 18. SW 10 St. | 30. Sheridan St. | 40. LeJeune Rd. / 42 Ave. | 51. NW 57 Ave. |
| 7. Okeechobee Blvd. | 19. Sample Rd. | 31. Hollywood Blvd. / Pines Blvd. | 41. NW 36/41 St. | 52. Krome Ave. |
| 8. Military Trail | 20. University Dr. | 32. Hallandale Blvd. / Miramar Pkwy. | 42. I-195 | |
| 9. Southern Blvd. | 21. Atlantic Blvd. | 33. HEFT | 43. SR 836 | |
| 10. SR 7 | 22. Commercial Blvd. | 34. SR 826 / Palmetto Exp. | 44. SW 8 St. / Tamiami Trail | |
| 11. Powerline Rd. | 23. Oakland Park Blvd. | | 45. SW 40 St. / Bird Rd. | |
| 12. Lake Worth Rd. | 24. Sunrise Blvd. | | | |

Legend

- Regional Interstate and Expressway Facilities
- Major Regional Arterials
- Minor Regional Arterials

November 26, 2004

0 5 Miles

Regional Corridor Facility Criteria

Regional Interstates and Expressways - Urban or Rural Principal Arterials - Interstate and Expressway

Major Regional Arterials - Urban or Rural Principal Arterials - Other than Cross County Lines

Minor Regional Arterials - Urban or Rural Principal Arterials - With Two or More Connections to Regional Interstate and Expressway Facilities





3 AIR QUALITY

The Miami-Dade Long Range Transportation Element must conform to the provisions the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA redesignated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Effective in June, 2004, the EPA transitioned to the 8-hour ozone and fine particulate matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS) for transportation conformity. The new standard is based on averaging air quality measurements over 8-hour blocks of time for a three year period, instead of the 1-hour time period mandated by the previous standard. The 8-hour standard is more representative of conditions occurring over a long-term exposure. As a maintenance area under the 1-hour rule, Miami-Dade County is subject to conformity for a statutory one-year grace period after being re-designated as attainment by the new standards on (April 15, 2005). The Air Quality analysis for the 2030 Plan is based on the new 8-hour NAAQS.

Through the Air Quality Conformity Analysis, it was demonstrated that the projected emission levels, given the planned future transportation systems, would be within the established budgets. All of the transportation projects in the Cost Feasible Plan that add capacity to the local road or transit network are included in one or more of the networks used for this analysis, depending on the priority status of the projects. The following assumptions were made with respect to which improvements are included in which landmark year networks:

- Priority I: open to traffic by 2010
- Priority II: open to traffic by 2015
- Priority III: open to traffic by 2020
- Priority IV: open to traffic by 2030 (or 2025, depending on available funding)

The projects are listed by priority in the Cost Feasible Plan section of this document. Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the 2000 highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the 2000 HPMS total vehicle



miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000, adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

The results of the air quality conformity analysis, as detailed in the Conformity Determination Report, are summarized in the **Table 3**.

As part of this process, one Air Quality Newsletter was produced and distributed to the public for informational purposes. An additional newsletter will be prepared after adoption of the LRTP. The first newsletter is included in **Appendix A**.

Table 3. Miami-Dade County VOC and NO_x Emissions

Model Year	Model Alternative	Population	Employment	VOC* (2005 & 2015 Budget=74.60)	NO _x * (2005 & 2015 Budget=127.5)
2000	Base Year	2,204,700	1,183,300	89.95	139.57
2005	Interim Cost Feasible	2,316,900	1,283,800	64.37	109.99
2015	Interim Cost Feasible	2,721,700	1,425,400	35.51	45.62
2025	Interim Cost Feasible	3,006,700	1,535,300	27.35	26.49
2030	Interim Cost Feasible	3,149,300	1,590,200	28.27	24.27



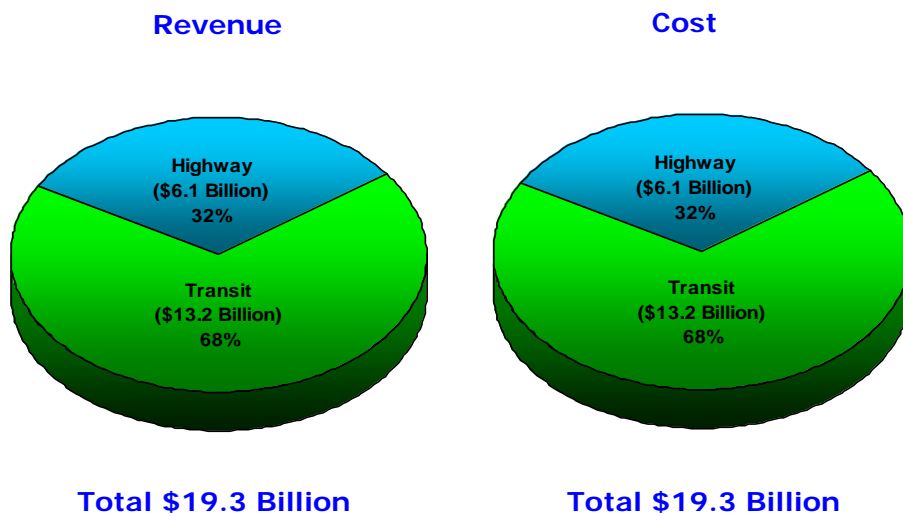
4 PROGRAM OF PROJECTS

4.1 Recommended Cost Feasible Plan

The 2030 Plan has been developed to guide transportation investments in Miami-Dade County to the Year 2030. The 2030 Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit, bicycle and pedestrian facilities. Based on the financial resource analysis, there is only a limited amount of funding available for transportation improvements in Miami-Dade County during the Plan period.

As depicted in **Figure 8**, revenues designated for highway and transit projects were allocated to the respective project types. The total revenues and cost included in the 2030 Plan are balanced, creating a fiscally constrained Cost Feasible Plan.

Figure 8. Expected Revenue and Cost, 2010 – 2030 Cost Feasible Plan



4.2 Priority Categories

Projects in the Cost Feasible Plan were grouped into Priorities based on funding availability: The Priorities are described as follows:

- **Priority I** – Projects are scheduled to be funded by 2009. This group includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the 2005-2009 Miami-Dade Transportation Improvement Program.
- **Priority II** – Projects are planned to be funded between 2010 and 2015.



- **Priority III** – Projects are planned to be funded between 2016 and 2020.

- **Priority IV** – Projects are planned to be funded between 2021 and 2030.

- **Priority IV Unfunded** – Projects that have been identified in the Needs Plan, however, revenues are not available to fund the project.

4.3 Project Listings by Category

Highway and transit projects included in the 2030 Cost Feasible Plan are listed in **Tables 4 through 9** by priority phase and depicted in **Figures 9 through 10**. Figure 9 depicts projects in Priority I, representing projects in the 2005-2009 TIP. Figure 10 depicts projects in priorities III through IV. Greenway projects included in the 2030 Cost Feasible Plan are listed in **Table 10** and depicted in **Figure 11**.



**Table 4. 2030 Cost Feasible Plan
Highway and Transit
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH/CBD	SR 836 EB TOLL PLAZA	NW 27 Ave.	NW 17 AVE	NEW TOLL PLAZA ON EB RAMP TO NW 17 AVE
	BEACH/CBD	SR 836	NW 14 ST	NW 28 ST	DESIGN & CONSTRUCTION: CD ROADS / ACQUISITION: ROW
*	BEACH/CBD	SW 1ST AVE	SW 8TH ST	SW 1ST ST	4-LANE TUNNEL UNDER RIVER
	BEACH/CBD, NORTH	NE 12 AVE	NE 151 ST	NE 167 ST	WIDEN TO 3 LANES
	BEACH/CBD, NORTH	NE 15 AVE	NE 159 ST	MIAMI GARDENS DR	WIDEN TO 4 LANES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	BEACH/CBD, CENTRAL, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	BEACH/CBD, CENTRAL, NORTHWEST, WEST	SR 836 EXPRESS LANES	HEFT	SR 826/836 INTERCHANGE	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D SOUTHBOUND ACCESS IMPROVEMENT
	CENTRAL	MIC			MIC/MIA INTERCHANGE - ACCESS IMPROVEMENT
	CENTRAL	LEJEUNE ROAD			MIAMI INTERMODAL CENTER - C-D NORTHBOUND ACCESS IMPROVEMENT
	CENTRAL	SR 112	NW 21 ST.	SR 112 / NW 27 AVE.	RECONSTRUCT SR 112/NW 36 ST/LEJEUNE INTERCHANGE
	CENTRAL	SR 836 WB AUXILIARY LANE	SR 826	NW 57 AVE	ADD AUXILIARY LANE IN WB DIRECTION
	CENTRAL	SR 836	E OF NW 57 AVE	W OF NW 57 AVE	INTERCHANGE IMPROVEMENTS AND WB EXIT RAMP
	CENTRAL	PONCE DE LEON BLVD	ALMERIA AVE	ALCAZAR AVE	6 TO 4 LANES WITH LEFT TURN BAYS
	CENTRAL	SW 62 AVE	SW 24 ST	NW 7 ST	STREET IMPROVEMENTS
	CENTRAL	SW 62 Ave.	SW 70 St.	SW 64 St.	5 TO 2 LANES
	CENTRAL	SOUTH MIAMI AVE	SW 25 RD	SW 15 RD	TRAFFIC CALMING MEASURES, CURBING, AND SIDEWALK
	CENTRAL	SW 27 AVE	US 1	BAYSHORE DRIVE	WIDEN FROM 2 TO 3 LANES
	CENTRAL	GRAND AVE	SW 37 AVE	SW 32 AVE	CONSTRUCT 2 LANES WITH LEFT TURN LANES (4 TO 2)
	CENTRAL	SW 97 AVE	SW 56 ST	SW 72 ST	2 TO 3 LANES
*	CENTRAL, NORTH	EARLINGTON HEIGHTS CONNECTION	EARLINGTON HEIGHTS METROSTATION	MIC	PREMIUM TRANSIT
	CENTRAL, NORTHWEST	SR 934 / HIALEAH EXPWY	SR 826	SR 823 / NW 57 AVE	ADD LANES AND RECONSTRUCT (4 TO 6)
	CENTRAL, BEACH/CBD, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	CENTRAL, BEACH/CBD, NORTH, NORTHWEST	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 4. 2030 Cost Feasible Plan
Highway and Transit
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	CENTRAL, NORTHWEST, WEST	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	CENTRAL, BEACH/CBD, NORTHWEST, WEST	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	CENTRAL, WEST	SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	CENTRAL, WEST	SR 826	SW 16 ST	SW 2 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTH	SR 860	320 METERS WEST OF NW 27 AVE.	SR 91 / TURNPIKE	ADD LANES AND REHABILITATE PAVEMENT (4 TO 6)
	NORTH	SR 932	AT NW 2 AVE		ADD LEFT TURN LANES EB AND WB
	NORTH	SR 9A / I-95 (N/B)	NW 135 St.	NW 151 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	SR 9A / I-95 (S/B)	NW 125 St.	NW 135 St.	CORRIDOR IMPROVEMENT - SB THRU LANE
	NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SERVICE PATROLS
	NORTH	NE 8 ST / BAYSHORE DR	BISCAYNE BLVD	PORT BLVD	NEW 4 LANES AND BAYWALK
	NORTH	NW 14 ST	NW 10 AVE	I-95	WIDEN TO 3 LANES AND RESURFACE
*	NORTH	NW 37 AVE	NW NORTH RIVER DRIVE	NW 79 ST	WIDEN 2 TO 5 LANES
	NORTH	S BAYSHORE DR	MCFARLANE	AVIATION	RESURFACING AND MEDIAN IMPROVEMENTS
	NORTH	TURNPIKE - GOLDEN GLADES TOLL PLAZA			3 EXPRESS AND 3 MANUAL LANES
*	NORTH	NORTH CORRIDOR	MLK METROSTATION	MIAMI-DADE / BROWARD LINE	PREMIUM TRANSIT
	NORTH, BEACH/CBD	NE 12 AVE	NE 151 ST	NE 167 ST	WIDEN TO 3 LANES
	NORTH, BEACH/CBD	NE 15 AVE	NE 159 ST	MIAMI GARDENS DR	WIDEN TO 4 LANES
*	NORTH, CENTRAL	EARLINGTON HEIGHTS CONNECTION	EARLINGTON HEIGHTS METROSTATION	MIC	PREMIUM TRANSIT
	NORTH, NORTHWEST, CENTRAL, BEACH/CBD	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	NORTH, NORTHWEST, CENTRAL, BEACH/CBD	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	NORTH, NORTHWEST	SR 823 / NW 57 AVE	W 49 ST / 103 ST	NW 138 St.	4 TO 6 LANES
*	NORTHWEST	EAST-WEST CORRIDOR	FIU	MIC	PREMIUM TRANSIT (HEAVY RAIL)
*	NORTHWEST	KROME AVE	SW 8TH ST	US 27	ACCESS MGT. / SAFETY / TRAIL
	NORTHWEST	SR 826	NW 62 ST	NORTH OF FEC RR	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 826	NORTH OF NW 25 ST	NW 47 ST	ADD LANES AND RECONSTRUCT (8 TO 10)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 4. 2030 Cost Feasible Plan
Highway and Transit
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	SR 826	NORTH OF FEC RR	SOUTH OF NW 103 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	NORTHWEST	SR 25 / OKEECHOBEE RD	EAST OF W 12 AVE	W 19 ST	ADD LANES AND RECONSTRUCT (4 TO 6)
	NORTHWEST	SR 860 / MIAMI GARDENS DR.	W OF NW 87 AVE	E OF NW 87 AVE	INTERSECTION IMPROVEMENTS
*	NORTHWEST	NW 87 AVE	NW 58 ST	NW 74 ST	NEW 4-LANE ROAD
*	NORTHWEST	NW 87 AVE	NW 74 ST	OKEECHOBEE RD	NEW 4-LANE ROAD
*	NORTHWEST	SR 823 / NW 57 AVE	SR 934 / W 21 ST	SR 932 / W 49 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
*	NORTHWEST	SR 823 / NW 57 AVE	OKEECHOBEE RD.	SR 954 / W 21 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
	NORTHWEST	SR 25/OKEECHOBEE RD	SR 826	EAST OF W 12 AVE	ADD LANES AND RECONSTRUCT
	NORTHWEST	SR 836 WB TO SB HEFT CONNECTION	TURNPIKE	NW 107 AVE	RECONSTRUCTION OF EXISTING WB SR 836 TO SB HEFT CONNECTION TO PROVIDE AN ADDITIONAL LANE
	NORTHWEST	SR 836 EXTENSION	NW 137 AVE	NW 107 AVE	CONSTRUCTION OF A NEW 4 LANE EXPRESSWAY EXTENSION ON SR 836 AND CONSTRUCTION OF A PORTION OF NW 137 AVE FROM SW 8 ST TO SW 12 ST
	NORTHWEST	NW 72 AVE	NW 74 ST	OKEECHOBEE RD	2 TO 4 LANES AND BRIDGE
	NORTHWEST	W 24 AVE	W 52 ST	W 76 ST	2 TO 5 LANES
	NORTHWEST	NW 74 ST	HEFT	NW 87 AVE	NEW 2 LANES
	NORTHWEST	NW 74 ST	NW 87 Ave.	NW 84 AVE	NEW 4 LANES
*	NORTHWEST	NW 25 ST	NW 87 AVE	SR 826 / NW 77 AVE	ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES)
*	NORTHWEST	NW 122 ST	OKEECHOBEE RD.	NW 87 AVE	WIDEN 2 TO 5 LANES
*	NORTHWEST	NW 138 ST	NW 107 AVE	NW 97 AVE	WIDEN TO 2 TO 5 LANES
*	NORTHWEST	NW 107 AVE	OKEECHOBEE RD	NW 138 ST	2 TO 5 LANES
	NORTHWEST	CONSTRUCTION OF NW 87 AVE	NW 154 ST	MIAMI GARDENS (NW 186 ST)	
	NORTHWEST	NW 62 AVE	NW 105 ST	NW 138 ST	2 TO 3 LANES
	NORTHWEST	NW 138 ST BRIDGE			BRIDGE OVER MIAMI RIVER CANAL AT 138 ST
	NORTHWEST	NW 74 ST	HEFT	NW 82 AVE	NEW 3-LANE (ULTIMATELY HALF OF PROJECT 382: WIDEN TO 6 LANES)
	NORTHWEST	NW 97 AVE	NW 41	25 ST	WIDEN FROM 2 TO 4 LANES
	NORTHWEST	NW 58 ST	NW 107 AVE	NW 102 AVE	2 TO 4 LANES
	NORTHWEST	SW 184 ST	SW 147 AVE	SW 137 AVE	2 TO 4 LANES
	NORTHWEST	W 137 AVE	SW 8 ST	NW 12 ST	NEW CONSTRUCTION: 6 LANES
	NORTHWEST	HEFT (OKEECHOBEE TOLL PLAZA)			3 EXPRESS AND 4 MANUAL LANES
	NORTHWEST	NW 127 AVE	NW 12 ST	NW 25 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 137 AVE	NW 12 ST	NW 17 ST	NEW 4 LANE ROAD
	NORTHWEST	NW 17 ST	NW 127 AVE	NW 137 AVE	NEW 4 LANE ROAD
	NORTHWEST	NW 122 AVE	NW 25 ST	NW 41 ST	NEW 2 LANE ROAD

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





**Table 4. 2030 Cost Feasible Plan
Highway and Transit
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	NW 25 ST	NW 127 AVE	NW 117 AVE	NEW 4 LANE DIVIDED ARTERIAL
	NORTHWEST	NW 127 AVE	NW 12 ST	SW 8 ST	WIDEN TO 4 LANES
	NORTHWEST, CENTRAL	SR 934 / HIALEAH EXPWY	SR 826	SR 823 / NW 57 AVE	ADD LANES AND RECONSTRUCT (4 TO 6)
	NORTHWEST, CENTRAL, BEACH/CBD, NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			MAINTENANCE OF FIELD ELECTRONIC DEVICES
	NORTHWEST, CENTRAL, BEACH/CBD, NORTH	ITS AT SR 826, 836, 874, 112, I-95, AND I-75			SAFETY PATROLS
	NORTHWEST, CENTRAL, WEST	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	NORTHWEST, NORTH	SR 823 / NW 57 AVE	W 49 ST / 103 ST	NW 138 St.	4 TO 6 LANES
	NORTHWEST, WEST	SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA
	NORTHWEST, WEST	NW 97 AVE			CONSTRUCT 4 LANE BRIDGE OVER SR 836
*	NORTHWEST, WEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
	NORTHWEST, WEST, CENTRAL, BEACH/CBD	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836
	SOUTH	SR 5 / US-1	CARD SOUND RD	SR 821 / HEFT	CONSTRUCT AUXILIARY LANES
	SOUTH	US 1 SOUTH	CARD SOUND RD	MONROE CO. LINE (N OF JEWFISH CK)	IMPROVE EXISTING 2 LANES - ADD WIDE SHOULDERS
	SOUTH	SR 997 / KROME AVE			ADD TURN LANES AT SW 288, SW 272, SW 256, SW 216, SW 200, SW 192, SW 184, SW 168, SW 136 INTERSECTIONS
	SOUTH	SR 874 NB ON RAMP FROM KENDALL DR	KENDALL DR	SW 72 AVE	PROVIDE NB RAMP FROM KENDALL DR TO SR 874 AND INSTALL ELECTRONIC TOLLING FOR CONNECTION TO SR 874
	SOUTH	SR 874 / KILLIAN PKWY	HEFT	KENDALL DR	NEW NB AND SB MAINLINE TOLL PLAZAS, NB RAMP PLAZA TO KILLIAN
	SOUTH	SW 184 ST	SW 137 AVE	SW 127 AVE	2 TO 4 LANES
	SOUTH	SW 117 AVE	SW 184 St.	SW 152 ST	2 TO 4 LANES
*	SOUTH	SW 87 AVE	SW 168 ST	SW 216 ST	2 TO 4 LANES
*	SOUTH	SW 320 ST	SW 187 AVE	US-1/S DIXIE	WIDEN TO 3 LANES
*	SOUTH	SW 312 ST	SW 152 AVE	SW 137 AVE	WIDEN 2 TO 4 LANES
*	SOUTH	SW 312 ST (PHASE 2)	SW 187 AVE	SW 177 AVE	WIDEN TO 5 LANES
*	SOUTH	SW 328 ST	US-1	SW 162 AVE	WIDEN TO 4 LANES
*	SOUTH	SW 328 ST	SW 162 AVE	SW 152 AVE	WIDEN TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 152 AVE	2 TO 4 LANES
	SOUTH	SW 56 ST	SW 158 AVE	SW 167 AVE	NEW 2 LANE
	SOUTH	SW 160 ST	SW 147 AVE	SW 137 AVE	NEW 4 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





**Table 4. 2030 Cost Feasible Plan
Highway and Transit
Priority I**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	SOUTH	SW 136 ST	SW 157 AVE	FL TURNPIKE (SR 874)	WIDENING FROM 2 TO 4 LANES
	SOUTH	SW 157 AVE	SW 184 ST	152 ST	2 TO 4 LANES
	SOUTH	SW 180 ST	SW 147 AVE	137 AVE	
*	SOUTH	SW 120 ST	SW 137 AVE	SW 117 AVE	4 TO 6 LANES
	SOUTH	ACCESS TO COUNTRY WALK			EXTENSION OF SW 143 TERR. FROM RR TO SW 136 ST
	SOUTH, WEST	SW 127 AVE	SW 120 ST	SW 88 ST	WIDEN TO 5 LANES
	SOUTH	SOUTH MIAMI-DADE BUSWAY	CUTLER RIDGE	FLORIDA CITY	BUSWAY EXTENSION
	SOUTH, WEST	HEFT	SW 117 / SR 874	SR 874 / KENDALL DR.	12 LANES + 3 LANE CD / 8 LANES
	WEST	SR 94/KENDALL DR	MILLS DR	SW 102 AVE	ADD TURN LANES
	WEST	NW 82 AVE NW 8 ST	NW 7 ST NW 87 AVE	NW 10 ST NW 79 AVE	ROADWAY RECONSTRUCTION
	WEST	SW 26 ST	SW 149 AVE	SW 147 AVE	2 TO 4 LANES
*	WEST	SW 82 AVE	SW 7 ST	SW 8 ST	BRIDGE OVER TAMiami CANAL
*	WEST	SW 137 AVE	SW 8 ST	SW 26 ST	4 TO 6 LANES
	WEST	SW 97 AVE	SW 40 ST	SW 56 ST	2 TO 3 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 167 AVE	NEW 2 LANE
	WEST	SW 42 ST	SW 149 AVE	SW 150 AVE	2 TO 4 LANES
	WEST	SW 42 ST	SW 157 AVE	SW 162 AVE	2 TO 4 LANES
	WEST	SW 142 AVE	SW 42 ST.	SW 8 ST	NEW 2 LANES
	WEST	KENDALL DR	SW 162 AVE	SW 157 AVE	WIDEN TO 6 LANES
	WEST	KENDALL DR	SW 157 AVE	SW 150 AVE	WIDEN TO 6 LANES
	WEST	SW 82 AVE	SW 42	48 ST	2 LANES
	WEST, CENTRAL	SR 826	SW 32 ST	SW 16 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	WEST, CENTRAL	SR 826	SW 16 ST	SW 2 ST	ADD LANES AND RECONSTRUCT (8 TO 10)
	WEST, SOUTH	SW 127 AVE	SW 120 ST	SW 88 ST	WIDEN TO 5 LANES
	WEST, SOUTH	HEFT	SW 117 / SR 874	SR 874 / KENDALL DR.	12 LANES + 3 LANE CD / 8 LANES
	WEST, NORTHWEST	SR 836 EXTENSION	NW 111 Ave.	NW 87 AVE	IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA
	WEST, NORTHWEST	NW 97 AVE			CONSTRUCT 4 LANE BRIDGE OVER SR 836
*	WEST, NORTHWEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
	WEST, NORTHWEST, CENTRAL	SR 826 & SR 836 INTERSECTION	NW 87 AVE	NW 57 AVE	WIDEN INTERCHANGE TO 10 LANES
	WEST, NORTHWEST, CENTRAL, BEACH/CBD	SR 836 EXPRESS LANES	HEFT	SR 826/836	4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





**Table 5. 2030 Cost Feasible Plan
Highway and Transit
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	COUNTYWIDE	ADV TRAFFIC MANAGEMENT SYSTEMS / SIGNAL UPGRADE			TRAFFIC SIGNAL SYSTEM UPGRADE
*	COUNTYWIDE	PARK AND RIDE LOTS			
*	COUNTYWIDE	SUNPASS SYSTEM ENHANCEMENT			
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	BEACH / CBD	MIAMI BEACH TRANSIT HUB			17 ST LINCOLN RD / WASHINGTON AVE
*	BEACH / CBD	MIAMI GARDENS DR	NE 6 AVE	US-1	4 TO 6 LANES
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD, NORTH	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	ADD REVERSIBLE MANAGED LANES
*	BEACH / CBD, CENTRAL	EAST-WEST CORRIDOR	MIC	GOV'T CENTER	PREMIUM TRANSIT
*	BEACH/CBD	FLAGLER MARKETPLACE PASSENGER ACTIVITY CENTER			FLAGLER ST AND 1ST AVE
	BEACH/CBD	I-95	SOUTH OF I-395	NORTH OF SR 112	ADD REVERSIBLE MANAGED LANES
	BEACH/CBD	I-95 / IVES DAIRY RD INTERCHANGE			INTERCHANGE IMPROVEMENTS
	BEACH/CBD	NE 5 AND 6 ST IMPROVEMENTS PHASE II	NE 5 AND 6 ST	NE 1 AND 2 AVE	
	BEACH/CBD	SR A1A / COLLINS AVE / ALTON RD CORRIDOR	5 ST	LEHMAN CAUSEWAY	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, NORTH	US 441 / NW 17 AVE / 27 AVE CORRIDOR	US-1	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL	CORAL WAY / BIRD RD CORRIDOR	SW 132 AVE	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	BEACH/CBD, CENTRAL, WEST	TAMIAMI TRAIL / W FLAGLER CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 5. 2030 Cost Feasible Plan
Highway and Transit
Priority II**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH/CBD, NORTHWEST, NORTH	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL	SR 826 / PALMETTO	N OF SUNSET DR.	SW 32 ST.	ADD NEW LANE IN EACH DIRECTION AND RECONSTRUCT BIRD RD/MILLER RD.
	CENTRAL	SW/NW 42 AVE CORRIDOR	US-1	NW 79 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	CENTRAL, BEACH / CBD	EAST-WEST CORRIDOR	MIC	GOV'T CENTER	PREMIUM TRANSIT
	CENTRAL, NORTHWEST	OKEECHOBEE RD	KROME AVE	NW 36 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, BEACH/CBD	CORAL WAY / BIRD RD CORRIDOR	SW 132 AVE	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	CENTRAL, SOUTH, WEST	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	NORTH	GOLDEN GLADES MULTIMODAL TERMINAL	SR 836/TURNPIKE/ I-95		
	NORTH	SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMP IMPROVEMENTS AND AUXILIARY LANES
	NORTH	I-95	N OF SR 112	S OF GOLDEN GLADES	ADD REVERSIBLE MANAGED LANES
	NORTH	NORTHWEST PASSENGER ACTIVITY CENTER			MULTIMODAL ACTIVITY CENTER AT NW 7 AVE AND 62 ST
*	NORTH	NORTHEAST PASSENGER ACTIVITY CENTER			LOCATION TBD
	NORTH	NW/NE 125 ST / 135 ST	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	NW/NE 36 ST CORRIDOR	SR 826	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, NORTHWEST	RED RD / W 12 AVE CORRIDOR	OKEECHOBEE RD	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR	I-95	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	US 441 / NW 17 AVE / 27 AVE CORRIDOR	US-1	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTH, BEACH/CBD	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	ADD REVERSIBLE MANAGED LANES
	NORTH, NORTHWEST, BEACH/CBD	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





**Table 5. 2030 Cost Feasible Plan
Highway and Transit
Priority II**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	I-75 INTERCHANGE AT NW 154 ST			NEW INTERCHANGE
	NORTHWEST	NW 25TH ST VIADUCT	NW 68 AVE	NW 77 AVE	NEW 2-LANE VIADUCT
	NORTHWEST	NW 74 ST	SR 826	HEFT	WIDEN TO 6 LANES
*	NORTHWEST	NW 82 AVE	NW 8 ST	NW 12 ST	NEW 4 LANE
*	NORTHWEST	NW 87 AVE	NW 36 ST	NW 58 ST	4 TO 6 LANES
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED FREE FLOW LANES AT KROME AVE, NW 138 ST, NW 95 ST
	NORTHWEST	SW 107 AVE	SW 8 ST	FLAGLER ST	4 TO 6 LANES
	NORTHWEST, NORTH, BEACH/CBD	NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR	HEFT	A1A	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, SOUTH	KROME AVE	SW 296 ST	SW 136 ST	ACCESS MGT / SAFETY / TRAIL
	NORTHWEST, CENTRAL	OKEECHOBEE RD	KROME AVE	NW 36 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, NORTH	NW/NE 36 ST CORRIDOR	SR 826	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	NORTHWEST, NORTH	RED RD / W 12 AVE CORRIDOR	OKEECHOBEE RD	BROWARD CO LINE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	HEFT	N OF EUREKA DR.	N OF SW 117 AVE.	WIDEN TO 12 LANES
*	SOUTH	KROME AVE	US 1	SW 296 ST	TRUCK BY-PASS / WIDEN 2 TO 4 LANES
	SOUTH	SW 112 AVE CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	SW 112 ST	GLADES DR	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH	SW 152 ST CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, CENTRAL, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, WEST, CENTRAL	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, NORTHWEST	KROME AVE	SW 296 ST	SW 136 ST	ACCESS MGT / SAFETY / TRAIL
	WEST	KROME AVE / SW 177TH AVE**	SW 136 ST	SW 8 ST	ADD 2 LANES TO 2 LANE ROADWAY
*	WEST	SW 117 AVE	SW 40 ST	SW 8 ST	WIDEN 2 TO 4 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP





**Table 5. 2030 Cost Feasible Plan
Highway and Transit
Priority II**

In 2025 LRTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	WEST	SW 137 AVE	120 ST	SW 128 ST	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
*	WEST	SW 167 AVE	SW 56 ST	SW 88 ST	NEW 2 LANE
*	WEST	SW 72 ST	SW 117 AVE	SW 157 AVE	4 TO 6 LANES
	WEST	SW 88 ST / KENDALL DR**	SW 177 AVE	SW 167 AVE	4 TO 6 LANES
	WEST	KENDALL CORRIDOR	DADELAND NORTH	W FLAGLER	PREMIUM TRANSIT
	WEST, CENTRAL, BEACH/CBD	TAMIAMI TRAIL / W FLAGLER CORRIDOR	HEFT	US-1	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, CENTRAL, WEST	SW 87 AVE CORRIDOR	US-1	SR 836	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)
	SOUTH, WEST, CENTRAL	KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR	SW 132 AVE	SW 57 AVE	ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM)

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

**CDMP AMENDMENT NEEDED





**Table 6. 2030 Cost Feasible Plan
Highway and Transit
Priority III**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	MODIFY INTERCHANGE - IMPROVEMENTS
	BEACH / CBD	SR 836 / NW 27 AVE INTERCHANGE	NW 27 AVE	NW 17 AVE	RECONSTRUCT SR 836
	BEACH / CBD, NORTH	SR 836 / I-395	WEST OF NW 17 AVE	I-95	CORRIDOR IMPROVEMENT; C-D ROAD
*	BEACH/CBD	BAY LINK	DOWNTOWN MIAMI	MIAMI BEACH	LRT
*	BEACH/CBD	SEAPORT TUNNEL EXPRESSWAY***	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
	CENTRAL	NW 77 ST.	NW 79 AVE.	MILAM DAIRY	NEW 4 LANES
	CENTRAL, SOUTH	SR 874	KENDALL DR	SR 826	INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE
	NORTH	HEFT - MIRAMAR TOLL PLAZA			3 EXPRESS LANES
	NORTH, BEACH / CBD	SR 836 / I-395	WEST OF NW 17 AVE	I-95	CORRIDOR IMPROVEMENT; C-D ROAD
*	NORTHWEST	HEFT	AT NW 74 ST		INTERCHANGE (MAJOR)
*	NORTHWEST	HEFT	I-75 INTERCHANGE		INTERCHANGE IMPROVEMENTS
	NORTHWEST	I-75 / MIAMI GARDENS DR INTERCHANGE			INTERCHANGE IMPROVEMENTS
*	NORTHWEST	NW 107 AVE	NW 41 ST	NW 25 ST	4 TO 6 LANES
	NORTHWEST	NW 87 AVE	NW 58 ST	OKEECHOBEE RD	WIDEN TO 6 LANES
*	NORTHWEST	NW 97 AVE	NW 58 ST	NW 74 ST	2 TO 4 LANES
	NORTHWEST	W 60 ST.	W 4 AVE.	W 12 AVE.	2 TO 3 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

***PARTIALLY FUNDED - REMAINDER IS IN UNFUNDED NEEDS





**Table 6. 2030 Cost Feasible Plan
Highway and Transit
Priority III**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	SOUTH	HEFT	SW 216 ST SW 200 ST US-1	SW 200 ST US-1 N OF EUREKA DR	WIDEN TO 6 LANES 8 LANES 10 LANES
	SOUTH	HEFT - HOMESTEAD TOLL PLAZA			3 EXPRESS LANES
*	SOUTH	HOMESTEAD TRANSIT HUB			LOCATION TBD
*	SOUTH	SR 874	SW 120 ST	SW 117 AVE	PROVIDE SB OFF RAMP, NB ONRAMP AND INSTALL NOISE ATTENUATION WALLS
*	SOUTH	SW 107 AVE	QUAIL ROOST DRIVE	SW 160 ST	WIDEN 2 TO 4 LANES
*	SOUTH	SW 147 AVE	SW 184 ST	SW 152 ST	ADD 2 LANES AND RESURFACE
	SOUTH	SW 152 ST	HEFT	US 1	4 TO 6 LANES
	SOUTH	SW 152 ST	SW 147 AVE	SW 157 AVE	2 TO 4 LANES
*	SOUTH	SW 157 AVE	SW 184 ST	SW 216 ST	NEW 2 LANE
*	SOUTH	SW 184 ST	SW 157 AVE	SW 147 AVE	2 TO 4 LANES
*	SOUTH	SW 200 ST	US-1	QUAIL ROOST DR	2 TO 4 LANES
	SOUTH, CENTRAL	SR 874	KENDALL DR	SR 826	INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE)
	WEST	HEFT	SW 104 ST	NW 107 AVE/SR 836	EXPRESS LANES
	WEST	HEFT	KENDALL	SW 8 ST	WIDEN TO 8 LANES
*	WEST	SW 104 ST	SW 160 AVE	SW 167 AVE	NEW 4 LANE
*	WEST	SW 127 AVE	SW 120 ST	SW 144 ST	NEW 4 LANE
*	WEST	SW 157 AVE**	SW 8 ST	SW 42 ST	NEW 4 LANE
*	WEST	SW 167 AVE	SW 40 ST	SW 56 ST	NEW 2 LANE
*	WEST	SW 24 ST	SW 107 AVE	SW 87 AVE	WIDEN 4 TO 6 LANES

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

** CDMP AMENDMENT NEEDED





**Table 7. 2030 Cost Feasible Plan
Highway and Transit
Priority IV**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	COUNTYWIDE	GREENWAYS/TRAILS			
	COUNTYWIDE	EXISTING PUBLIC WORKS FACILITIES O&M			
	COUNTYWIDE	EXISTING TRANSIT SYSTEM O&M			
	COUNTYWIDE	MIC LOAN REPAYMENT			MIC
	COUNTYWIDE	PUBLIC WORKS PTP PROJECTS O&M			
*	COUNTYWIDE	BUS PURCHASES AND NEW BUS SERVICE			REPLACEMENT BUSES AND NEW SERVICE
	BEACH/CBD	SE 1 AVE	SE 8 ST	SE 5 ST	EXTEND SE 1 AVE
	BEACH/CBD	W 1 AVE	MIAMI ARENA	NW 20 AVE	EXTEND W 1 AVE CORRIDOR EXTENSION
*	BEACH / CBD, NORTH	NORTHEAST CORRIDOR	DOWNTOWN MIAMI	BROWARD COUNTY LINE	PREMIUM TRANSIT
*	CENTRAL	NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT HIGH LEVEL BRIDGE
*	CENTRAL	PERIMETER RD	NW 20 ST	NW 72 AVE	2 TO 4 LANES
	NORTH	SR 112/I-195	I-95 (NW 10 AVE)	BISCAYNE	INTERCHANGE/RAMPS IMPROVEMENTS AND AUXILIARY LANES
*	NORTH	DOUGLAS ROAD CORRIDOR	DOUGLAS ROAD METROSTATION	MIC	PREMIUM TRANSIT
*	NORTH, BEACH/CBD	NORTHEAST CORRIDOR	DOWNTOWN MIAMI	BROWARD COUNTY LINE	PREMIUM TRANSIT
*	NORTH, NORTHWEST	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
	NORTHWEST	HEFT	US-27	I-75	WIDEN TO 8 LANES
	NORTHWEST	HEFT	SR 836	US-27	6 TO 8 LANES + 2 AUX LANES
*	NORTHWEST	HEFT	I-75	FL TURNPIKE	4 TO 6 LANES (SHOWN AS FUNDED IN BROWARD L RTP)
	NORTHWEST	I-75	SR 826	NW 138 ST	IMPLEMENT MASTER PLAN
*	NORTHWEST	MIAMI GARDENS DRIVE	I-75	NW 57 AVE	4 TO 6 LANES
*	NORTHWEST	NW 36 / 41 ST	NW 42 AVE	HEFT	EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.)
*	NORTHWEST	NW 72 AVE	NW 122 ST	NW 138 ST.	WIDEN 2 TO 3 LANES
	NORTHWEST	OKEECHOBEE RD			CONSTRUCT GRADE SEPARATED INTERSECTIONS AND ADD TURN LANES AT KROME AVE, HIALEAH GARDENS BLVD / NW 116 WAY, NW 105 WAY, NW 87 AVE, AND NW 79 AVE

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





**Table 7. 2030 Cost Feasible Plan
Highway and Transit
Priority IV**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	NORTHWEST	SR 924	EASTERN TERMINUS OF SR 924	OKEECHOBEE RD	EXPRESSWAY EXTENSION FROM SR 924 TO OKEECHOBEE
*	NORTHWEST	WEST 68 ST	WEST 21 COURT	WEST 19 COURT	ADD LANE ON SOUTH SIDE
*	NORTHWEST	WEST 76 ST	WEST 36 AVE	WEST 20 AVE	WIDEN 2 TO 5 LANES
*	NORTHWEST, NORTH	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
	SOUTH	HEFT	US-1 (SOUTHERN TERMINUS OF HEFT)	SW 216 ST	4 TO 6 LANES
	SOUTH	SR 874	SW 138 ST	SR 874/ KENDALL DR	PROVIDE ACCESS RAMP TO SR 874 FROM SW 138 ST
*	SOUTH	SW 152 AVE	US-1	SW 312 ST	2 TO 4 LANES
*	SOUTH	SW 268 ST / MOODY DR	US 1	SW 112 AVE	ADD TURN LANES
	SOUTH	SW 312 ST	NW 14 AVE SW 176 AVE	SW 197 AVE HEFT	WIDEN TO 6 LANES
	SOUTH	SW 320 ST	SW 187 AVE S DIXIE HWY	SW 197 AVE SW 142 AVE	WIDEN TO 4 LANES
*	SOUTH, WEST	SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY	DADELAND	FLORIDA CITY	PREMIUM TRANSIT
*	WEST	SW 104 ST	SW 167 AVE	SW 177 AVE	NEW 2 LANE
*	WEST	SW 120 ST**	SW 137 AVE	SW 147 AVE	4 TO 6 LANES
*	WEST	SW 16 ST	SW 82 AVE	SW 71 AVE	OVERPASS ACROSS 826
*	WEST	SW 24 ST	SW 117 AVE	SW 107 AVE	WIDEN 4 TO 6 LANES
	WEST	SW 26 ST	SW 147 AVE	SW 157 AVE	NEW 4 LANE
*	WEST	SW 47TH / 48TH ST	SW 112 AVE	SW 122 AVE	OVERPASS ACROSS HEFT
*	WEST	SW 80TH ST	SW 72 AV	US 1 / S DIXIE	WIDEN 2 TO 5 LANES
*	WEST, SOUTH	SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY	DADELAND	FLORIDA CITY	PREMIUM TRANSIT

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

**CDMP AMENDMENT NEEDED





**Table 8. 2030 Cost Feasible Plan
Highway and Transit
Priority IV Unfunded**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
	BEACH / CBD	BAYLINK EXTENSION	DADE BLVD	79 ST	LRT
	BEACH / CBD	BEACH / A1A	81 ST N	M-D/BROWARD COUNTY LINE	PREMIUM TRANSIT
*	BEACH/CBD	METROMOVER			LOOP METROMOVER THROUGH BRICKELL FINANCIAL DISTRICT
*	BEACH / CBD	METROMOVER OMNI LOOP CLOSURE			
*	BEACH / CBD	NEW BASEBALL STADIUM METRORAIL STATION			
*	BEACH/CBD	UNFUNDED PORTION OF SEAPORT TUNNEL EXPRESSWAY	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
	BEACH / CBD, NORTH	MIAMI STREETCAR****	SW 1 ST	NE 79 ST	LRT
	NORTH	BROWARD TRANSIT - BRIDGE PROJECT*****	GOLDEN GLADES	BROWARD COUNTY	NEW BUS RAPID TRANSIT SERVICE
	NORTH	BRT/LRT METRORAIL FEEDER	NW 12 AVE/NW 36 ST (ALLAPATTAH MR STATION)	GOLDEN GLADES INTERCHANGE	PREMIUM TRANSIT
	NORTH	METROMOVER			EXTEND METROMOVER INTO WYNWOOD
	NORTH	NW 47 AVE	MIAMI GARDENS DR	M-D/BROWARD COUNTY LINE	2 TO 4 LANES
	NORTH	NW 79 ST	NORTHSIDE METRORAIL STATION	COLLINS AVE	PREMIUM TRANSIT
	NORTH	WEST DIXIE HWY	NE 119 ST	NE 163 ST	4 TO 6 LANES
	NORTH, NORTHWEST	MIAMI GARDENS DR	NW 87 AVE	AVENTURA MALL	PREMIUM TRANSIT
	NORTH, BEACH / CBD	MIAMI STREETCAR****	SW 1 ST	NE 79 ST	LRT
	NORTHWEST	HIALEAH LRT	MIC	I-75	LRT
	NORTHWEST	I-75	NW 138 ST	M-D/BROWARD COUNTY LINE	IMPLEMENT MASTER PLAN
	NORTHWEST	I-75 / DORAL	M-D/BROWARD COUNTY LINE	PALMETTO METRORAIL STATION	PREMIUM TRANSIT
	NORTHWEST	I-75 / HEFT	SW 8 ST (FIU)	M-D/BROWARD COUNTY LINE	PREMIUM TRANSIT
	NORTHWEST, NORTH	MIAMI GARDENS DR	NW 87 AVE	AVENTURA MALL	PREMIUM TRANSIT
*	NORTHWEST, WEST	PALMETTO CORRIDOR	DADELAND SOUTH	NW 74 ST (PALMETTO MR STATION)	PREMIUM TRANSIT
	NORTHWEST	HIALEAH EXPRESSWAY (SIS)	NW 74 AVE	NW 69 AVE ENTRANCE	RECONSTRUCT
*	WEST, NORTHWEST	PALMETTO CORRIDOR	DADELAND SOUTH	NW 74 ST (PALMETTO MR STATION)	PREMIUM TRANSIT

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP

****FUNDED BY CITY OF MIAMI

*****AS A REGIONAL FACILITY FUNDING MAY BECOME AVAILABLE THROUGH IMPLEMENTATION OF THE SIS





**Table 9. 2030 Cost Feasible Plan
Highway and Transit
Developer Contributions**

In 2025 L RTP	Planning Area	Project or Facility	Limits		Project Description
			From	To	
*	NORTHWEST	NW 107 AVE	NW 106 ST	NW 41 ST	NEW 4 LANE
*	NORTHWEST	NW 97 AVE	NW 74 ST	NW 90 ST	NEW 4 LANE
*	NORTHWEST	NW 87 AVE	NW 183 ST	COUNTY LINE	NEW 2-4 LANE
*	NORTHWEST	NW 107 AVE	NW 138 ST	NW 170 ST	NEW 2 LANE
*	NORTHWEST	NW 154 ST	NW 87 AVE	NW 107 AVE	NEW 2 LANE
*	NORTHWEST	NW 97 AVE	NW 138 ST	NW 183 ST	2 LANE
*	NORTHWEST	NW 90 ST	NW 107 AVE	NW 87 AVE	NEW 2 LANE
*	WEST	SW 40 ST	SW 157 AVE	SW 167 AVE	NEW 2-LANE
*	WEST	WEST DADE TRANSIT HUB			AT NW 12 ST EAST OF 107 AVE
*	WEST	WEST KENDALL TRANSIT HUB			PRIVATE DEVELOPMENT AS PART OF KENDALL TOWN CENTER
*	WEST	SW 88 ST / KENDALL DR	SW 162 AVE	SW 167 AVE	4 TO 6 LANES
*	WEST	SW 147 AVE	SW 8 ST	SW 26 ST	ADD 2 LANES TO 2 LANE ROADWAY

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 L RTP





Figure 9. Cost Feasible Plan – Highway & Transit Improvements, Priority I

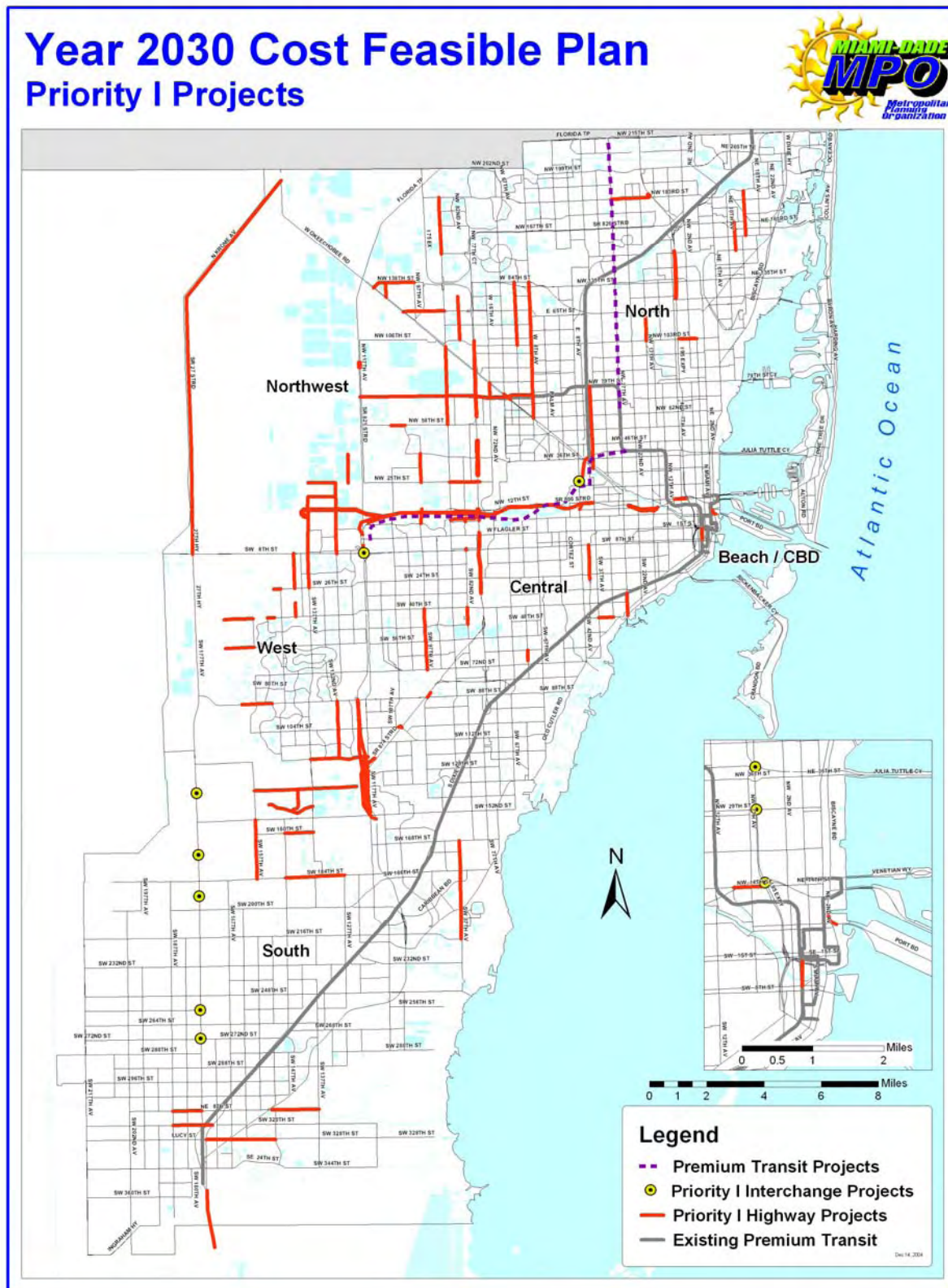
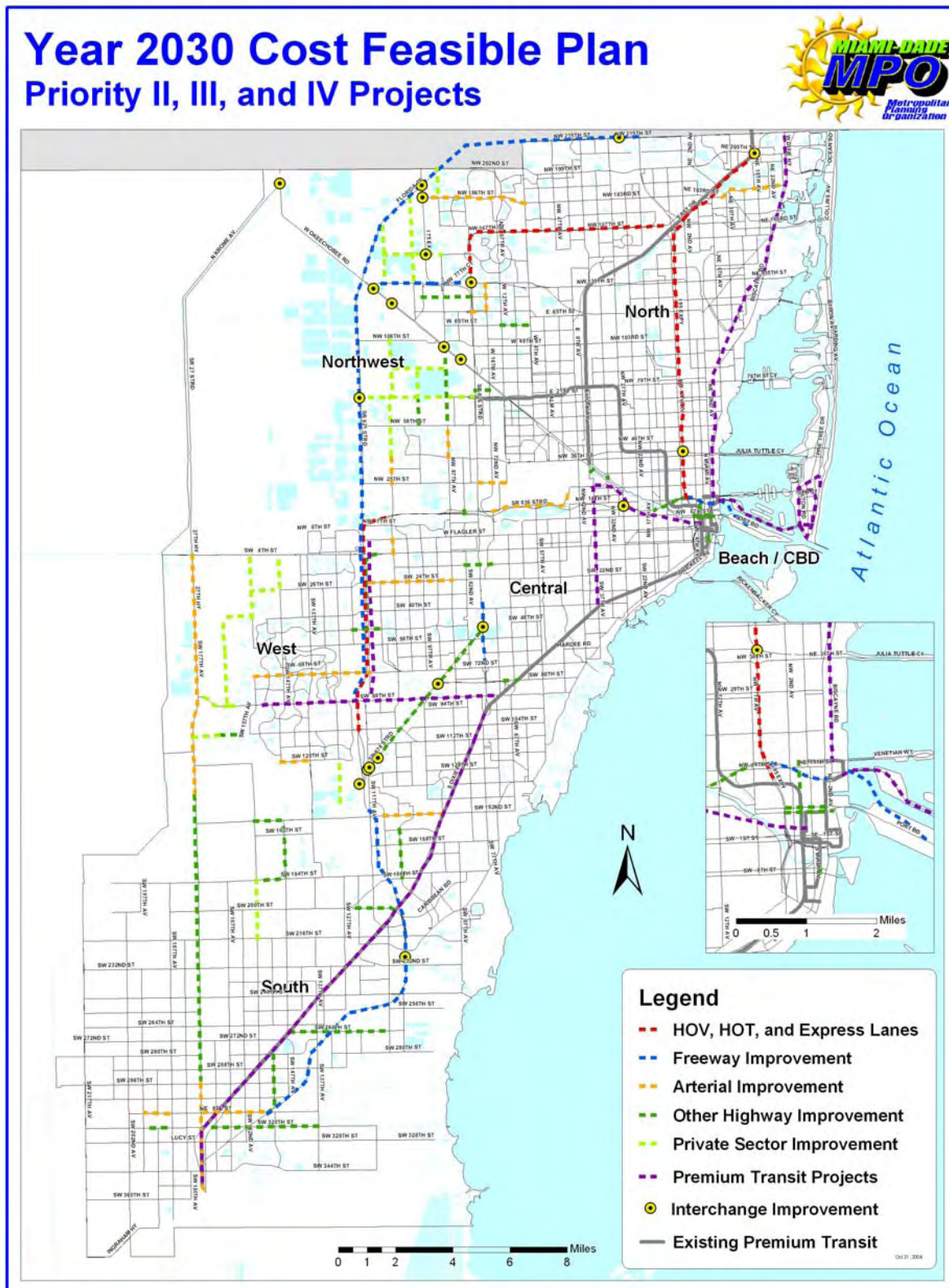




Figure 10. Cost Feasible Plan – Highway & Transit Improvements, Priority II, III, IV





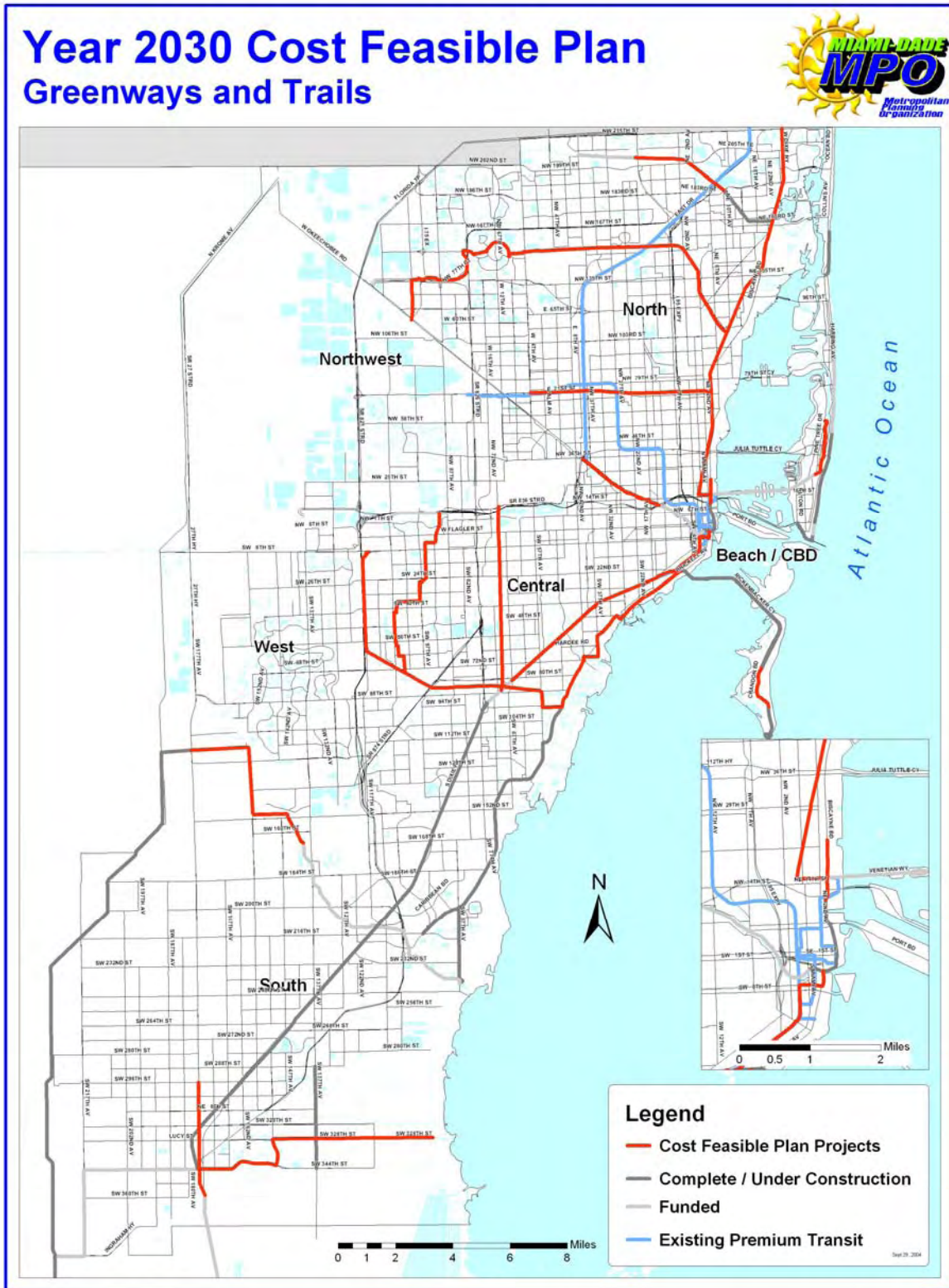
**Table 10. 2030 Cost Feasible Plan
Greenways**

Area	Project or Facility	Limits		Project Description
		From	To	
BEACH/CBD	Indian Creek Greenway	23rd St	50th St	New paved path along Indian Creek
BEACH/CBD	Miami River Greenway	SR 836	Palmer Lake/NW 37 Ave	New/improved paved path along both sides of the Miami Canal
BEACH/CBD	Miami River Greenway	Metrorail	SW 2 Ave	New paved path along the south side of the Miami River
BEACH/CBD	Miami River Greenway	SW 12 Ave	SR 836	New paved path along the south side of the Miami River
BEACH/CBD, CENTRAL	M Path Trail	SW 67 Ave	SW 7 St	Reconstruct paved path under Metrorail
BEACH/CBD, NORTH	Snake Creek Trail	Miami Gardens Drive	NW 17 Ave	New / improved paved path along Snake Creek
BEACH/CBD, NORTH	Flagler Trail	NW 74 St	Broward Co. Line	New paved path along FEC RR
BEACH/CBD, CENTRAL	Miami River Greenway	SW 7th St	Mouth of Miami River	Connecting portion from M Path Trail along Miami River to Baywalk
CENTRAL	Ludlam Trail	Bird Road	NW 12 St	New paved path replacing FEC RR
CENTRAL	Unity Trail	Gwen Cherry Park @ NW 24 Ave	NW 57 Ave	New paved path along FEC RR
CENTRAL	Commodore Trail	Crandon Park	Cape Florida State Park	On-road facility through Village of Key Biscayne
CENTRAL	Commodore Trail	Kirk St @ SW 22nd Ave	Rickenbacker Toll	Connecting portion along Bayshore Blvd / S Miami Ave
CENTRAL	Commodore Trail	Snapper Crk Trail @ Old Culter Rd	Cocoplum Cir	Improved path along Old Culter Rd
CENTRAL	Commodore Trail	Cocoplum Circle	Kirk St @ SW 22nd Ave	New/improved paved path Edgewater, Douglas, Main Hwy, and Bayshore Dr
CENTRAL	Ludlam Trail	Dadeland North Station	Bird Road	New paved path replacing FEC RR
CENTRAL, BEACH/CBD	M Path Trail	SW 67 Ave	SW 7 St	Reconstruct paved path under Metrorail
CENTRAL, BEACH/CBD	Miami River Greenway	SW 7th St	Mouth of Miami River	Connecting portion from M Path Trail along Miami River to Baywalk
CENTRAL, WEST	FP&L Easement	Snapper Creek	Dolphin Expwy	New paved path along SW 107 Ave, SW 97 Ave, and SW 92 Ave
CENTRAL, WEST	Snapper Creek Trail	FIU Main Campus	Old Cutler Road	New paved path along Snapper Creek Canal
NORTH	Unity Trail	NE 2 Ave	Gwen Cherry Pk @ NW 24 Ave	New paved path along FEC RR
NORTH	Baywalk	Bayside Marketplace	NE 21 St	Paved path along Biscayne Bay
NORTH	Flagler Trail	Venetian Causeway	NW 74 St	New paved path along FEC RR
NORTH, BEACH/CBD	Snake Creek Trail	Miami Gardens Drive	NW 17 Ave	New / improved paved path along Snake Creek
NORTH, BEACH/CBD	Flagler Trail	NW 74 St	Broward Co. Line	New paved path along FEC RR
NORTH, NORTHWEST	Memorial Trail	Miami Canal	FEC RR	New paved path and on-road facilities along the Biscayne Canal and NW 154 St
NORTHWEST, NORTH	Memorial Trail	Miami Canal	FEC RR	New paved path and on-road facilities along the Biscayne Canal and NW 154 St
SOUTH	Biscayne Trail	SW 328 St	US-1 @ SW 344 St	New paved path
SOUTH	Krome Trail (South)	US-1	SW 296 St	Bike lanes (except Historic District)
SOUTH, WEST	Black Creek Trail	Larry & Penny Thompson Park	Krome Ave	New paved path along Black Creek Canal
WEST, CENTRAL	Snapper Creek Trail	FIU Main Campus	Old Cutler Road	New paved path along Snapper Creek Canal
WEST, CENTRAL	FP&L Easement	Snapper Creek	Dolphin Expwy	New paved path along SW 107 Ave, SW 97 Ave, and SW 92 Ave
WEST, SOUTH	Black Creek Trail	Larry & Penny Thompson Park	Krome Ave	New paved path along Black Creek Canal





Figure 11. 2030 Cost Feasible Plan – Greenway Projects





Greenways and Trails Projects

This section includes a prioritized list of greenway and trail projects and is intended to guide project funding decisions for greenway and trail projects.

Relationship to other plans: The projects in the greenways and trails section have been taken from the South Dade Greenway Network Master Plan, the North Dade Greenways Master Plan as well as other project concepts identified by local governments and the public.

Prioritization: Off-road projects identified as “needs” through prior planning efforts and other sources were divided into logical segments and evaluated based on their proximity to:

- Rail stations and other transit hubs
- Schools
- Universities
- Higher density residential areas
- Higher density employment areas
- Reported traffic crashes involving bicycles

Projects with greater proximity to intermodal connections, higher density land uses and in areas where observed safety problems exist were given a higher priority. The criteria were reviewed by the Bicycle/Pedestrian Advisory Committee.

Public Involvement/BPAC: The draft list of priorities was presented to the Bicycle/Pedestrian Advisory Committee (BPAC) for review. The final list was included in the public involvement workshops held as part of the LRTP 2030 Workshop series.

Funding: The funding target for the non-motorized section is based on the LRTP assumption that 1.5% of eligible federal funds will be devoted to non-motorized transportation projects in addition to the amount of Transportation Enhancement Program funds that have historically been programmed for bicycle and pedestrian projects.

On-road bicycle and pedestrian projects: The LRTP does not include other non-motorized transportation projects (such as bike lanes, wide curb lanes, or sidewalks on roads) which are parts of standard roadway design and should be funded and implemented through projects such as roadway widening or reconstruction. More information on the needs for on-road bicycle facilities and sidewalks can be found in the MPO’s Bicycle and Pedestrian Plans.



Appendix A

Newsletters and Brochures





Initial Brochure



*You can help **BUILD THE FUTURE** of Miami-Dade Transportation.*

*Usted puede ayudar a **CONSTRUIR EL FUTURO** del Sistema de Transporte de Miami-Dade.*

*Usted puede ayudar a **CONSTRUIR EL FUTURO** del Sistema de Transporte de Miami-Dade.*




METROPOLITAN PLANNING ORGANIZATION

111 N.W. First Street, Suite 910 Miami, FL 33128

Phone: 305.375.4507 • Fax: 305.375.4950

Email: mpo@miamidade.gov • Web site: www.miamidade.gov/mpo



- 
- Your ideas are important to develop a **Smarter, Faster, and Easier** transportation system for Miami-Dade County. The Miami-Dade Metropolitan Planning Organization (MPO) is currently updating the Transportation Plan for the County which will be adopted by December 2004, as required by federal regulations. Help us plan ways to travel safely and efficiently through Miami-Dade County.

Get Involved...

- Watch for articles and notice of public meetings in local newspapers.
- Follow the development of the Transportation Plan and make comments at www.miamidade.gov/mpo.
- For more information or to give your ideas call, fax, or e-mail the MPO.

Phone: (305) 375-4507 • **Fax:** (305) 375-4950 • **Email:** mpo@miamidade.gov

MIAMI-DADE LONG RANGE TRANSPORTATION PLAN

- **Citizen and business participation is the only way to build the best plan for Miami-Dade's future.**

■ Sus ideas son importantes para desarrollar un sistema de transportes **Más inteligente, Más rápido y Más fácil** para el condado Miami-Dade. La Organización de Planeación Metropolitana de Miami-Dade (MPO) se encuentra actualizando el Plan de Transporte para el Condado, que deberá ser adoptado antes de diciembre de 2004, tal como lo exigen las normas federales. Ayúdenos a planear maneras seguras y eficientes para viajar a lo largo y ancho del Condado Miami-Dade. **Involúcrese...**

- Preste atención a artículos e invitaciones para reuniones públicas que aparecen en la prensa local.
- Siga de cerca el desarrollo del Plan de Transportes y exprese sus comentarios en la página de Internet www.miamidade.gov/mpo.
- Para mas información o para darnos sus ideas lamenos, envíenos un fax o un correo electrónica a MPO.

Teléfono: (305) 375-4507 Fax: (305) 375-4950 • Email: mpo@miamidade.gov

- **La participación de los ciudadanos y las empresas es la única manera de construir el mejor plan para el futuro de Miami-Dade.**

■ Sus ideas son importantes para desarrollar un sistema de transportes **Más inteligente, Más rápido y Más fácil** para el condado Miami-Dade. La Organización de Planeación Metropolitana de Miami-Dade (MPO) se encuentra actualizando el Plan de Transporte para el Condado, que deberá ser adoptado antes de diciembre de 2004, tal como lo exigen las normas federales. Ayúdenos a planear maneras seguras y eficientes para viajar a lo largo y ancho del Condado Miami-Dade. **Involúcrese...**

- Preste atención a artículos e invitaciones para reuniones públicas que aparecen en la prensa local.
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- **La participación de los ciudadanos y las empresas es la única manera de construir el mejor plan para el futuro de Miami-Dade.**



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METROPOLITAN PLANNING ORGANIZATION

Stephen P. Clark Center
111 N.W. First Street, Suite 910
Miami, FL 33128

**METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD MEMBERS**

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Voting Members:

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Joe J. Celestin
Jose "Pepe" Diaz
Manuel A. Diaz
Betty T. Ferguson
Shirley M. Gibson
Perla T Hantman
Sally A Heyman
William H. Kerdyk
M. Ronald Krongold
Joe A. Martinez
Raul L. Martinez
Jimmy L. Morales

Dennis C. Moss
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Natacha Seijas
Darryl K. Sharpton
Jose Smith
Katy Sorenson
Rebeca Sosa
Javier D. Soto

Non-Voting Members:

(FDOT District 6)
John Martinez P.E.
Gary L. Donn P.E.



Countywide Brochures





Miami-Dade Transportation Plan To The Year 2030



GET INVOLVED.

Summer 2004

Planning Our Transportation Future



UPDATING THE PLAN

The draft **Miami-Dade Transportation Plan to the Year 2030** (the Plan) is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, and pedestrian improvements.

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 travel demand forecasting model and other analytical tools, the results of which are evaluated by the Miami-Dade MPO's Transportation Planning Council.

The travel demand forecasting model considers:

- 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 Transportation Planning Council, before making its recommendation, considers:

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

Currently, a list of projects, or Needs Plan, is being developed to identify all transportation facility improvements that will be "needed"



through the Year 2030 to meet the area's projected transportation requirements, regardless of project cost. The Needs Plan will include projects from all modes of transportation and will be developed through input from citizens, local governments, Florida Department of Transportation, and local and regional transportation agencies. A Financial Resources analysis is also being conducted to project the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Needs Plan that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed.

IT IS TIME TO UPDATE THE MIAMI-DADE TRANSPORTATION PLAN...

GOALS

- Goal 1:** Improve Transportation Systems & Travel
- Goal 2:** Support Economic Vitality
- Goal 3:** Enhance Social Benefits
- Goal 4:** Mitigate Environmental & Energy Impacts
- Goal 5:** Integrate Transportation with Land Use, & Development Considerations
- Goal 6:** Optimize Sound Investment Strategies

WHAT CAN WE AFFORD?

Not all the projects we need can be built. There is not enough funding to include them all in the Transportation Plan. Which are the MOST important?

- More roads
- More rail and buses
- Alternative work hours
- Additional carpooling

WHAT WILL WE NEED TO GET AROUND?

- ROADS
- BUSES
- RAIL
- SIDEWALKS
- BICYCLES
- TECHNOLOGY
- GREENWAYS
- RIDESHARING

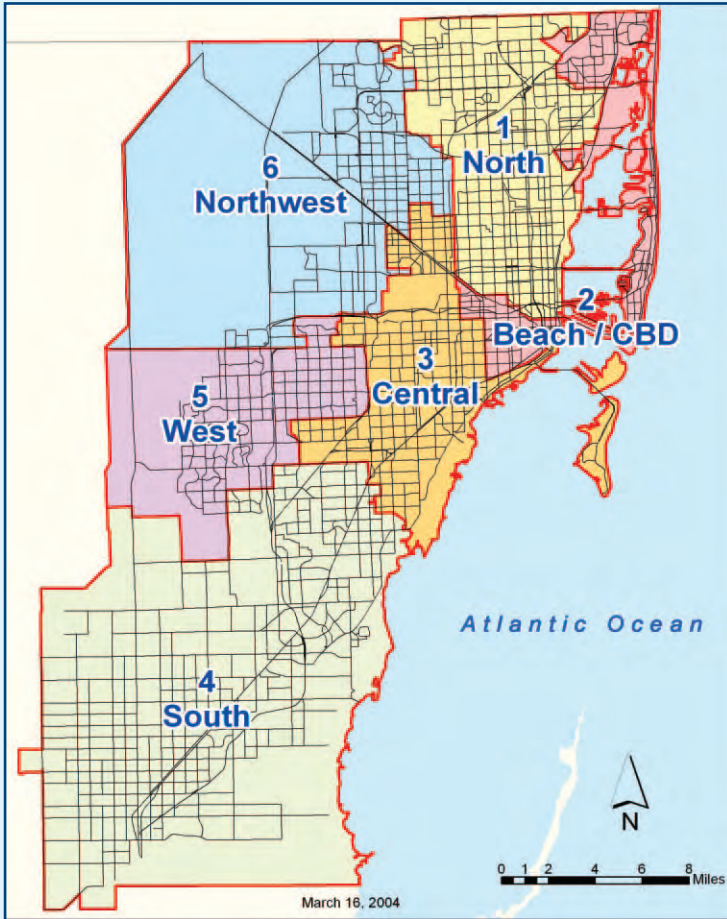
The Transportation Plan will look at where we want to go and identify what we NEED to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new approaches to old problems.

DEMOGRAPHIC AND TRANSPORTATION DATA

Demographic and transportation data are the driving force in developing the projects. The table depicts the future growth that will shape the area between the years 2000 and 2030.

Demographic and Transportation Information	2000	2030	Percent Increase
Population	2,204,700	3,149,300	43%
Households	774,300	1,084,900	40%
Employment	1,183,300	1,590,200	34%
Autos	1,479,400	2,182,500	48%
Average Daily Trips	7,934,400	11,080,200	40%

PLANNING AREAS & FUTURE GROWTH

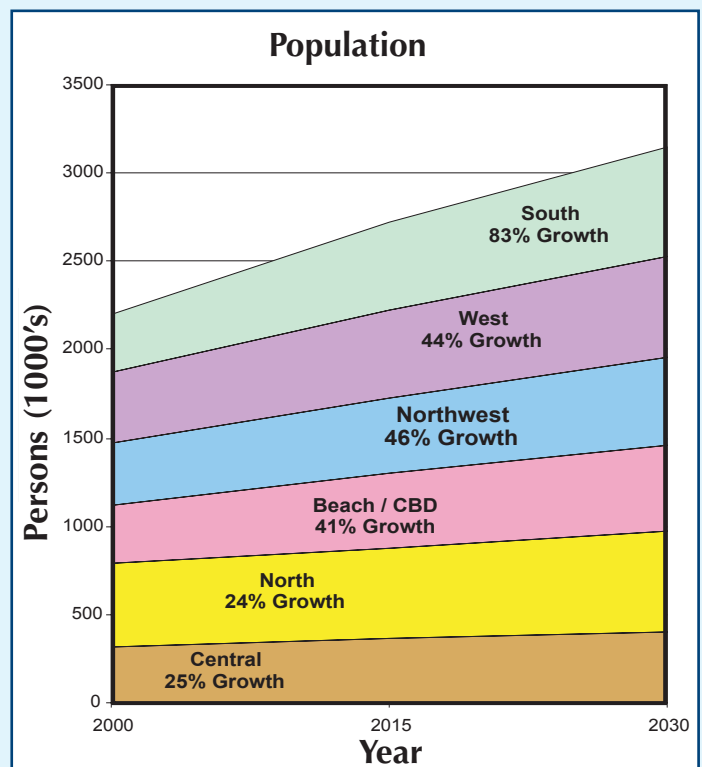
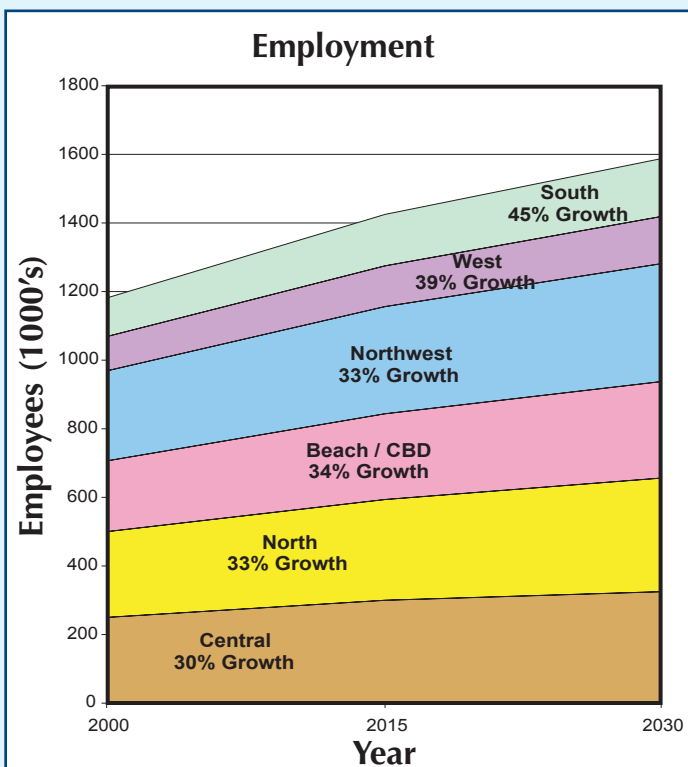


2004 Transportation Planning Areas Miami-Dade County

Miami-Dade County has been divided into six planning areas of analysis for purposes of presentation during the public meetings for the *Miami-Dade Transportation Plan to the Year 2030*.

The six Transportation Planning Areas are:

- Beach - Central Business District (CBD)
- Central
- Northwest
- North
- South
- West



Miami-Dade population will increase by 43% between 2000 and 2030.

Miami-Dade employment will increase by 34% between 2000 and 2030.



REGIONALISM

One of the major realizations from the 2000 Census is the amount of growth in population urbanized areas within the State of Florida have experienced over the last ten years. The result of this growth is that urbanized areas are gradually growing together over time and in many cases they now share common boundaries. This pattern of growth continues to draw the attention of transportation officials who attempt to provide roadways that are consistent from one urbanized area to another and will accommodate traffic moving from one region to another.

As a result of this growth, the 2000 Census recognized the need to designate portions of Miami-Dade, Broward, and Palm Beach Counties as a single urbanized area. These designations also include the contiguous areas that are expected to become urbanized in the next 20 years. This 2000 Census designation will require the development and implementation of a coordinated regional Long Range Transportation Plan. This plan will include coordinated priority projects, a regional public involvement process, and a coordinated air quality planning process to insure the plan is consistent across MPO boundary lines.



WHAT'S NEXT?

Once the Needs Plan has been developed, based on the input from the public, these projects will be evaluated based on the Project's Goals and Objectives. The projects will then be prioritized based on this evaluation to help develop the recommended 2030 Cost Feasible Plan. The Cost Feasible Plan balances the needed projects with the projected available financial resources.



WE WANT YOUR IDEAS TO BE PART OF THE SOLUTION!



Through the year 2030, it is anticipated that the population growth in Miami-Dade County will increase 43 percent and employment will increase by 34 percent! The challenges of creating a more cost-efficient transportation system for Miami-Dade County are great.

**Please send your ideas to:
Project Manager, Miami-Dade Transportation Plan to the Year 2030
111 N.W. First Street, Suite 910, Miami, FL 33128**

**Phone: (305) 375-4507 • Fax: (305) 375-4950
Website: www.miamidade.gov/mpo • e-mail: mpo@miamidade.gov**





Plan de Transporte para Miami-Dade hasta el año 2030



¡PARTICIPE!

Verano del 2004

Estamos planificando el futuro del transporte



ACTUALIZACIÓN DEL PLAN

Se está preparando el **Plan de Transporte para Miami-Dade hasta el año 2030**, que impondrá directrices para los gastos que se efectúen en el área de transporte en Miami-Dade hasta el año 2030. Este plan maestro comprenderá obras que mejorarán las autopistas, el transporte público, así como la infraestructura para ciclistas y peatones.

El proceso para elaborar el plan lleva meses de trabajo técnico y de actividades de participación ciudadana. Para llevar a cabo el plan, se está utilizando un modelo detallado para pronosticar la demanda de viajes, así como otros recursos de análisis. El Concejo de Planificación del Transporte, conformado por representantes estatales, representantes de agencias tanto regionales como locales y ciudadanos, evalúa los resultados del proceso de análisis antes mencionado.

El modelo para pronosticar la demanda de viajes considera:

- El sistema actual de vías públicas y equipos de transporte público;
- La población y los empleos actuales;
- El tránsito y los usuarios del transporte público actuales;
- El uso de los terrenos, la población y los empleos futuros; y
- El tránsito y los usuarios del transporte público en el futuro.

Para llegar a una recomendación, el Concejo de Planificación del Transporte considera:

- Los resultados de los pronósticos de demanda de viajes;
- Las restricciones a la luz de la conservación histórica y las franjas públicas;
- Los recursos naturales, la calidad del aire y las zonas ecológicas protegidas;
- La capacidad financiera prevista para el futuro; y
- Las sugerencias y los deseos de la comunidad.



Para satisfacer las necesidades de transporte en la zona, independientemente del costo de los proyectos, se está preparando una lista de proyectos, o “plan de necesidades”, con el objeto de identificar todas las obras en el área de transporte que deberán realizarse hasta el año 2030. El plan de necesidades, que incluirá proyectos para todos los medios de transporte, se confeccionará teniendo en cuenta la opinión de los ciudadanos, los gobiernos locales, las agencias de transporte y el Departamento de Transporte de la Florida. También, se está llevando a cabo un análisis de recursos financieros para proyectar la financiación disponible para el diseño y la construcción de los proyectos.

Por último, se preparará un plan de costos viables, el que describe los proyectos de obras de capital más importantes que se prevé que el Condado podrá costear. El plan de costos viables representará los proyectos prioritarios del plan de necesidades que estén dentro de la capacidad financiera del Condado de Miami-Dade. En los próximos meses, se confeccionará un borrador de ese plan.

ES HORA DE ACTUALIZAR EL PLAN DE TRANSPORTE DE MIAMI-DADE.

OBJETIVOS

- Objetivo 1:** Mejorar el sistema de transporte y la calidad del servicio
- Objetivo 2:** Fomentar la vitalidad económica
- Objetivo 3:** Incrementar los beneficios sociales
- Objetivo 4:** Mitigar el impacto ambiental y energético
- Objetivo 5:** Integrar el transporte con el uso que puede hacerse de los terrenos y otras consideraciones de carácter urbano
- Objetivo 6:** Optimizar las estrategias de inversión

¿CUÁLES PROYECTOS SE PUEDEN CONCRETAR?

No se pueden concretar todos los proyectos que necesitamos porque no hay fondos suficientes para incluirlos a todos en el Plan de Transporte. Por lo tanto, ¿cuáles son los proyectos más importantes?

- Más vías públicas
- Más rieles y autobuses
- Horarios alternos de trabajo
- Más oportunidades para hacer viajes compartidos

¿QUÉ NECESITAREMOS PARA IR DE UN LADO A OTRO?

- VÍAS PÚBLICAS
- AUTOBUSES
- RIELES
- ACERAS
- BICICLETAS
- TECNOLOGÍA
- CORREDORES PARA TRANSPORTE NO MOTORIZADO
- VIAJES COMPARTIDOS

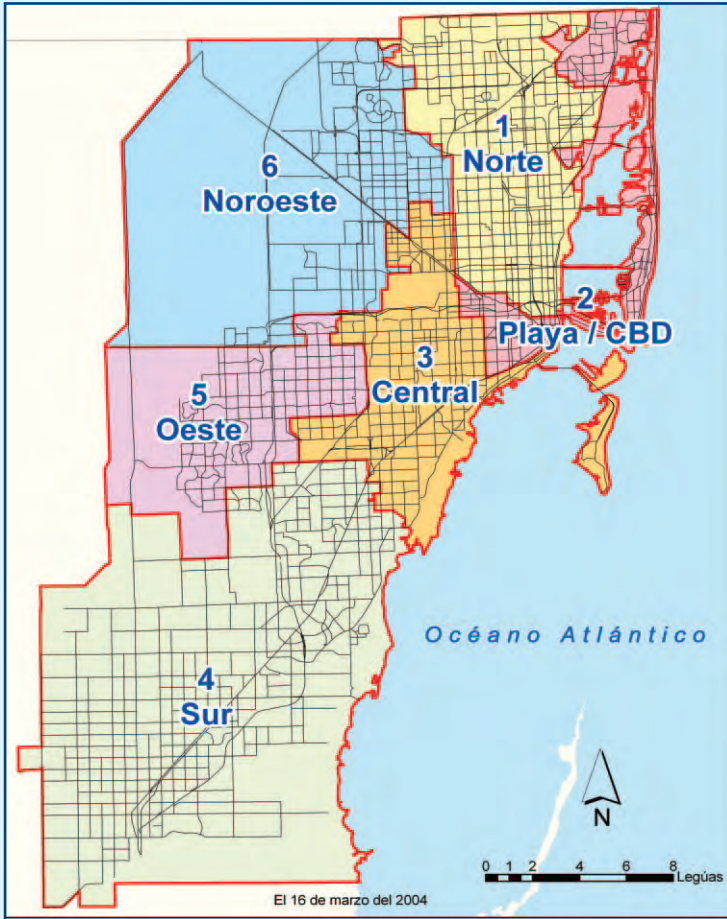
El Plan de Transporte analizará los lugares adonde queremos ir e identificará lo que NECESITAMOS para llegar a destino de manera eficiente, sin correr riesgos. Se tendrán en cuenta las necesidades actuales y futuras de los ciudadanos y comerciantes, y como consecuencia se elaborará una lista de proyectos. Las soluciones presentarán nuevas alternativas para solucionar los problemas existentes.

DATOS DEMOGRÁFICOS E INFORMACIÓN ACERCA DEL TRANSPORTE

Los datos demográficos y la información relativa al transporte constituyen la fuerza motriz a la hora de llevar a cabo los proyectos. La tabla muestra el crecimiento futuro que caracterizará a la zona entre los años 2000 y 2030.

Datos demográficos e información	2000	2030	Porcentaje del incremento
Población	2,204,700	3,149,300	43%
Viviendas	774,300	1,084,900	40%
Empleos	1,183,300	1,590,200	34%
Automóviles	1,479,400	2,182,500	48%
Viajes promedios diarios	7,934,400	11,080,200	40%

ZONAS DE PLANIFICACIÓN Y CRECIMIENTO FUTURO



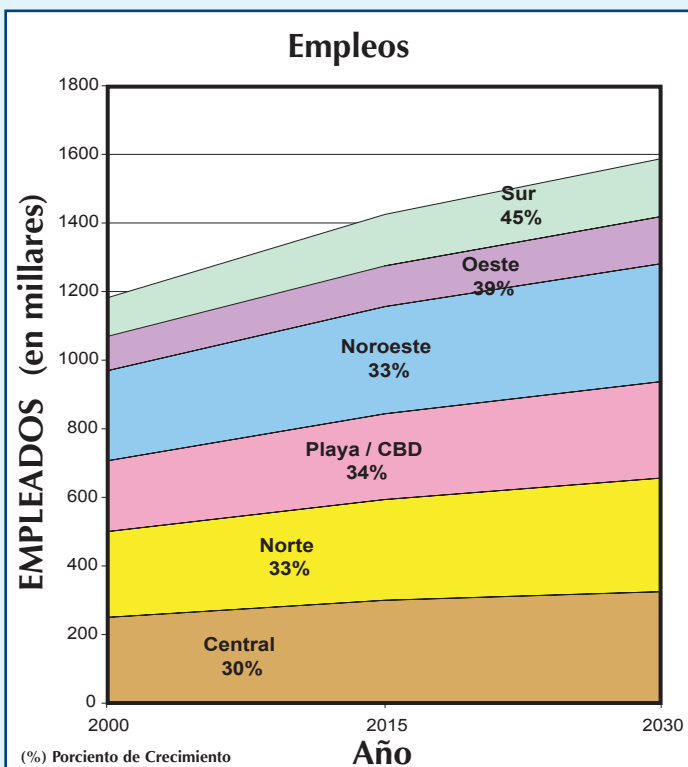
Zonas para la Planificación del Transporte en el año 2004.

Condado de Miami-Dade

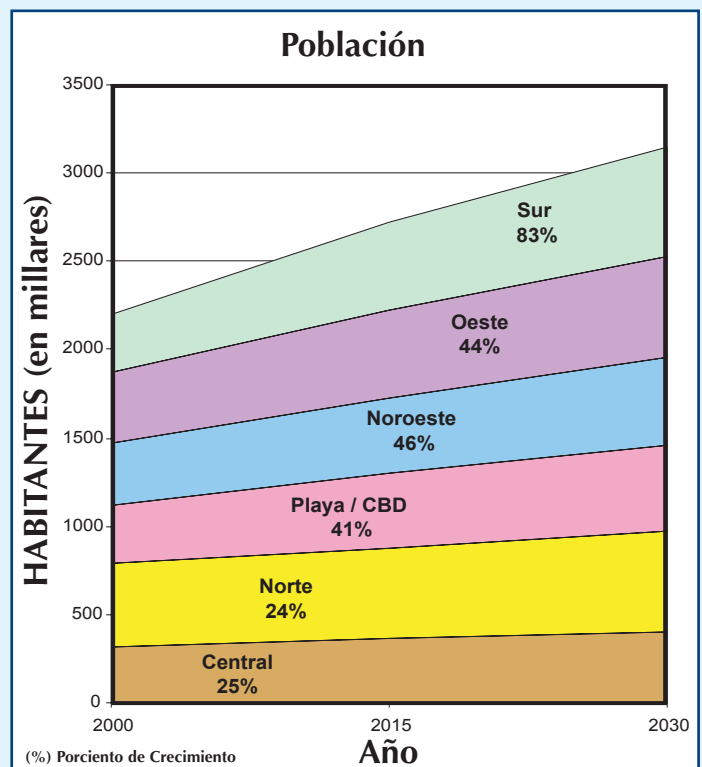
Con el objeto de facilitar la presentación en las reuniones públicas que se celebren en el marco del **Plan de Transporte de Miami-Dade hasta el año 2030**, se ha dividido el condado en seis (6) zonas de análisis.

Estas zonas son las siguientes:

- Playa –Distrito Comercial y Financiero Central (CBD, su sigla en inglés)
- Central
- Noroeste
- Norte
- Sur
- Oeste



Entre los años 2000 y 2030, la población de Miami-Dade registrará un aumento del 43%.



Los empleos crecerán un 34% entre los años 2000 y 2030.



CONSIDERACIONES ZONALES

El censo del año 2000 mostró el aumento de la población en las zonas urbanizadas de la Florida correspondiente a los últimos diez años. Como consecuencia de dicho incremento, todas las zonas urbanizadas están creciendo gradualmente y, en muchos casos, ahora tienen límites demarcatorios en común. Esta pauta de crecimiento continúa atrayendo la atención de los funcionarios en el área del transporte, quienes intentan suministrar vías públicas que tengan coherencia de una zona urbanizada a la otra y que sean lo suficientemente extensas para la cantidad de vehículos que circulan de un lugar al otro. Por lo tanto, el censo del año 2000 reconoció que era necesario designar como si constituyeran una zona urbanizada única a ciertas porciones de los condados de Miami-Dade,

Broward y Palm Beach. Estas designaciones también incluyen a las zonas contiguas que se espera que se conviertan en zonas urbanizadas en los próximos 20 años. Esa designación del censo del año 2000 demandará la elaboración e instauración de un plan local de transporte, coordinado para un largo plazo. Con miras a garantizar la uniformidad de los planes en todos los terrenos independientemente de su ubicación con respecto a las líneas demarcatorias de la MPO, los planes mencionados incluyen proyectos prioritarios coordinados, un proceso de participación pública de los residentes locales y un procedimiento combinado de planificación para lo referente a la calidad del aire.



¿QUÉ SIGUE?

Una vez que se haya confeccionado el plan de necesidades con atención a las opiniones del público, los proyectos se evaluarán a la luz de los objetivos y metas del Proyecto. Luego, se dará prioridad a los proyectos conforme a esa evaluación, a fin de contribuir en la preparación del plan de costos viables que se recomiende. El plan de costos viables sopesará los proyectos necesarios con los recursos financieros proyectados que estén disponibles.



¡QUEREMOS QUE SUS IDEAS FORMEN PARTE DE LA SOLUCIÓN!



Se espera que hasta el año 2030, la población del Condado de Miami-Dade crezca un 43 por ciento y los empleos registren un incremento del 34 por ciento. Por lo tanto, es una tarea desafiante la de crear un sistema de transporte para Miami-Dade que resulte más conveniente en cuanto a los costos.

**Por favor, envíenos sus ideas a la oficina del:
Gerente de Proyecto, Plan de Transporte para Miami-Dade hasta el año 2030
111 NW First Street, Suite 910, Miami, FL 33128**

**Teléfono: 305-375-4507 • Fax: 305-375-4950
Sitio cibernético: www.miamidade.gov/mpo
Correo electrónico: mpo@miamidade.gov**





Plan Transpòtasyon Miami-Dade Jiska Lane 2030

PATISIPE.



Ete 2004

Planifikasyon Avni Transpòtasyon Nou



METE PLAN AN AJOU

Chema **Plan Transpòtasyon Miami-Dade pou Ane 2030** ap devlope pou gide depans transpòtasyon lokal, eta, federal de kounyeyan a 2030. Plan byen detaye sa a va gen yen ladan li amelyorasyon pou otowout, transpò piblik, wout bisiklèt ak pyeton.

Pwosesis devlopman Plan an genyen ladan li de mwa travay teknik ak aktivite patisipasyon piblik. Kounyeyan, devlopman Plan an ap fèt apati de divès demann depasman byen detaye baze sou de modèl previzyon ak lòt zouti pou analize travay lan. Rezilta sa yo evalue pa Konsèy Planifikasyon Transpòtasyon an ki gen manm ki fè pati reprezantan eta, rejyonal ak ajans lokal epi senp sitwayen.

Modèl previzyon demann depasman an pran an konsiderasyon:

- lokal transpò piblik yo ak sistèm wout aktyèl yo;
- anplwa ak popilasyon aktyèl la;
- kantite aktyèl vwayajè transpò piblik epi sikilasyon aktyèl lan;
- sèvis teren, popilasyon, ak anplwa nan lavni; epi
- kantite vwayajè transpò piblik nan lavni epi sikilasyon nan lavni.

Konsèy Planifikasyon Transpòtasyon an, anvan li bay rekòmandasyon liyo, pran an konsiderasyon:

- rezilta previzyon demann depasman yo;
- prezèvasyon istorik ak kontrent dwa pasaj yo;
- kalite lèzè, zòn anviwonman sansib yo, ak resous natirèl yo;
- kapasite finansye antisipe pou lavni; epi
- dezi ak tèt chaje kominote an.



Aktyèlman, yon lis pwojè, oswa Bezwen Plan yo, ap devlope pou idantifye tout fòm amelyorasyon lokal transpòtasyon ke yo pral “bezwen” pandan ane 2030 lan pou ranpli ekzijans transpòtasyon pwojè pou zòn fè lan, san sè regadan sou pri pwojè an. ‘Bezwen’ Plan yo va enkli pwojè tout fòm transpòtasyon epi va devlope de patisipasyon sitwayen yo, gouvènman lokal yo, Depatman Transpòtasyon Florid, ak ajans transpòtasyon yo. Yon analiz Resous Finansye ap mennen tou pou pwojè fon lajan disponib pou desinen ak konstwi pwojè yo.

Finalman, yon Plan Frè Reyalizab va devlope pou montre pwojè amelyorasyon pi enpòtan yo ke yo va atann aske Konte an kapab peye. Plan Frè Reyalizab la va prezante pwojè priyorite yo ki nan Bezwen Plan yo ki tonbe nan kapasite finansye Konte Miami-Dade. Nan pwochen mwa a veni yo, yon kopi chema Plan Frè Reyalizab la pral devlope.

LI LÈ POU NOU METE PLAN TRANSPÒTASYON MIAMI-DADE LAN AJOU...

BI YO

- Bi 1:** Amelyorasyon Sistèm Transpòtasyon ak Deplasman yo
- Bi 2:** Bay Vitalite Ekonomik Jarèt
- Bi 3:** Amelyore Benefis Sosyal yo
- Bi 4:** Adousi Enpak Anviwonmantal ak Enèji yo
- Bi 5:** Entegre Transpòtasyon ak sèvis teren yo, epi Konsiderasyon Devlopman yo
- Bi 6:** Valorize sou Estrateji Envestisman Byen Fonde

KISA NOU KAPAB PEYE?

Se pa tout pwojè ke nou bezwen yo ki kapab bati. Pa genyen ase fon lajan pou enkli tout nan Plan Transpòtasyon an. Kiyès ladan yo ki PLIS enpòtan?

- Plis wout
- Plis ray ak bis yo
- Altènatif lè travay
- Plis Woulib Pase Chèche

KISA NOU BEZWEN POU FÈ DEPLASMAN?

- WOUT YO
- BIS YO
- TREN YO
- TWOTWA YO
- BISIKLÈT
- TEKNOLOJI
- SANTYE POU TRANSPÒ SAN MOTÈ
- PATAJE WOULIB

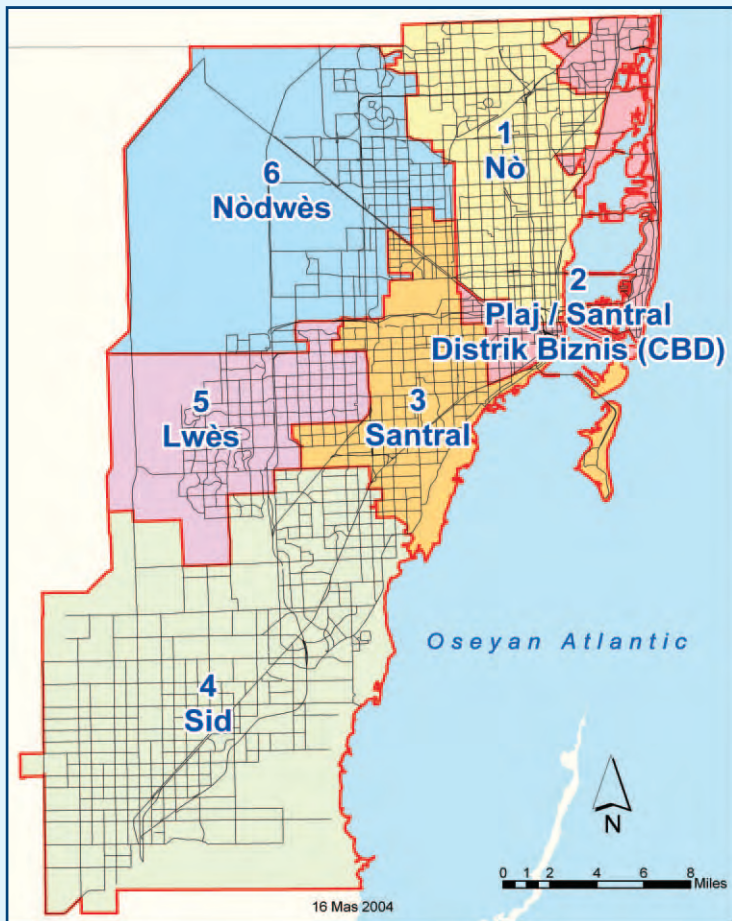
Plan Transpòtasyon an pral gade kote nou vle rive epi idantifye kisa nou BEZWEN pou nou rive an tout sekirite epi ak efikasite. Bezwen ki deja egziste yo pou biznis ki sou plas yo oswa sak pral vini yo epi pou sitwayen nou yo se sa nou konsidere lè nap kreye lis pwojè nou yo. Solisyon yo pral genyen ladan yo nouvo apwòch pou ansyen pwoblèm yo.

DONE DEMOGRAFIK AK TRANSPÒTASYON

Done demografik ak transpòtasyon enfòmasyon se sous fòs motivasyon nan devlope pwojè yo. Tablo sa a montre devlopman ki gen pou fèt ki va fòme zòn lan pandan lane 2000 rive 2030.

Enfòmasyon Demografik ak Transpòtasyon	2000	2030	Pousantaj Ogmantasyon
Popilasyon	2,204,700	3,149,300	43%
Fwaye yo	774,300	1,084,900	40%
Anplwa	1,183,300	1,590,200	34%
Oto	1,479,400	2,182,500	48%
Vwayaj yo	7,934,400	11,080,200	40%

ZÒN PLANIFIKASYON YO AK KWASANS FITI

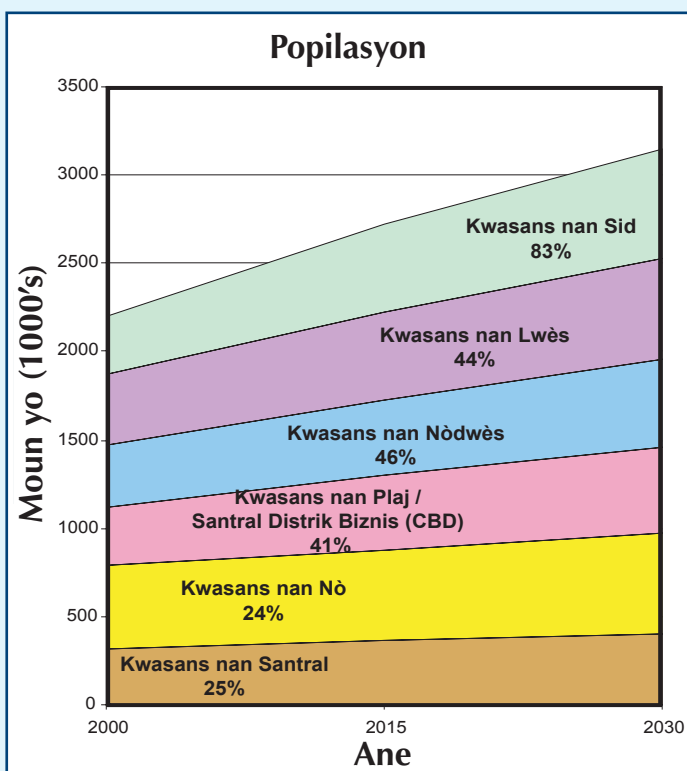
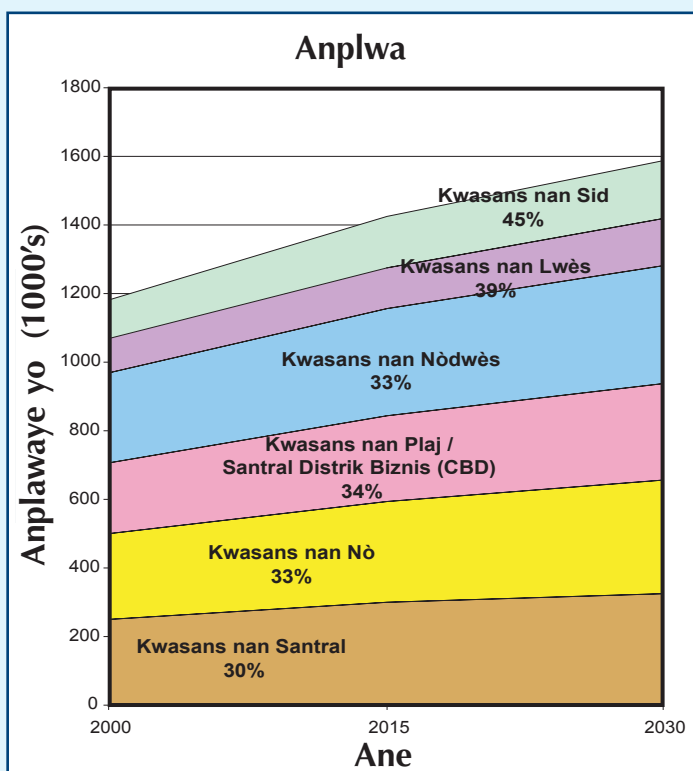


2004 Zòn Planifikasyon Transpòtasyon Konte Miami-Dade

Yo divize Konte Miami-Dade an sis zòn planifikasyon analize nan bi pou prezante nan reyinyon piblik yo pou **Plan Transpòtasyon Miami-Dade jiska lane 2030**.

Sis Zòn Planifikasyon Transpòtasyon se:

- Plaj - Santral Distrik Biznis (CBD)
- Santral
- Nòdwès
- Nò
- Sid
- Lwès



Popilasyon Miami-Dade lan va ogmante pa 43% ant 2000 ak 2030.

Anplwa Miami-Dade lan va ogmante pa 34% ant 2000 ak 2030.

REJYONALIS

Youn nan reyalizasyon enpòtan Resansman 2000 lan se kwasans nan popilasyon ki fèt nan zòn iben Eta Florid nan Dènnye dizan ki sòt pase yo. Rezilta kwasans sa a se ke zòn iben yo devlope ansanm epi pandan menm tan sa a yo vini kole nan yon pwen kote yo vin genyen menm lizyè. Menm chema kwasans sa a ap kontinye atire atansyon ofisyèl responsab transpòtasyon yo ki ap eseye mete disponib wout ki konsistan de yon zòn iben a yon lòt zòn iben pou asire deplasman de yon zòn a yon lòt. Kòm rezilta kwasans sa a, resansman 2000 lan

rekonèt nesite pou deziye de mòso Konte Miami-Dade, Broward ak Palm Beach kòm yon grenn zòn iben senp. Menm zòn atenan yo ansanm ak zòn deziye sa yo ki sipoze ap vin iben nan pwochen 20 an yo. Deziyasyon ki fèt nan Resansman 2000 lan va mande pou devlopman ak aplikasyon yon plan rejyonal kowòdone alontèm. Plan sa yo va enkli pwojè priyoritè kowòdone yo, pwosesis patisipasyon piblik rejyonal epi kowòdinasyon pwosesis kalite lèzè pou asire ke plan yo konfòm sou tout deman depoze dapre lizyè MPO yo.

KI PWOCHEN ETAP?

Yon fwa ke Plan Bezwen an fin devlope, baze dapre done piblik lan, yo va evalye pwojè sa yo baze sou Objektif ak Bi Pwojè. Yo priyorize pwojè sa yo baze sou evalyasyon sa a ki pou ede devlope Plan Frè Fezab 2030 ki rekòmande an. Plan Frè Fezab lan balanse pwojè nesèsè yo ak resous finansye prevwa ki disponib yo.

NOU VLE KE IDE PA NOU YO FÈ PATI SOLISYON AN!



Pandan tout ane 2030, yo kwè ke kwasans popilasyon Konte Miami-Dade Lan va ogmante pa 43 pousan epi anplwa yo va ogmante pa 34 pousan! Defi an gran anpil pou kreye yon sistèm transpòtasyon a yon pri pi efikas pou Konte Miami-Dade.

Tanpri voye ide w yo bay nan:
Project Manager, Miami-Dade Transportation Plan to the Year 2030
111 N.W. First Street, Suite 910, Miami, FL 33128

Telefòn: (305) 375-4507 • Faks: (305) 375-4950
Sitwèb: www.miamidade.gov/mpo • e-mail: mpo@miamidade.gov





Newsletter Mailer





Miami-Dade Transportation Plan to the Year 2030

GET INVOLVED



Autumn 2004

Introduction

The Miami-Dade Long Range Transportation Plan Update to the Year 2030 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best possible mobility connections in the transportation system of Miami-Dade. The proposed 2030 Plan is comprehensive in nature and includes improvements to roadways, transit, bicycle, pedestrian facilities, and greenways and trails. The Plan is updated every three years to meet legal requirements and to identify needed changes to the previously adopted plan.

The current updated began in May 2003. The Plan was developed using the latest planning assumptions. Taking into account the 2000 Census data and the Miami-Dade People's Transportation Plan (PTP) adopted by referendum in November 2003, this effort has resulted in a comprehensive reassessment of the future capital and operational needs of the metropolitan area multimodal transportation network.

Summary Highlights

Between the year 2000 and 2030, population and households within Miami-Dade County are expected to increase by 43% and 40% respectively. Employment is projected to keep close pace with a 34% increase. The number of automobiles and person trips are also projected to increase by 48% and 40% respectively.

The 2030 Cost Feasible Plan was developed based on the projected available revenue of \$19.3 billion for the plan period. New to the 2030 Cost Feasible Plan is the People's Transportation Plan (PTP), a voter's approved one half (1/2) percent sales tax increase which provides additional revenues for transportation for the next 30 years.

Improvements of the public transportation system is one of the primary emphases of the projects listed in the 2030 Cost Feasible Plan.

Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicles (HOV) lanes are proposed along major expressways such as I-95 and SR 836. Also



Save the date!!

You are invited!

**Final adoption
Public Hearing
November 18, 2004**

The Miami-Dade Metropolitan Planning Organization (MPO) Governing Board will hold a public hearing for the approval of the County's Long Range Transportation Plan Update and its air quality conformity determination as follows:

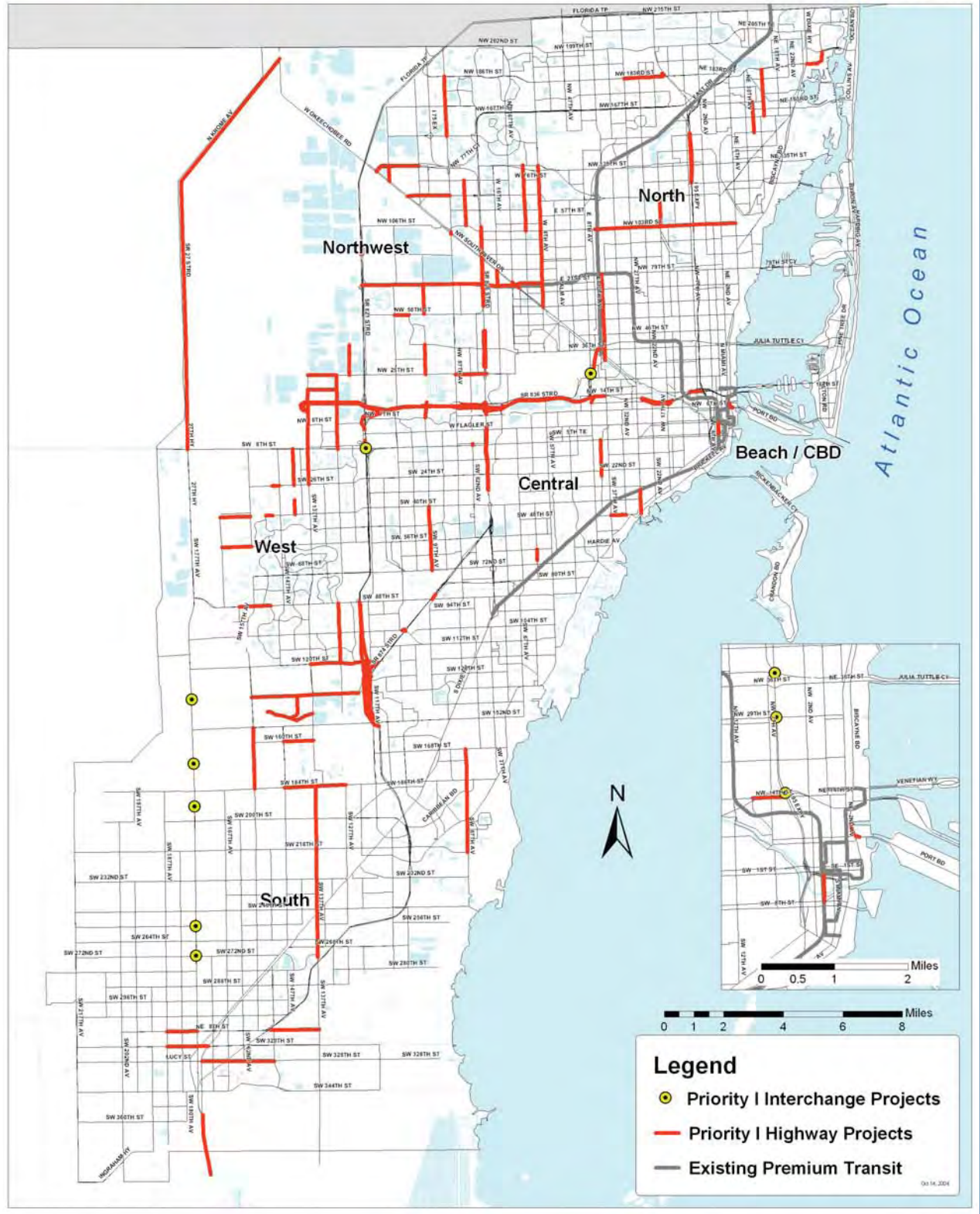
**Thursday, November 18, 2004
at 2:00 pm**

**Miami-Dade County
Commission Chambers
111 NW 1 Street
Miami, Florida 33128**

continued on page 4

Year 2030 Cost Feasible Plan

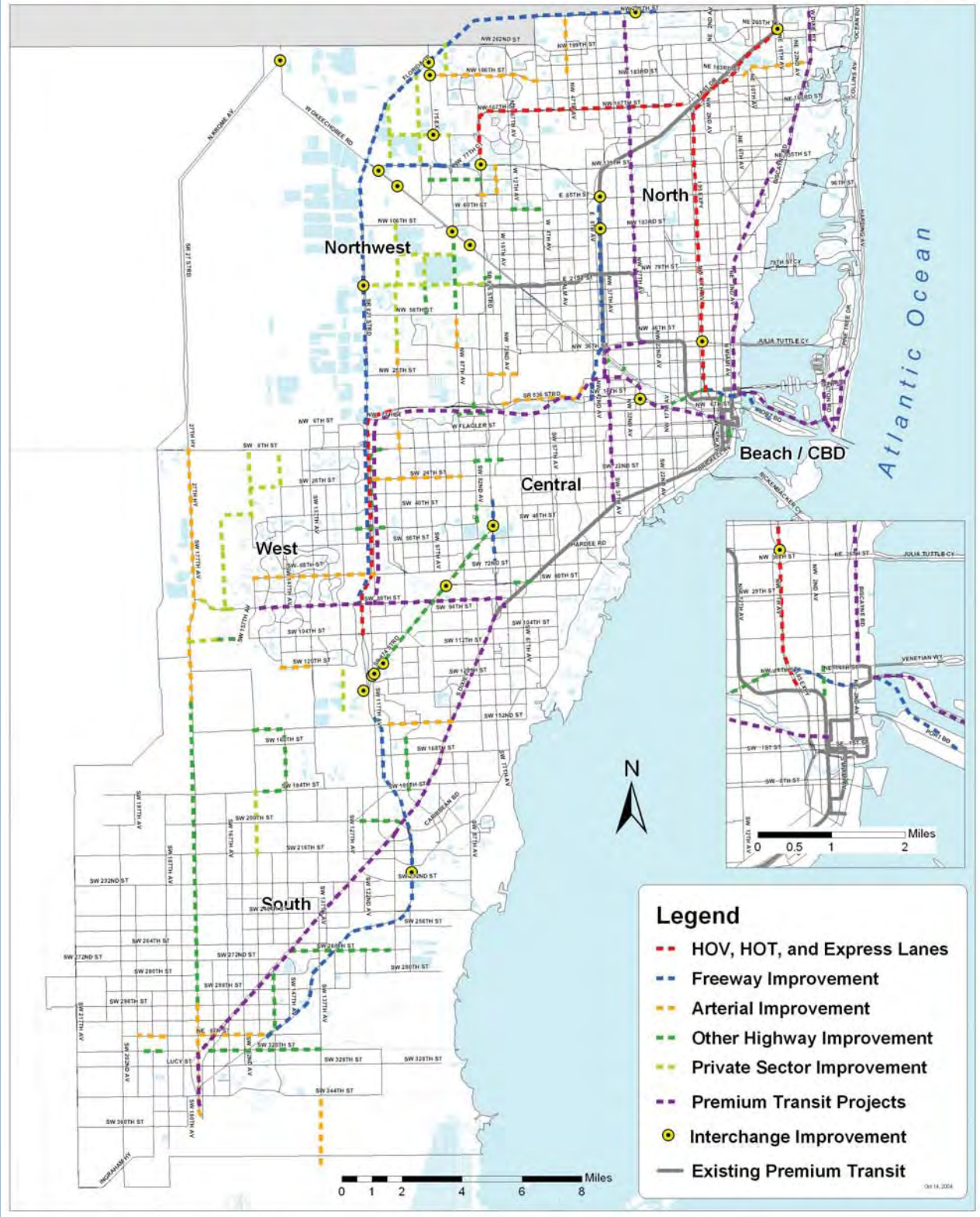
Priority I Projects



Priority I Projects are scheduled to be funded by 2009. This group of projects includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the 2005-2009 Miami-Dade Transportation Improvement Program (TIP).

Year 2030 Cost Feasible Plan

Priority II, III, and IV Projects



Projects in the Cost Feasible Plan were grouped into additional priorities based on funding availability. Projects shown here are those projects proposed to be funded between 2010 and 2030.

continued from page 1

reversible flow lanes, designed to add capacity in peak directions during peak travel times are proposed for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) is also proposed for several major projects as a measure of easing congested traffic conditions.

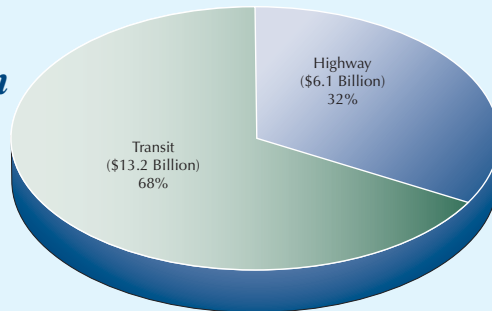
The 2000 US Census designated a single urbanized area encompassing parts of Miami-Dade, Broward and Palm Beach Counties. As a result, regional issues are also addressed in the 2030 LRTP along with air quality conformity of the region's transportation system with the requirements of the 1990 Clean Air Act Amendment.

Non-motorized facilities (on-road bicycle lanes, off-road greenways/trails and sidewalks) are included in the 2030 Plan. On-road bicycle and pedestrian projects will be incorporated with capacity projects, when feasible. Greenways/trails comprise the MPO's Greenways/Trail Plan element of the Long Range Transportation Plan.

In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation. Also, the plan is supported by a program of policy studies that will recommend courses of action to deal with funding and project-related community issues that need to be resolved to allow the proposed 2030 Plan to be successfully implemented.



**Revenue/Cost
Total \$19.3 Billion**



To request a copy of the complete Plan call, email, or write to:

Phone: (305) 375-1833

E-mail: rcf@miamidade.gov

Address: MPO Secretariat

Suite 910

11 NW 1 Street

Miami, Florida 33128

Or visit our Website at:

www.miamidade.gov/mpo

Miami, FL 33128
111 N.E. First Street
Suite 910
Stephen R. Clark Center





Planning Area Brochures





Miami-Dade Transportation Plan To The Year 2030

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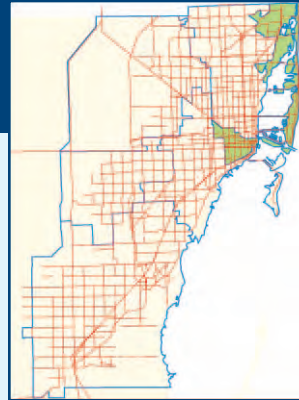
Planning Our Transportation Future

BEACH/CBD TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the Beach/CBD Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Beach/CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the

Miami Central Business District (CBD). Communities that are a part of this area include downtown Miami and the cities of Miami Beach, North Bay Village and Aventura and the towns of Golden Beach, Surfside, Bal Harbour, Indian Creek Village, and Bay Harbor Islands. The Beach/CBD Transportation Planning Area also includes sections of the cities of Miami, North Miami, and North Miami Beach; sections of the Villages of Biscayne Park and Miami Shores; and the neighborhoods of Little Havana and the Roads areas of the City of Miami. The Beach/CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

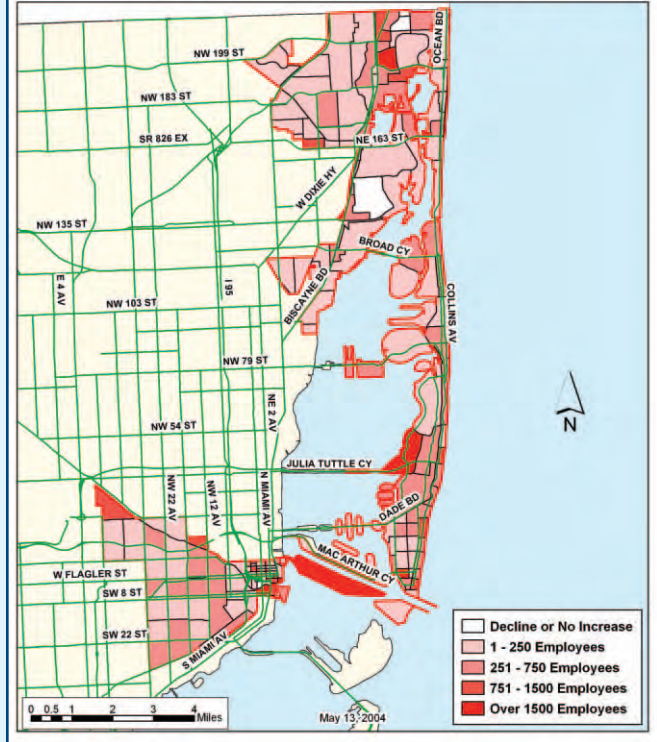
FUTURE GROWTH

**Beach/CBD Transportation Planning Area
Population Increase 2000-2030**



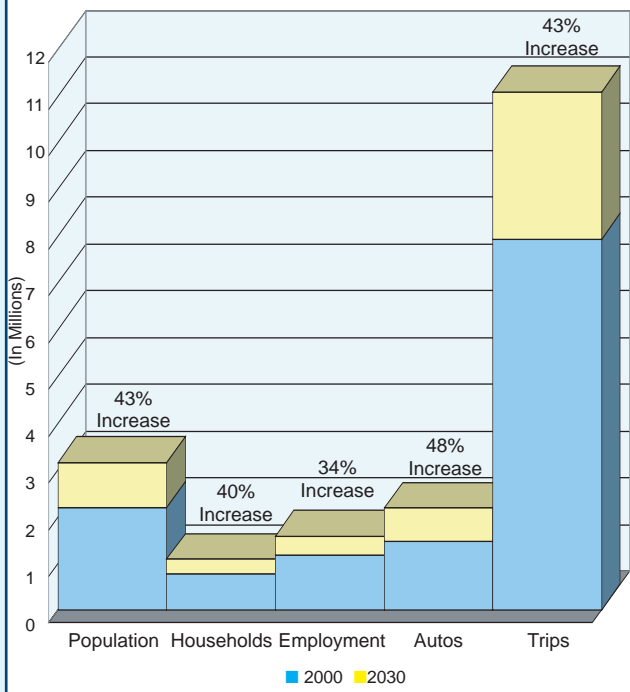
The population in the Beach/CBD Transportation Planning Area will increase by 41% between 2000 and 2030.

**Beach/CBD Transportation Planning Area
Employment Increase 2000-2030**



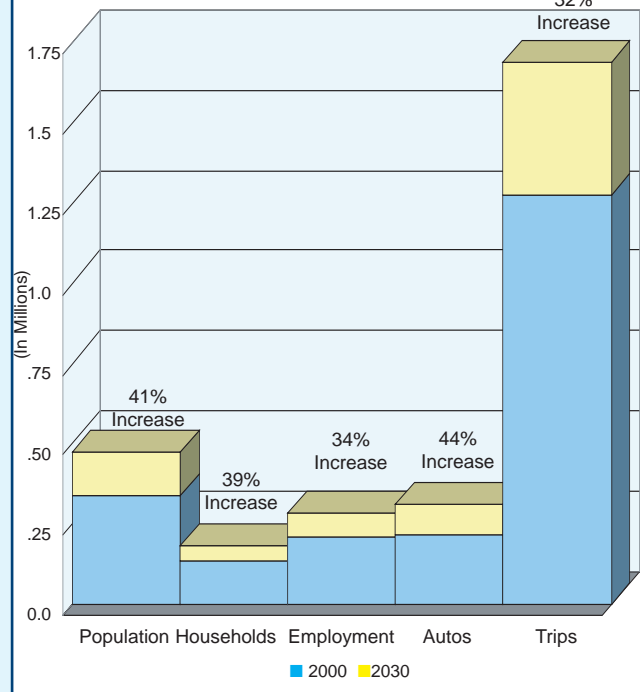
The number of employees in the Beach/CBD Transportation Planning Area will increase by 34% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

Beach/CBD Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the Beach/CBD Transportation Planning Area.



Miami-Dade Transportation Plan To The Year 2030

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Central

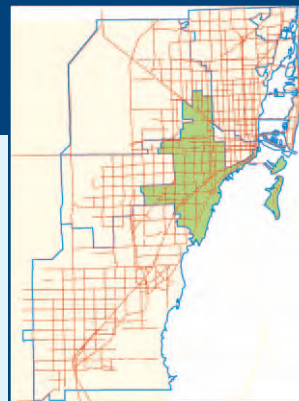
Planning Our Transportation Future

CENTRAL TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 28% in the Central Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Central Transportation Planning Area in Miami-Dade County includes the area east of SW 76th Avenue, south of SW 30th Street to generally west of NW 37th Avenue, and north of SW 136th Street. This area includes the cities of South Miami and Miami Springs, and the villages of Key Biscayne, Pinecrest, and Virginia Gardens as well as sections of the cities of Hialeah, Coral Gables, and Miami. The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826/Palmetto Expressway, the SR-836/East-West Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8th Street/Tamiami Trail, Flagler Street, and Le Jeune Road.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

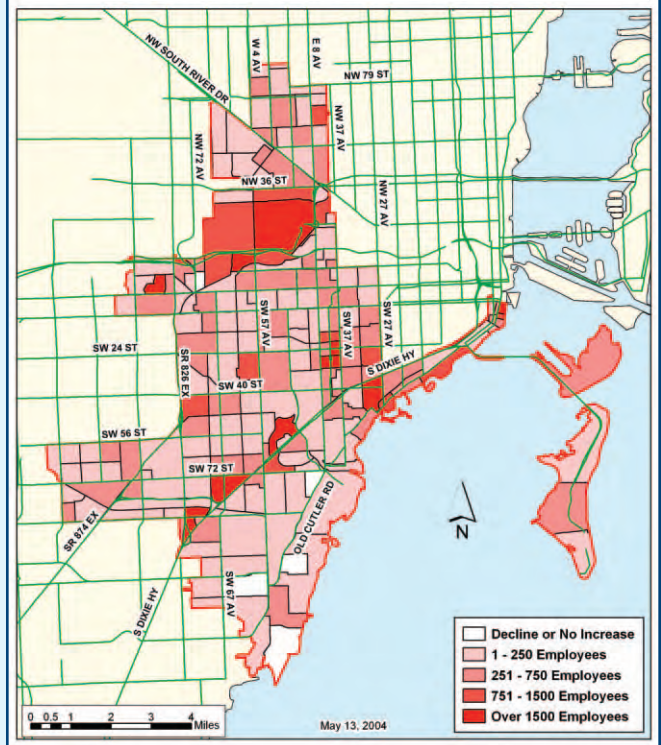
FUTURE GROWTH

**Central Transportation Planning Area
Population Increase 2000-2030**



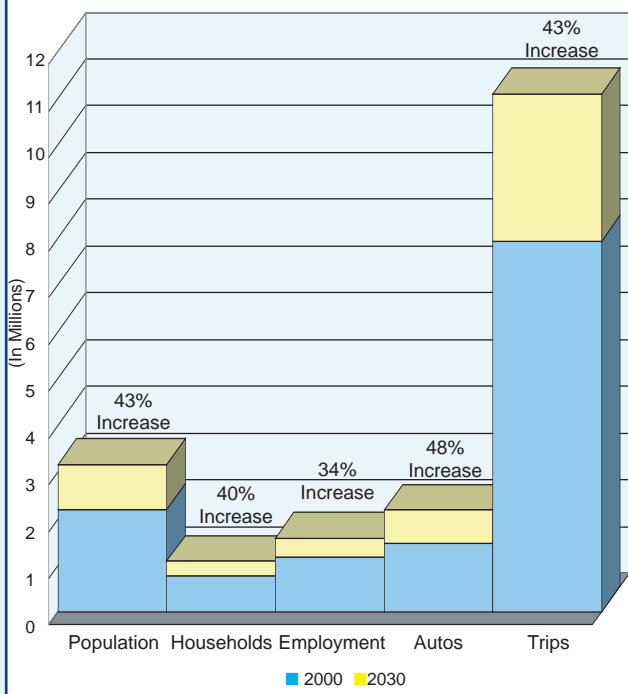
The population in the Central Transportation Planning Area will increase by 25% between 2000 and 2030.

**Central Transportation Planning Area
Employment Increase 2000-2030**



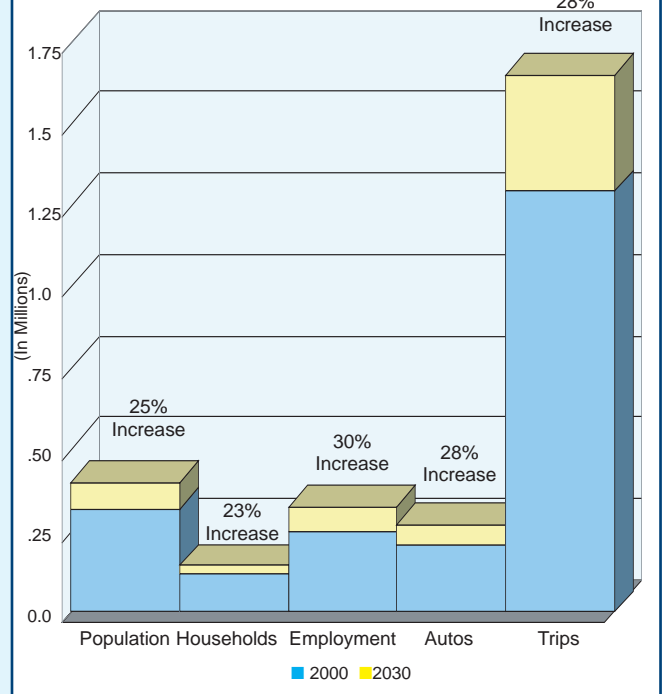
The number of employees in the Central Transportation Planning Area will increase by 30% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

Central Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the Central Transportation Planning Area.



Miami-Dade Transportation Plan To The Year 2030

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North

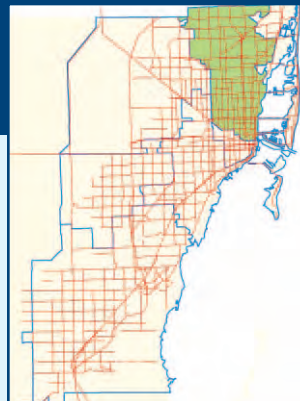
Planning Our Transportation Future

NORTH TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the North Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward/Miami-Dade County Line, east of NW 52nd Avenue and

NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive/MacArthur Causeway, and west of Biscayne Bay. This area includes major sections of the cities of Miami Gardens, Opa-Locka, Miami, North Miami, North Miami Beach, Miami Shores, the Town of El Portal, and major neighborhoods including Carol City, Norland, and Biscayne Gardens. The North Area is traversed by several important corridors including I-95, Florida's Turnpike, SR-826/Palmetto Expressway, SR-9/27th Avenue, US-1 Biscayne Boulevard, SR-934/79th Street, SR-112/Airport Expressway, I-195/Julia Tuttle Causeway, Venetian Causeway, and I-395/US 41 MacArthur Causeway.

GOALS

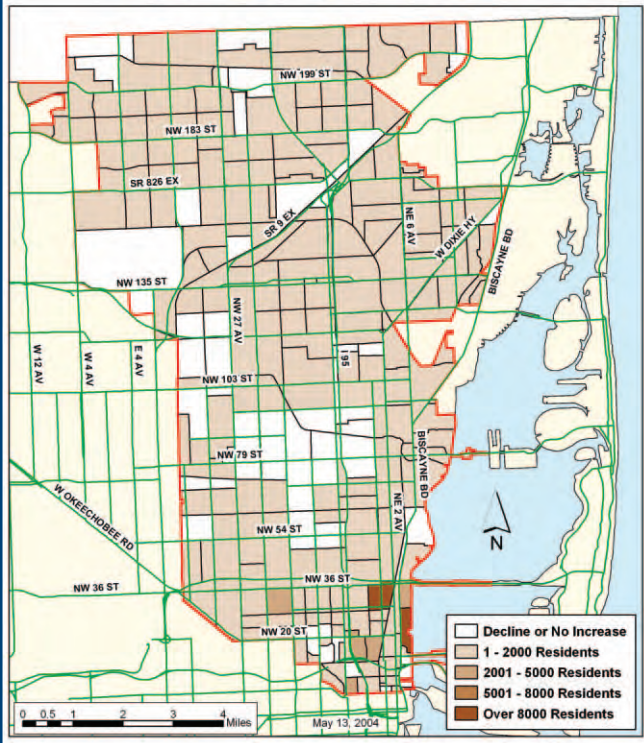
The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

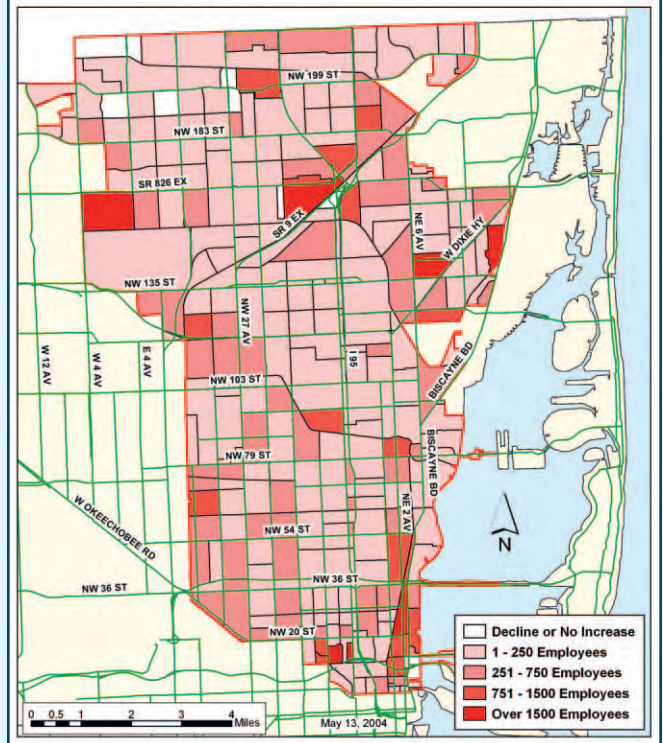
FUTURE GROWTH

**North Transportation Planning Area
Population Increase 2000-2030**



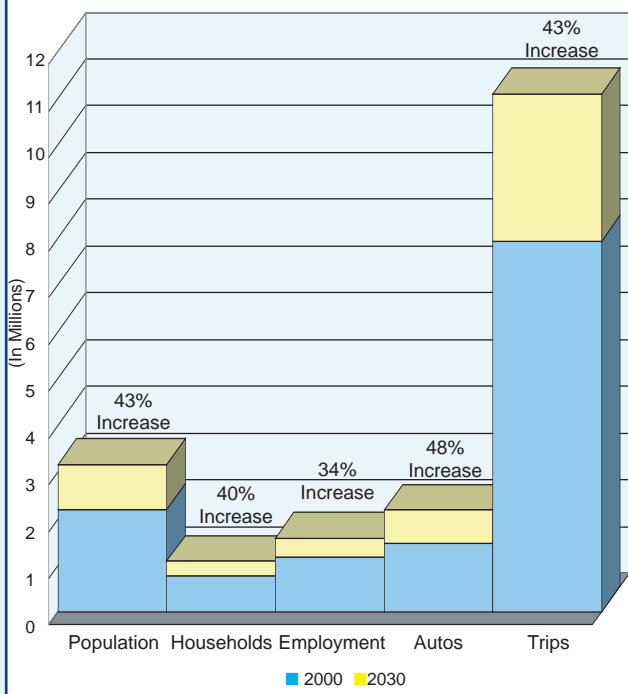
The population in the North Transportation Planning Area will increase by 24% between 2000 and 2030.

**North Transportation Planning Area
Employment Increase 2000-2030**



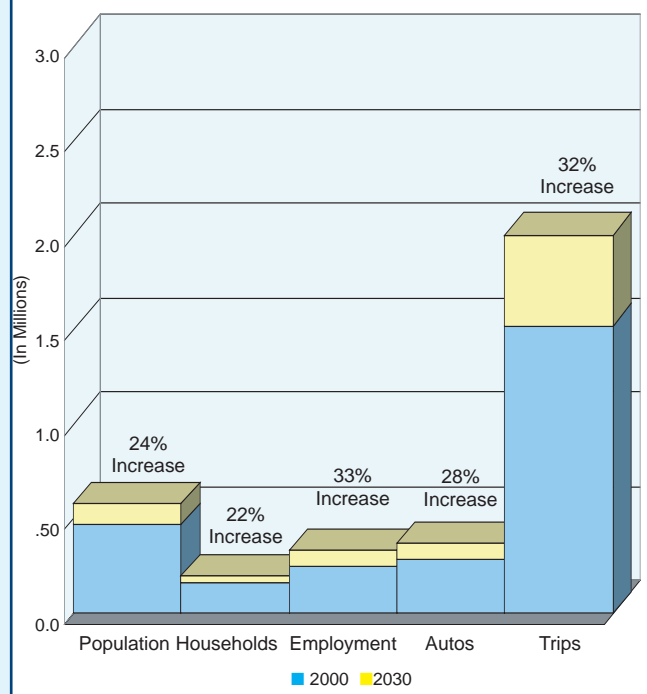
The number of employees in the North Transportation Planning Area will increase by 33% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

North Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the North Transportation Planning Area.



Miami-Dade Transportation Plan To The Year 2030

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NW Northwest

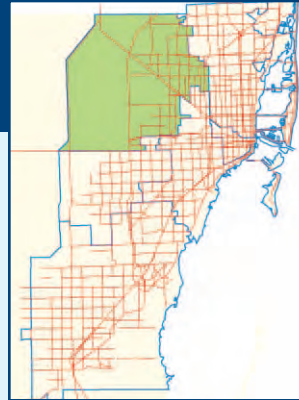
Planning Our Transportation Future

NORTHWEST TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 45% in the Northwest Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW

8th Street/Tamiami Trail and Dolphin Expressway/SR 836. This area includes the cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, and Miami Lakes, the Town of Medley, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

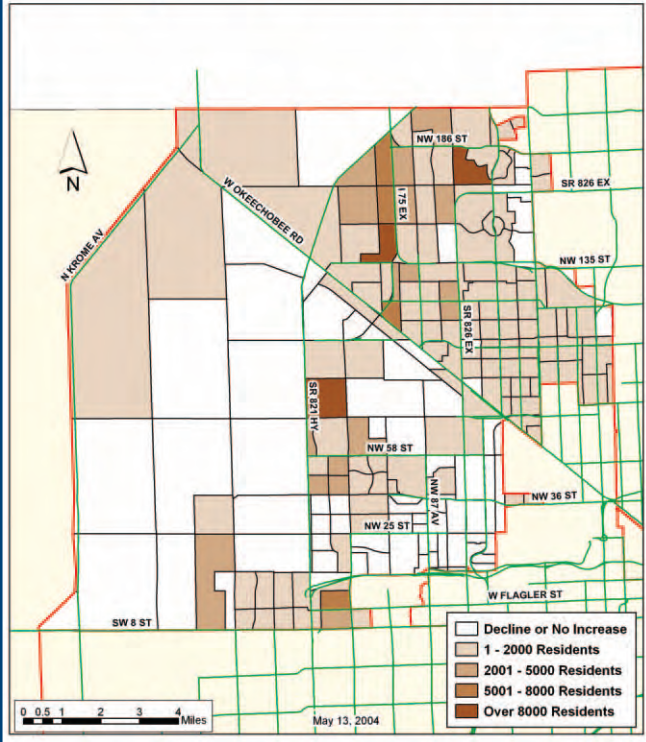
Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



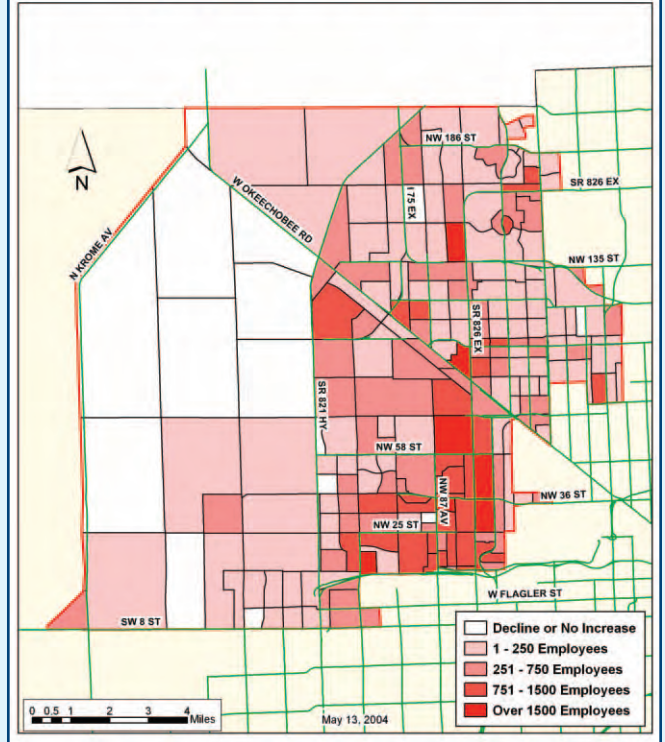
FUTURE GROWTH

**Northwest Transportation Planning Area
Population Increase 2000-2030**



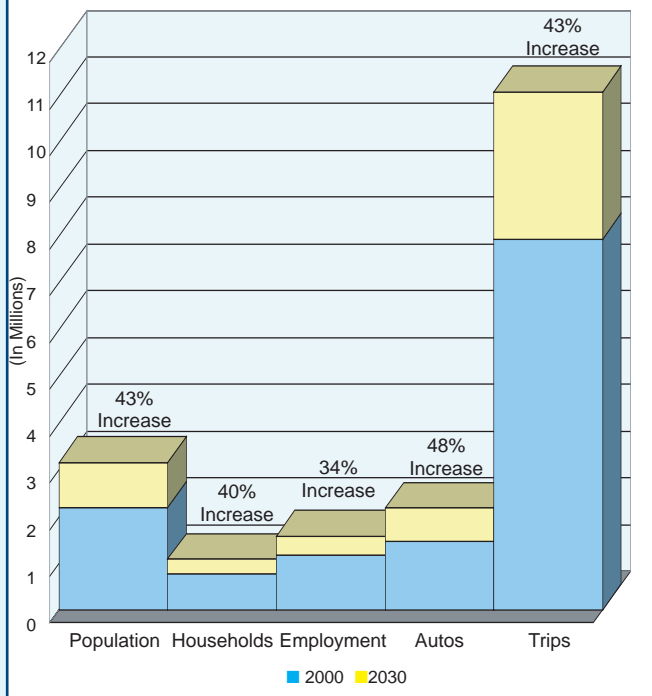
The population in the Northwest Transportation Planning Area will increase by 46% between 2000 and 2030.

**Northwest Transportation Planning Area
Employment Increase 2000-2030**



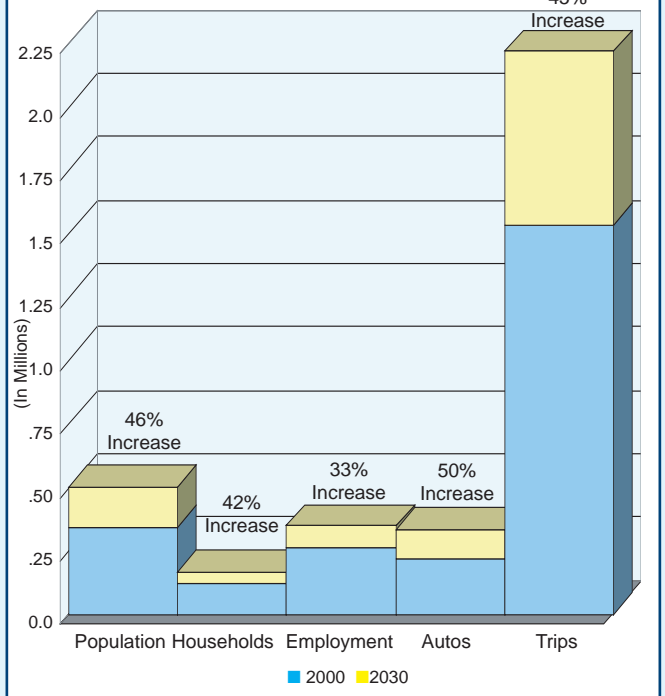
The number of employees in the Northwest Transportation Planning Area will increase by 33% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

Northwest Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the Northwest Transportation Planning Area.



Miami-Dade Transportation Plan To The Year 2030

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South

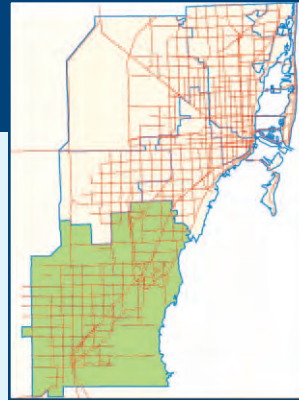
Planning Our Transportation Future

SOUTH TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 67% in the South Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive/SW 88th Street south to the Monroe/Miami-Dade County. This area includes the cities of Homestead and Florida City, the villages of Palmetto Bay and Pinecrest, and various neighborhoods including Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Naranja, Princeton, and South Allapattah. The South Area is traversed by several important corridors, including the SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

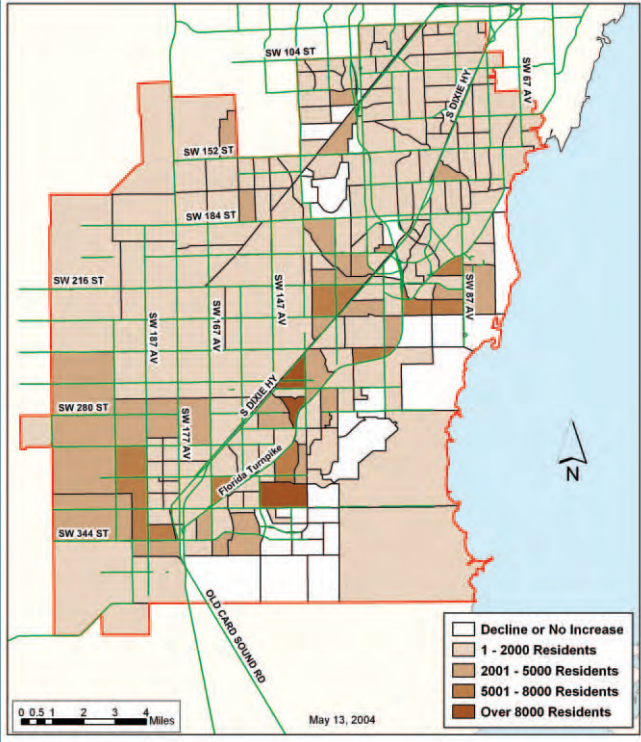
Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



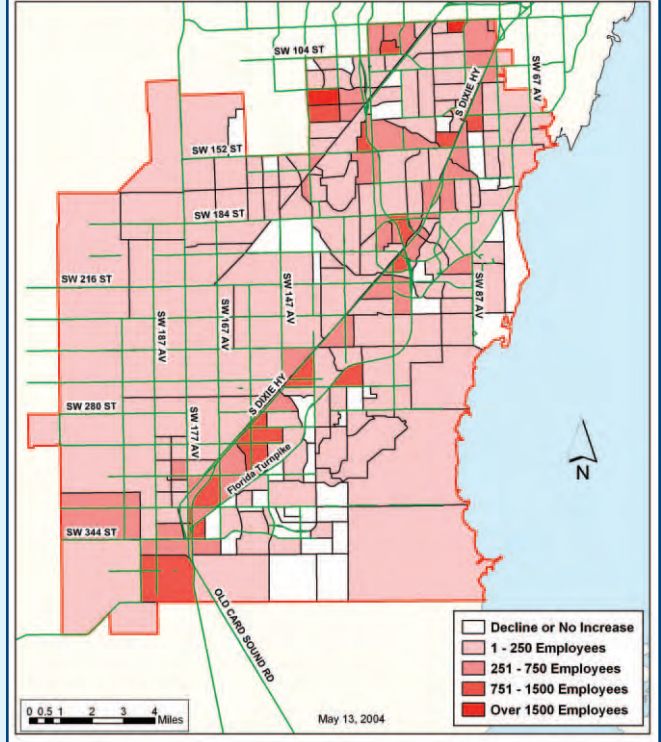
FUTURE GROWTH

**South Transportation Planning Area
Population Increase 2000-2030**



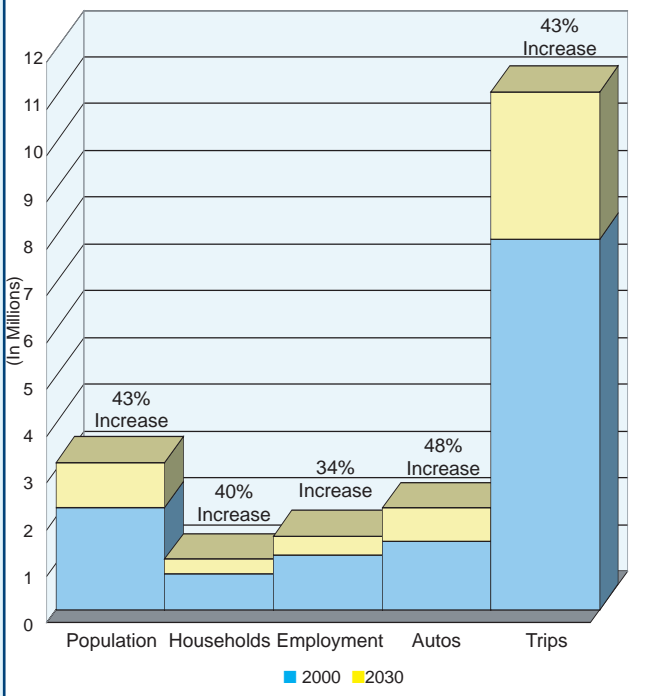
The population in the South Transportation Planning Area will increase by 83% between 2000 and 2030.

**South Transportation Planning Area
Employment Increase 2000-2030**



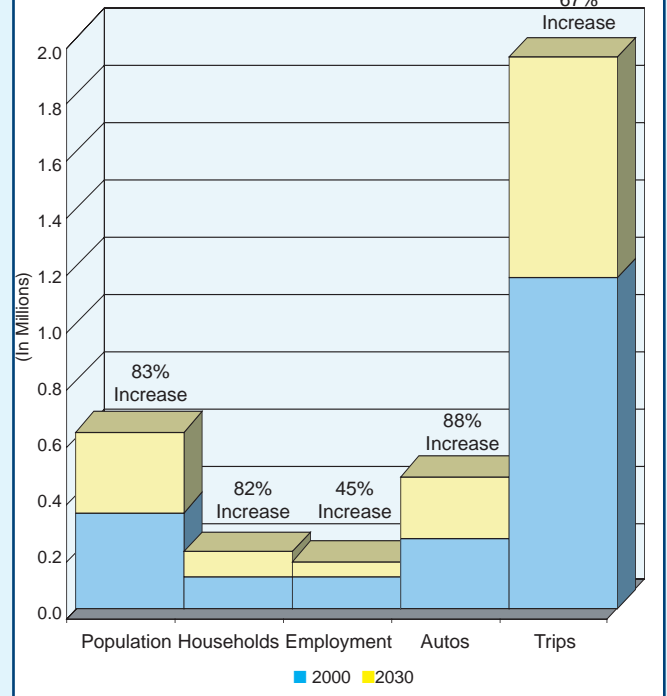
The number of employees in the South Transportation Planning Area will increase by 45% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

South Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the South Transportation Planning Area.



Miami-Dade Transportation Plan To The Year 2030

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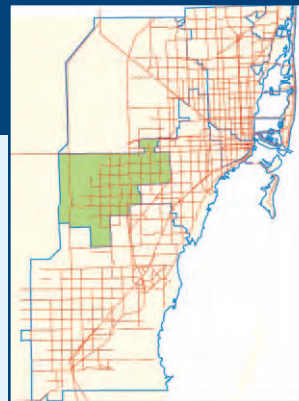
Planning Our Transportation Future

WEST TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

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The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 37% in the West Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive/SW 88th Street, south of Tamiami Trail/SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue. This area includes all or portions of the Cities of Coral Gables, South Miami, West Miami, and several neighborhoods including Westwood Lakes, Kendall Lakes, Sweetwater, Fontainebleau, and Country Walk. The West Area is traversed by several important corridors including the SR-826/Palmetto Expressway, SR-874/Don Shula Expressway, SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

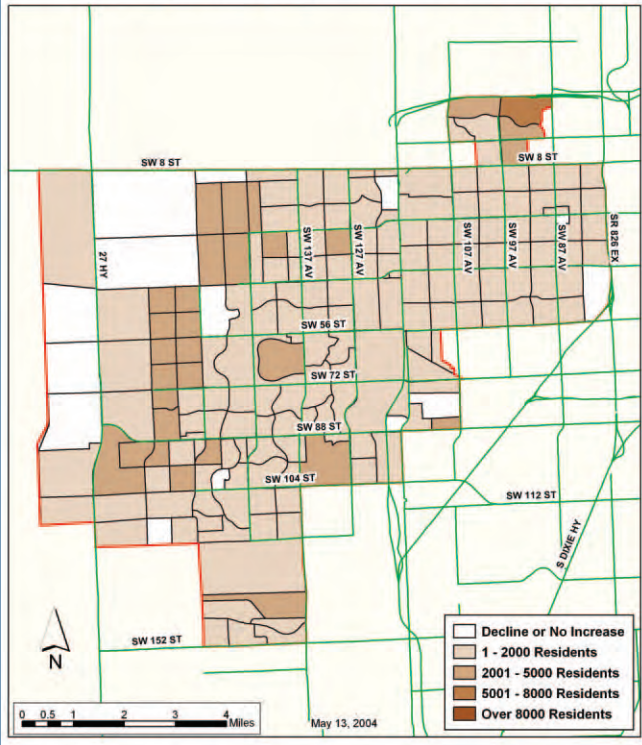
Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



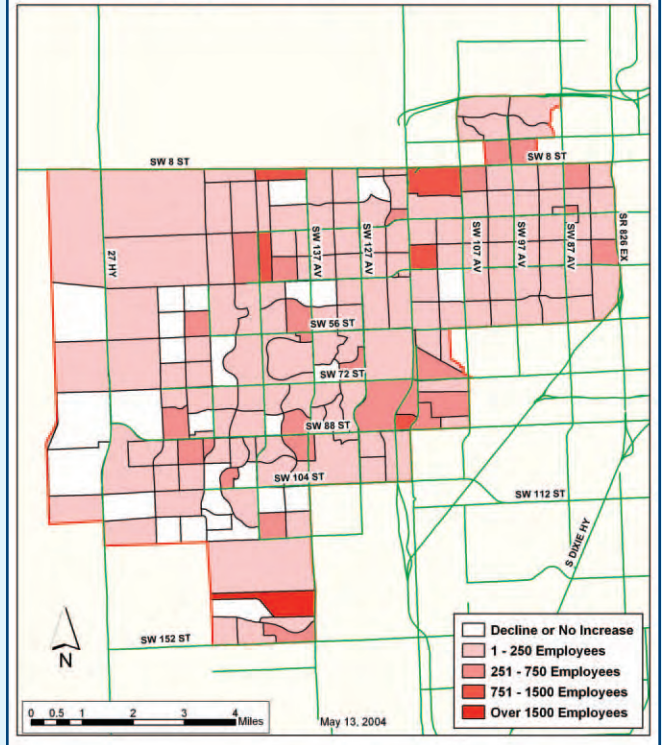
FUTURE GROWTH

West Transportation Planning Area Population Increase 2000-2030



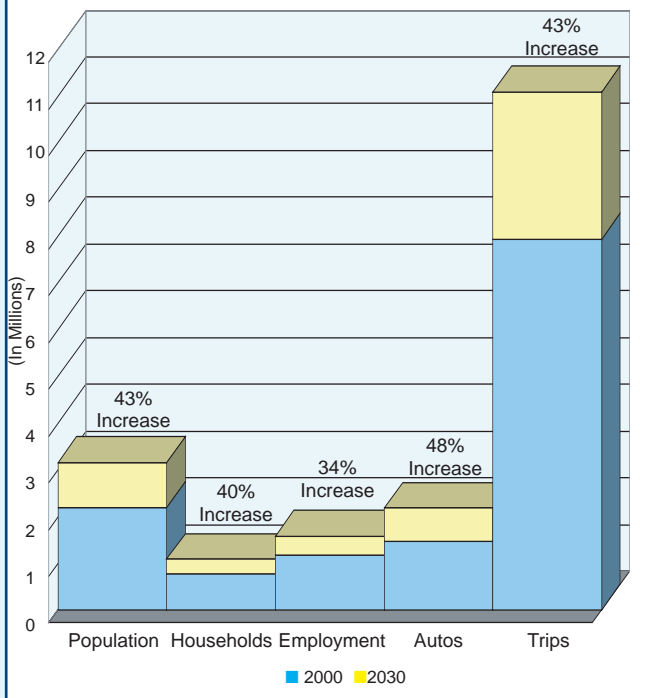
The population in the West Transportation Planning Area will increase by 44% between 2000 and 2030.

West Transportation Planning Area Employment Increase 2000-2030



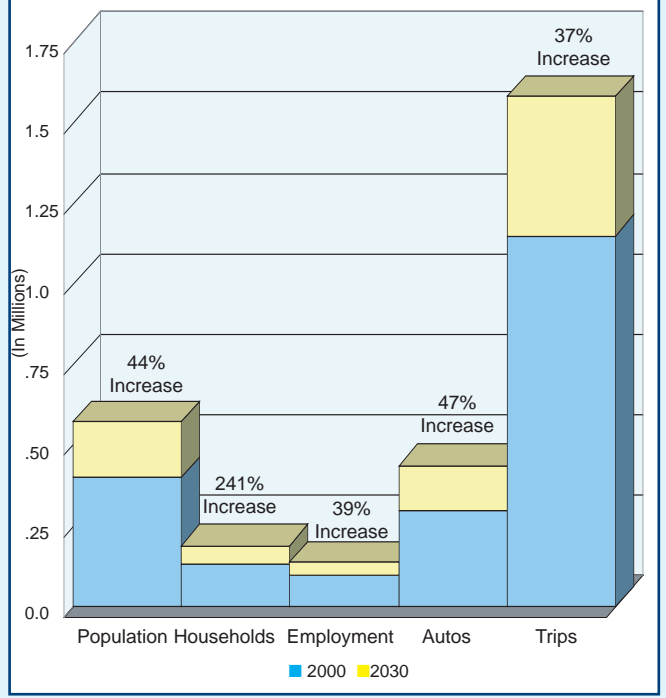
The number of employees in the West Transportation Planning Area will increase by 39% between 2000 and 2030.

Miami-Dade County Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for Miami-Dade County.

West Transportation Planning Area Growth 2000-2030



Increase in demographic and transportation data from 2000 to 2030 for the West Transportation Planning Area.



Air Quality Newsletter





Air Quality

NEWSLETTER



AIR QUALITY AND THE LONG RANGE TRANSPORTATION PLAN

EXTRA, EXTRA..... NEW AIR QUALITY STANDARDS!!!



The United States Environmental Protection Agency (USEPA) has determined if air quality areas were designated today, the entire State of Florida would be in attainment for both the existing 1-hour and proposed 8-hour National Ambient Air Quality Standards (NAAQS). The USEPA is currently transitioning to the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards to amend the transportation conformity rule. The proposed rule was released in November and the final implementation plan will be in place after January 2004. Attainment and nonattainment areas for ozone and particulate matter will be designated by the EPA in April 2004 and December 2004, respectively.

Miami-Dade County, a maintenance area for air quality, would still be subject to conformity for a statutory one-year grace period after designation by the new standards. Conformity will not be required for either the 1-hour nonattainment or 1-hour maintenance areas after the one-year grace period when the standard is revoked.

The goal of the new standard is to better account for the effects on public health in an effort to reduce the amount of time people spend breathing elevated levels of air pollutants. The new standard is based on averaging air quality measurements over 8-hour blocks of time (any 8-hour block) for a three year period, instead of the 1-hour blocks of time mandated by the current standard. By focusing on the actual monitored concentrations instead of focusing attention on the number of days that the standard is exceeded (regardless of the level that the standard is exceeded) will provide better information of the effects on public health.

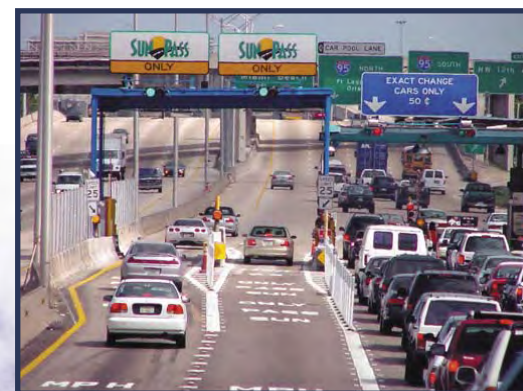
The 8-hour standard is more representative of conditions occurring over a long-term exposure. For Miami-Dade County this is extremely critical as the local tourist industry relies upon the attractiveness of outdoor activities.

Ozone is a colorless and highly irritating gas formed by a chemical reaction between air pollutants that are often found over urban areas on hot summer days in the presence of sunlight. Two common air pollutants, nitrogen oxide (NO₂) and volatile organic compounds (VOC) react with each other to produce ground-level ozone.

Air Quality in Miami-Dade County

The U.S. Environmental Protection Agency (USEPA), in 1990, adopted specific amendments to the Clean Air Act that allowed the USEPA to classify areas according to the severity of the pollution problem. In 1991, Miami-Dade County was classified to be a Moderate Non-Attainment Area according to national standards for ozone.

By 1995, emission levels had been reduced which allowed Miami-Dade County to be redesignated as a Maintenance Area for air quality. This redesignation requires Miami-Dade County to show conformance to the National Ambient Air Quality Standards (NAAQS) through its Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP). An area that is designated (or redesignated) as a Maintenance Area must then monitor emissions for a twenty-year period to show conformance to the NAAQS.



WHAT CAN YOU DO?

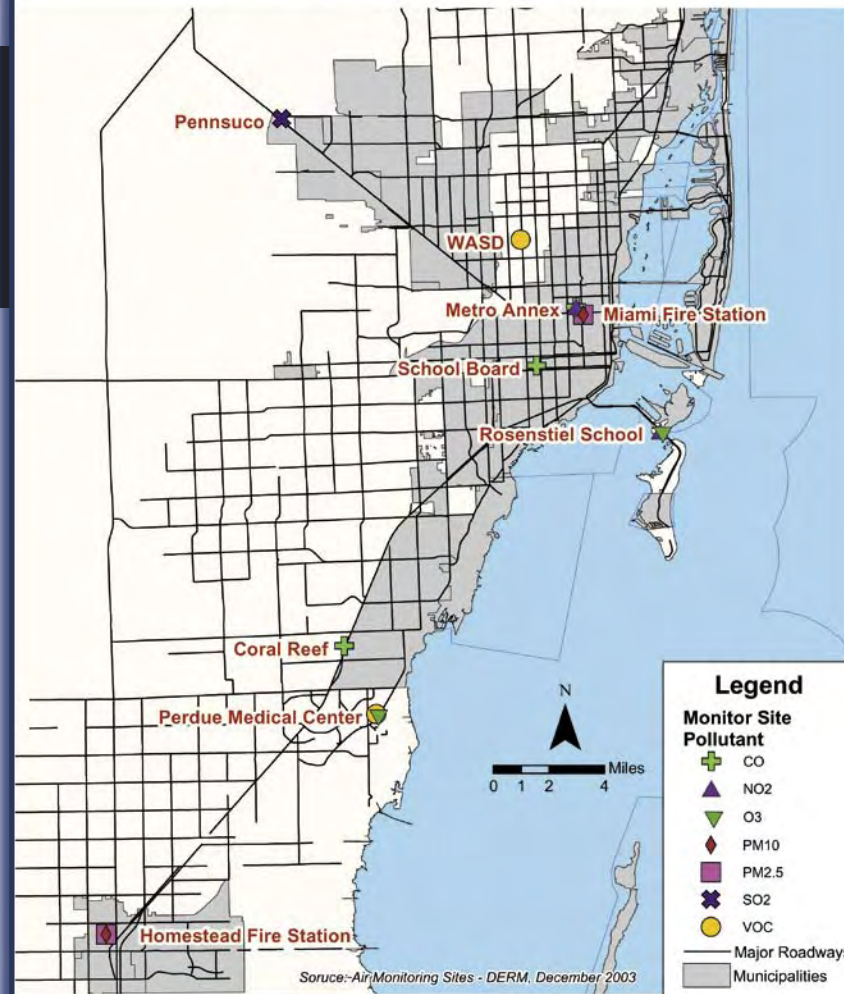
- Come to the MPO's Citizen Transportation Advisory Committee (CTAC) meetings. Sign up to serve on the CTAC board. For more information, call the MPO at **(305) 375-4507** and ask for Elizabeth Rockwell.
- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at **(305) 770-3131**.
- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at **1-800-234-RIDE**.

- Walk or bike for short trips.
- Encourage others to consider their impacts on our air quality.
- Keep track of the South East Air Coalition for Outreach Alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

The conformity proposal, for the new 8-hour ozone and PM2.5 air quality standards, from USEPA is available for public inspection and comment at the following Internet site:

<http://www.epa.gov/otaq/transp/conform/con-reg.htm>

Miami-Dade County Air Quality Monitor Sites



Air Monitoring Sites

Air monitoring sites were set up to ensure compliance with the 1990 Clean Air Act Amendments within the Southeast Florida Airshed. The validated air monitoring data demonstrated conformance with the NAAQS and enabled the Southeast Florida Airshed to be redesignated to maintenance status in 1995.

There are currently eight (8) ambient air monitoring stations located throughout Miami-Dade County. The criteria pollutants, as defined by the Clean Air Act as ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), particulates (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂), are monitored to protect the public welfare and public health of the people of Miami-Dade County. The map below shows the location of each air monitoring station and identifies the pollutant monitored.

The Southeast Florida Airshed

The Southeast Florida Airshed is made up of the tri-county area comprised of Broward, Miami-Dade, and Palm Beach counties. An airshed is a geographic area where air quality is influenced by similar sources, meteorology and terrain conditions.

Growing Together

Based on the 2000 Census, parts of Miami-Dade, Broward, and Palm Beach counties were designated as a single urbanized area. Due to the size and complexity of the Metropolitan Planning Organization (MPO) planning areas located in this urbanized area, three separate MPOs will be maintained with a stronger regional coordinated planning process emphasizing a coordinated project prioritization and selection process, regional public involvement, and coordinated air quality planning.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funds for surface transportation and other related projects that improve air quality and reduce congestion. Historically, the CMAQ funding for Miami-Dade has been utilized to provide programs that include bike/pedestrian programs, ride-sharing, ITS projects, and expansion of the transit system. When Miami-Dade County is designated as an attainment area under the new 8-hour NAAQS it still unclear what will happen to these funds.

Southeast District of the Department of Environmental Protection

The Southeast District of the Department of Environmental Protection has formed a Southeast Air Coalition for Outreach (SEACO), which consists of partnerships of public and private organizations. SEACO was tasked to improve air quality within Palm Beach, Broward and Miami-Dade Counties. Their mission is "to promote air quality programs and awareness by forming a multi agency and cross media council."

SEACO will assist other outreach programs through public awareness programs and education. Their focus is to reach more people through coordinated efforts of the three counties and their pooled resources.



DID YOU KNOW?

Volatile Organic Chemicals (VOCs) are "Organic chemicals that contain the element carbon; VOCs include gasoline, industrial chemicals such as benzene, solvents such as toluene and xylene, and tetrachloroethylene. Many volatile organic chemicals are also hazardous air pollutants; for example, benzene causes cancer." (USEPA website)

Nitrogen Oxides (NO_x) "are produced from burning fuels, including gasoline and coal. Nitrogen Oxides are smog formers, which react with VOCs to form smog. NO_xs are also major components of acid rain." (USEPA website)

Carbon Monoxide (CO) is an odorless, colorless poisonous gas produced by the incomplete combustion of fuels. Vehicle exhaust is the main source of carbon monoxide in the atmosphere and is found mainly along major roads and intersections.

Particulate Matter are small air pollutant particles in the air including soot, dust, dirt, fly ash and small liquid drops. PM10 includes particles with a diameter of 10 micrometers or less and PM2.5 (fine particles) includes particles less than 2.5 micrometers in diameter.

Sulfur Dioxide (SO₂) is a colorless reactive gas emitted from burning or processing fossil fuels and coal.

TEA-21 Reauthorization: Congress has approved legislation that authorizes a 5-month extension of TEA-21. This extension provides for 5/12 of the expected funding for existing programs for the new fiscal year beginning October 1, 2003. The extension also provides for the necessary time to finalize legislation for the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, (SAFETEA) which is the reauthorization of TEA-21 for the next 6-year period from 2004-2010.



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Air Quality

NEWSLETTER

MIAMI DADE LONG RANGE TRANSPORTATION PLAN



Appendix B

Technical Memorandums





Appendix B

In conjunction with the development of the Miami-Dade Long Range Transportation Plan Update to the Year 2030, several supporting technical reports were prepared for specific aspects of the projects. Listed below are the supporting documents available by request to the Miami-Dade Metropolitan Planning Organization.

Public Involvement Plan & Program and Public Involvement Report

At the onset of the development of the Miami-Dade Long Range Transportation Plan Update to the Year 2030 (the Plan), a Public Involvement Plan & Program (PIP) was developed to complement the MPO Public Involvement activities related to the Plan update. The Public Involvement Report explains the importance and purpose of public involvement in the planning process, identifies the public involvement process and the committees involved, and outlines the specific public involvement strategies used during the development of the Plan.



Data Compilation, Review, and Development

The Data Compilation, Review, and Development reports documents the review of the data used in the model validation and analyses for the development of the Plan including study area and socioeconomic data. The study area, Miami-Dade County which encompasses over 2000 square miles, was divided into three different boundary types for analysis and presentation purposes. Each boundary type, Traffic Analysis Zones (TAZs), Commissioner Districts, and Analysis Areas, are described and mapped. The socioeconomic data, derived from the 2000 Census, used in the travel demand model is summarized for the base year 2000, the interim year 2015, and the Plan year 2030.



Model Validation Report Year 2000

The Model Validation Report describes the process by which the travel demand model used to analyze future demands on the Miami-Dade transportation system was validated to replicate 2000 transportation system conditions. The validation efforts are described on a module-by-module basis in the report. The model validation process includes the refinement and adjustment of model parameters so that the model replicates observed 2000 conditions. Data collected from the Southeast Florida Regional Travel Characteristics Survey and other sources of observed travel patterns and behaviors were used directly in the model update and validation process.



Financial Resources Review

The Financial Resources Review provides a review of the financial resources that will be available and applied to transportation improvements and operations in Miami-Dade County through 2030. Projected revenues are identified for the Florida Department of





Transportation (FDOT), Miami-Dade Transit (MDT), and Miami-Dade County Public Works Department, Miami-Dade Expressway Authority (MDX), and Florida's Turnpike Enterprise.

Air Quality Conformity Determination Report

The Air Quality Conformity Determination Report (CDR) documents the conformity determination of the 2030 Plan and of the 2005 – 2009 Transportation Improvement Program (TIP) in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. The implementation of projects in the Plan for Conformity Horizon Years: 2005 Cost Feasible, 2015 Cost Feasible, 2025 Cost Feasible, and 2030 Cost Feasible meet the National Ambient Air Quality Standards (NAAQS).





Appendix C Public Comments





**Long Range Transportation Plan (to the Year 2030)
Citizen's Comments**

Comment	Response to Comment
NORTHWEST TRANSPORTATION PLANNING AREA:	
Corridor improvements are needed along NW 154th Street in the vicinity of the Palmetto Expressway.	There is a project in the Cost Feasible Plan adding lanes to NW 154th Street between 87th Avenue and 107th Av.
Improve traffic conditions at the Palmetto Expressway and NW 57th Avenue and NW 67th Avenue.	
Include Ludlam Road from State Road 826 to NW 138th Street as part of the County's Bike / Ped Plan.	No Bike / Ped improvements on facilities that are not programmed for highway improvements
Add a bike lane on NW 87th Avenue from NW 107th Street to NW 138th Street and along NW 154th Street - Miami Lakes Drive to Red Road.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on NW 87th Ave. from NW 202nd St. to NW 154th St.; NW 87th Ave. from 102nd St. to 40th St.; and NW 154th St. from 87th Ave. to 107th Ave.
Provide interchange improvements along Okeechobee Road from NW 138th Street to NW 187th Avenue.	There is an Intelligent Transportation System (ITS) project identified in the Cost Feasible Plan for Okeechobee Road from Krome Avenue to NW 36th; there are grade separate intersection projects at Krome Avenue, Hialeah Gardens, 116th Way, 105th Way, 87th Avenue, and 79th Avenue.
Interchange improvements are needed along the Palmetto Expressway at Ludlam Road and Red Road (specifically the westbound exit ramp onto the expressway).	
Expand network of shared use bicycle / pedestrian paths in and around the Town of Miami Lakes.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on Miami Gardens Dr. from NW 57th to I-75; Red Road south of W 84th; NW 72nd south of W 84th; NW 62nd south of W 84th; and NW 170th west of NW 75th.
There is a need for bicycle lanes on NW 154th Street and NW 87th Avenue.	Bike/Pedestrian are expected to be constructed as part of the highway improvements on 87th Ave. from the HEFT to Miami Lakes; 87th Ave. from US 27 to Doral; and 154th St. from 87th Ave. to 107th Ave.
Complete Phase II of the Miami Streetcar Project.	The Miami Streetcar project is in the Cost Feasible Plan.
Provide a Liberty City Circulator.	This is not a LRTP project per the LRTP Steering Committee at the 8/16/04 meeting. It is an operational issue and will be considered by Miami-Dade Transit (MDT)
Provide a Brownsville Circulator.	This is not a LRTP project per the LRTP Steering Committee at the 8/16/04 meeting. It is an operational issue and will be considered by Miami-Dade Transit (MDT)
Provide BRT or premium rapid transit along the entire County Line Road corridor.	A BRT route is identified in the Needs Plan along Miami Gardens Drive from 87th to Lehman Causeway.
Provide BRT or premium rapid transit along NW 119th Avenue from SR-826 to US-1.	A BRT route is identified in the Needs Plan along 117th Avenue from I-75 to Kendall Road.





Comment	Response to Comment
NORTH TRANSPORTATION PLANNING AREA:	
Provide more Park & Ride lots along the major highways. We need more east-west highways throughout the County.	There are currently 4 park-n-ride (PnR) lots under development and 10 planned lots throughout the County.
The Miami-Dade Transit system should tie into the Broward County Transit system.	The Broward Transit Bridge BRT route, the North corridor, & Northeast corridor projects extend to the county line; the North & Northeast corridors are included in the Cost Feasible Plan.
Proposed Arterial Improvement NE Miami Gardens Drive: The NE 10th Avenue Neighborhood Association recently conducted a survey regarding the proposed widening of NE Miami Gardens Drive, between NE 6th Avenue - Biscayne Boulevard. Of the residents who responded, there was almost total opposition to the proposed widening project for a number of reasons. The neighborhood is concerned about the increased vehicular traffic volumes and speeds that would result from the widening project. There is private school on Miami Gardens Drive & NE 10th Avenue, and many students walk and bike there. The Neighborhood Association would want the project eliminated from the new 2030 LRTP. However, as an alternative to the widening project that would include limited roadway improvements within the corridor, targeting problem signalized intersections, making pedestrian and bicycle improvements, traffic calming measures and extensive landscaping.	The widening of Miami Gardens Drive is in the Cost Feasible Plan and is expected to include Bicycle and Pedestrian facilities.
BEACH / CENTRAL BUSINESS DISTRICT TRANSPORTATION PLANNING AREA:	
Make mass transit first priority linking it to major employment centers like South Beach, the airport, etc.	Mass transit improvements account for more than 80% of the cost of all improvements included in the Cost Feasible Plan, including the Baylink, a light rail line connecting downtown to the Beaches.
Improve mass transit by reconsidering and redesigning bus routes to follow the street grid system. Also, improving reliability and scheduling would gain public trust in the system.	To implement route enhancements identified in the People's Transportation Plan, approximately 430 buses will be added to the Miami-Dade Transit bus fleet.
As a resident of Miami Beach, I do not see any plans to alleviate this congested area. On top of that there is a lot of development in North Bay Village, North Beach, and Sunny Isles Beach which will utilize North Miami Beach's congested arterials. Provide east-west Transit or Highway alternatives to connect to mainland system to help traffic flow more smoothly.	The Baylink light rail transit project is included in the Cost Feasible Plan; Baylink will connect downtown to the Beaches.
First, stop the plan to close NE 83rd Street to egress from Miami Beach and North Bay Village. Second, stop the plan to reduce the east lane on NW 79th Street to North Bay Village. Finally, the tolls on Bay Harbor Causeway should be eliminated to encourage drivers to utilize the Causeway instead of driving through Miami Beach to get to the beaches.	
We need Hybrid buses that are smooth running and fuel and maintenance efficient. I do not want Bay Link built. Roadway improvements are needed on all streets in the south Miami Beach area.	
WEST TRANSPORTATION PLANNING AREA:	
Incorporate curb cuts into existing sidewalks and all future construction projects and make sure they are wide enough so that wheel chairs will not flip over. Do not place light poles or any other obstructions on the sidewalks that can block wheel chair access.	All ADA regulations will be incorporated into the pedestrian facilities identified in this plan.





Comment	Response to Comment
NORTHEAST TRANSPORTATION PLANNING AREA:	
<p>The Northeast corridor has been in the LRTP for many years. It is one premium transit corridor in the plan that seems to have been overlooked throughout the years. There is severe traffic congestion on Biscayne Boulevard throughout its length in Miami-Dade County. A quality alternative means travel is essential for future sustainable prosperity of the corridor. The Biscayne Boulevard corridor is now exploding with new high density development from downtown Miami to the Broward County Line. For all these reasons, the 2030 LRTP should include the Northeast corridor as the highest priority for Metrorail expansion. There is probably no other corridor in Miami-Dade County with a potential demand for premium transit service equal to the Northeast corridor. Let us put our next major investment in transit dollars into the corridor that likely will give the highest ridership and greatest benefit of any corridor in Miami-Dade County.</p>	<p>In the Cost Feasible Plan, Priority II (2015) is the highest priority possible for this project due to funding constraints. Three other corridors are partially funded in Priority I including the North Corridor, East/West Corridor, and Earlington Heights Connector.</p>
<p>Bicycle / Pedestrian Safety: The NE 10th Avenue neighborhood has an unusually large number of pedestrians. This is in part due to the existence of a number of Orthodox synagogues in the neighborhood (the congregants must walk to Synagogue on the Sabbath and Holy Days) and three public and two private schools. Unfortunately, there are places in the neighborhood without sidewalks. The Neighborhood Association proposes allocating sufficient transportation dollars to the bicycle and pedestrian program so that pedestrians and bicyclists, in neighborhoods like ours, will be given safe walking and cycling environments within a reasonable time frame.</p>	<p>Bike/Pedestrian are expected to be constructed as part of the highway improvements on NE 12th Ave. between NE 167th St. and NE 151st St.; and NE 15th St. between Miami Gardens Dr. and NE 159th St.</p>
SOUTH TRANSPORTATION PLANNING AREA:	
<p>The data presented for employment and population projections are wrong. The Miami-Dade County Commission has decided the UDB will not be moved, yet the maps presented at the meeting show growth outside the UDB.</p>	
<p>The SW 157th Avenue improvements project between SW 184th Street and SW 216th Street was supposed to be removed several years ago. Why is it still listed as a project in the LRTP?</p>	
<p>SW 134th Avenue south of SW 200th Street is the UDB and should not be slated for an arterial improvement project in the LRTP.</p>	<p>Any improvements outside the UDB will require Comprehensive Development Master Plan amendment prior to implementation.</p>
<p>Krome Avenue improvements south of SW 136th Street are already done. Why are they still proposed in the LRTP?</p>	
<p>We need a strong growth management program to protect our natural resources, Wellfields, and agricultural economy.</p>	<p>The Urban Development Boundaries and Urban Growth Boundaries that are in place are designed to limit development in the fringe areas of the county.</p>
<p>Homestead desperately needs a truck-by-pass around their downtown area.</p>	<p>A truck by-pass between US 1 & 296th Street on Krome Avenue is included in the Cost Feasible Plan.</p>
<p>Check the information regarding population and employment increases from 2000-2030 for the South Transportation Planning Area, because the numbers displayed at the meeting do not reflect the total anticipated growth. Due to this growth extend Metrorail south to Florida City.</p>	<p>The South Dade Metrorail extension (to Florida City) is identified as a Priority IV project in the 2030 Cost Feasible Plan.</p>
<p>Widen SW 312th Street from US-1 to SW 177th Avenue to 6 lanes, or at a minimum, the existing 4 lanes need to be reconstructed and improved.</p>	<p>SW 312th will be widened to 6 lanes between HEFT & 176th Ave and 14th Ave & 197th Ave; widening projects are also identified between 152nd & 137th and 187th & 177th.</p>





Appendix D

Project Descriptions





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY I

Project Name	Project Description
ITS - SR 836, SR 112, SR 826, SR 874, I-95 and I-75	This project will consist of intelligent transportation systems for the 6 facilities. (FDOT)
SW 1st Avenue	This project will provide a 4 lane river crossing from SW 8th Street to SW 1st Street. This important PTP project will reduce traffic congestion to ingress and egress Downtown Miami. (PW)
SW 62nd Avenue	This project will provide street improvements from SW 24th Street to NW 7th Street. This important PTP project will improve traffic flow on SW 62nd Avenue and is already programmed in the 2005 TIP. (PW)
South Miami Avenue	This project will provide traffic calming measures, curbing and sidewalks from SW 25th Road to SW 15th Road. This important PTP project is to improve traffic flow on South Miami Avenue and is already programmed in the 2005 TIP. (PW)
NW 82nd Avenue / NW 8th Street	NW 82nd Avenue will be reconstructed from NW 7th/NW 87th to 10th Street/79th Avenue. This important PTP project will improve traffic flow on NW 82nd Avenue / NW 8th Street and is already programmed in the 2205 TIP. (PW)
SW 27th Avenue	SW 27th Avenue will be widened from 2 to 3 lanes from US 1 to Bayshore. This important PTP project is to improve traffic flow on SW 27th Avenue and is already programmed in 2005 TIP. (PW)
Earlington Heights-MIC Connector	A 2.3 mile heavy rail extension between the existing Metrorail Earlington Heights Station and the Miami Intermodal Center (MIC), a proposed regional transportation hub serving the Miami International Airport. The MIC is being developed by FDOT to serve as a central transfer point in the airport area for various transportation modes: Metrorail, Tri-Rail, Metrobus, rental car agencies, etc. This project includes one station at the MIC. The purpose of this project is to establish a rail connection to Miami International Airport to serve visitors and airport employees and to provide an intermodal connection access. \$260 million (MDT)
NW 37th Avenue	This project will widen NW 37th Avenue from 2 to 5 lanes from NW North River Drive to NW 79th Street. This important PTP project will improve traffic flow on NW 37th Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY I

Project Name	Project Description
North Corridor	A 9.5 mile heavy rail extension of Metrorail along NW 27th Avenue from Dr. Martin Luther King Jr. Metrorail Station (NW 62nd Street) to NW 215th Street (Miami-Dade / Broward County Line). This project includes seven stations and four multilevel parking structures. The purpose of this project is to serve a highly transit dependent population, connect major generators such as: Miami-Dade College North Campus and Proplayer Stadium, and provide a future rail linkage to Broward County. \$260 million (MDT)
Krome Avenue	This project is to add Access Mgt / Safety / Trail on Krome Avenue from SW 8th Street to US 27. This project is programmed in the work program. (FDOT)
Construction of NW 87th Avenue	This important PTP project will improve north-south traffic flow with the construction of NW 87th Avenue. (PW)
NW 74th Street	A New 3-lane roadway will be built as a short term measure to provide continuity from the HEFT to NW 82nd Avenue and beyond. This will become half of the ultimate 6-lane cross section. This important PTP project will improve traffic flow on NW 74h Street. (See Project 382.) (FDOT) (PW)
SW 82nd Avenue	This project will construct a bridge over Tamiami Canal from SW 7th Street to SW 8th Street. This important PTP project will improve traffic flow on SW 82nd Avenue. (PW)
SW 87th Avenue	This will widen SW 87th Avenue from 2 to 4 lanes from SW 168th Street to SW 216th Street. This important PTP project will improve traffic flow on SW 87th Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY I

Project Name	Project Description
SW 320th Street / Mowry Drive	This project will widen SW 320th Street/Mowry Drive to 3 lanes from SW 187th Avenue to US 1 / Dixie Highway. This important project will improve mobility on SW 320th Street / Mowry Drive. (PW)
SW 312th Street	This project will widen SW 312th Street from 2 to 4 lanes from SW 152nd to SW 137th Avenue. This important PTP project will improve traffic flow on SW 312th Street. (PW)
SW 312th Street (PHASE 2)	This project will widen SW 312th Street to 5 lanes from SW 187th Avenue to SW 177th Avenue. This important project will improve mobility on SW 312th Street (Phase 2). (PW)
SW 136th Street	This project will widen SW 136th Street from 2 to 4 lanes from SW 157th Avenue to Florida Turnpike (SR 874) This important PTP project will improve traffic flow on SW 136th Street. (PW)
SW 157th Avenue	This project will add a new 4 lane road from SW 184th to 152nd Street. This important PTP project will improve traffic flow on SW 157th Avenue. (PW)
SW 180th Street	This important PTP project will improve traffic flow on SW 180th Street. (PW)
HEFT	This project will provide interchange modifications at SW 8th Street. (Turnpike)
SW 120th Street	This project will widen SW 120th Street from SW 137th Avenue to SW 117th Avenue. This important PTP project will improve traffic flow on SW 120th Street. (PW)
SW 137th Avenue	This project will widen SW 137th Avenue from 4 to 6 lanes from SW 8th Street to SW 26th Street. This important PTP project will improve traffic flow on SW 137th Avenue. (PW)
SW 97th Avenue	This project will widen SW 97th Avenue from 2 to 4 lanes from SW 72nd Street to SW 40th Street. This important project will improve mobility on SW 97th Avenue. (PW)
SW 42th Street	This project will add a new 2 lane from SW 157th Avenue to SW 167th Avenue. This important project will improve mobility on SW 40th Street. (Developer)
SW 82 Avenue	This important project will improve mobility on SW 82nd Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY I

Project Name	Project Description
SW 142nd Avenue	This project will add new 2 lanes from SW 42nd Street to SW 8th Street. This important PTP project will improve traffic flow on SW 142nd Avenue. (PW)
SR 997 / Krome Avenue	This project will add turn lanes at SW 272nd, SW 256th, SW 168th, SW 136th intersections on SR 997 / Krome Ave. These intersection improvements are programmed in the work program. (FDOT)
SR 112	This project will reconstruct SR 112/NW 36th Street / Le June interchange. It will also add new ramps to and from SR 112 to MIA / acquire new row for interconnector from NW 25th Street to SR 112 and from NW 21st Street to SR 112 / NW 27th Avenue. (MDX)
HEFT (Okeechobee Toll Plaza)	This project will add 3 express lanes and 4 manual lanes per direction on HEFT. (Okeechobee Toll Plaza) (Turnpike)
SR 836	Design and construction of CD roadways / acquisition ROWs from NW 14th Street to NW 28th Street. (MDX)
South Bayshore Drive	This project will include resurfacing and median improvements from McFarlane to Aviation. This important PTP project will improve traffic flow on South Bayshore Drive. (PW)
Turnpike (Golden Glades Turnpike)	This project will add 3 express lanes and 3 manual lanes per direction on turnpike (Golden Glades Toll Plaza) (Turnpike)
EAST-WEST Corridor FIU to MIC	A 10.5 mile rail extension of Metrorail from FIU to MIC. The purpose of this project is to serve a population highly dependent on transit; establish first east-west link in the cenral Miami Dade area; provide a transit connection between major generators; FIU and Miami International Airport - MIC; provide congestion along major roadways. \$1,294 million (MDT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
Miami Gardens Drive	Two lanes will be added on Miami Gardens Drive (NE 183rd Street) from I-95 to US 1 (from 4 to 6 lanes). This is an important project to help relieve congestion and very poor LOS on Miami Gardens Drive. There may be opposition from the residents and businesses in the corridor. Limited alternative routes exist. ITS is also recommended. (FDOT)
SR 836 / I-395	This project will add lanes / CD Roads on SR 836 / I-395 from East of I-95 to MacArthur Causeway. Rapid downtown redevelopment and the Performing Arts Center are two important reasons to elevate the priority for this project. A PD&E study is underway to review the alternative preferred by the MPO. (FDOT)
Miami Beach Transit Hub	Located at 17th Street / Lincoln Road Miami Beach Convention Center (MBCC) Miami Beach. A bus terminal is planned and programmed as an expansion of the existing transit center or as a new facility. The TIP and TDP state the bus terminal will be built at a site near Lincoln Road and Major generators. Committed Improvements. The purpose of this project is to support the Baylink project. (MDT)
I-95	This project will convert HOV to reversible HOV/HOT lanes on I-95 from Golden Glades Interchange to Ives Dairy Road. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lanes study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by considerable a number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
Flagler Marketplace Passenger Activity Center	This project is located Downtown Miami, Flagler Street and 1st Avenue. The existing Downtown Miami bus terminal site will be expanded one block to the north as part of the Flagler Street Marketplace project. Additional upgrades are needed to provide necessary passenger amenities. The TDP's 2009 Recommended Service Plan (RSP) provides the need for added bus berths at this location ASAP. The purpose of this project is to support existing Metrorail, Metromover and Metrobus routes and to support future major transit projects (East West corridor and Baylink). (MDT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
I-95	This project will add HOV/HOT lanes on I-95 from south of I-395 to north of SR 112 - I-95 Master Plan. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lanes study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by a considerable number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
ADV Traffic Management Systems / Signal Upgrade	This project will provide a traffic signal system upgrade. This important PTP project will improve traffic flow on ADV traffic management system / signal upgrade. (PW)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
Park and Ride Lots	This project is a countywide park and ride lots. Detailed information on existing and proposed park and ride lots are included in the 2004 TDP. (MDT)
Sunpass System Enhancement	This project is a countywide Sunpass System Enhancement. (Turnpike)
Golden Glades Multimodal Terminal	This project is the Golden Glades Multimodal Terminal. The GGI Terminal is where various transportation modes converge and passengers are able to transfer from one mode to another easily and safely. This project will enhance transit and carpool use by upgrading the existing park and ride facilities and better integrate Tri-Rail with Miami - Dade and Broward transit. Additionally, the Transit Bridge Project, which will serve GGI Terminal, is planned to provide an additional link between the two counties. The project would enable a seamless transfer to take place between Tri-Rail and bus modes which does not exist today. This should be a high priority as there is potential for development by a public/private partnership. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
Northeast Passenger Activity Center	This project has been identified in the 2004 TIP. Its primary function will be as a bus passenger transfer. Presently a consulting firm is assisting MDT in seeking a suitable location for this facility. The purpose of this project is to bring bus routes operating in the area into a single and enhanced location making it more convenient for passengers and circulator service as well as premium and regional bus routes and will support future major transit corridors projects (Northeast corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations. (MDT)
SR 112 / I-195	This project will provide interchange improvements and auxiliary lanes at ramp on I-95 from NW 10th Avenue to Biscayne Bay. This is primarily a safety project, and the design phase is programmed in the work program. (FDOT)
I-95	This project will convert HOV to reversible HOV/HOT lanes on I-95 north of SR 112 to Golden Glades Interchange - I-95 Master Plan. This is one segment of a very important project to provide additional capacity to I-95 in Dade County. A conceptual managed lane study on I-95 will be commencing shortly and will consider rebuilding the HOV lanes. Presently, there is only one HOV lane in the peak direction and, because the HOV lanes are not physically separated from the general use lanes, the lanes have been used by a considerable number of violators. There is potential for this project to be constructed by a public/private joint venture. (FDOT)
NW 82nd Avenue	This project will add a new 4 lane road from NW 8th Street to NW 12th Street. This important project will improve mobility on NW 82nd Avenue. (PW)
NW 25th Street Viaduct	This project will construct a new 2 lane viaduct NW 68th Avenue to NW 77th Avenue. This is a very important for the cargo area of the airport. NW 25th Street and the entire west side of MIA is very congested and needs relief. This important project will improve mobility on NW 25th Street. This project will be done jointly by FDOT and MDAD.
NW 87th Avenue	This project will widen NW 87th Avenue from 4 to 6 lanes from NW 36th Street to NW 58th Street. This important project will improve mobility on NW 87th Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
NW 74th Street	This project will widen NW 74th Street to 6 lanes from SR 826 to HEFT. A PD&E study is underway for this project. It should coincide with a new interchange with the HEFT at NW 74th Street to be done by the Turnpike. This important project will improve mobility on NW 74th Street. (FDOT)
I-75 Interchange at NW 154th Street	A new interchange will be build at I-75 and NW 154th Street. This is a project which has been requested by the Town of Miami Lakes as a means to relieve congestion in their area. The I-75 Master Plan is studying this alternative. A possible interchange at NW 170th Street has been eliminated by MPO Board action when it removed improvements to NW 170th Street from the 2025 LRTP. (FDOT)
Krome Avenue	This project will provide access management / safety / trail on Krome Avenue from US 1 to SW 8th Street. This project was generated by the Krome Avenue Action Plan in the late 1990s. The limits are from SW 296th Street to SW 136th Street. (FDOT)
Krome Avenue	This project will add a Truck-By-Pass / Widen 2 to 4 lanes on Krome Avenue from US 1 to SW 296th Street. FDOT completed PD&E study in late 2003. LPA approved in October, 2003 without truck by-pass component per City of Homestead. The City is re-studying and looking at new alternatives for the truck bypass. Construction of the Krome Avenue component is targeted for FY 13/14; however, due to the need to improve safety, the priority should be elevated. (FDOT)
SW 117th Avenue	This project will widen SW 117th Avenue from 2 to 4 lanes from SW 40th Street to SW 8th Street. This important project will improve mobility on SW 117th Avenue. (PW)
SW 72nd Street	This project will widen SW 72nd Avenue from 4 to 6 lanes from SW 117th Avenue to SW 157th Avenue. This important project will improve mobility on SW 72nd Street. (PW)
Krome Avenue	This project will add 2 lanes to 2 lane roadway on Krome Avenue /SW 177th Avenue from SW 8th Street to Kendall Drive / SW 136th Street. A PD&E project is underway and is considering the 4-lane alternative. The accident history on this roadway and poor projected LOS in 2030 are driving this project. (FDOT)
SW 167th Avenue	This project will add a new 2 lane from SW 56th Street to SW 88th Street. This important project will improve mobility on SW 167th Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
Kendall Corridor	<p>This project includes two segments: an east/west segment along Kendall Drive (SW 88th Street) from SW 157th Avenue east to Dadeland area, and a north/south segment along the Florida Turnpike. The project will connect with the East-West corridor. The PTP calls for a revision of the earlier LPA to consider a higher capacity system than BRT for the North Kendall Drive segment. The purpose of this project is to connect the growing southwest areas to the regional network; to provide service to major generators such as Baptist Hospital, Miami-Dade College-South, Downtown Kendall, Florida International University (FIU), Miami International Airport (MIA) and the Miami Intermodal Center (MIC); to provide service to the highest concentration of choice-riders; and severe traffic congestion along east-west roadways during peak periods. \$325 million (BRT) (MDT)</p>
SR 826 / Palmetto	<p>This project will add a new lane in each direction on SR 826 / Palmetto from north of Sunset Drive to SW 32nd Street and reconstruct Bird Road / Miller Road. This segment is part of the overall Palmetto Expressway widening project. The number of lanes varies, but the new lanes will result in widening sections from 4 to 6, 6 to 8 and 8 to 10 lanes. Construction funds at one time were programmed, but the project was delayed due to lack of available funds. (FDOT)</p>
HEFT	<p>This project will widen the HEFT to 12 lanes from Eureka Drive to SW 117th Avenue. (Turnpike)</p>
SW 88th Street / Kendall Drive	<p>This project will widen SW 88th Street / Kendall Drive from Krome Avenue to SW 147th Avenue from 4 to 6 lanes. Development in the West Kendall Area including DRIs will increase levels of congestion. (FDOT)</p>
I-95/Ives Dairy Road Interchange	<p>Interchange improvements will be constructed at the I-95 / Ives Dairy Road. A conceptual study is underway to develop short, medium and long term improvements to this interchange. Congestion, today, is quite severe, not only in the peak commuting periods, but often throughout the day and on weekends. This is largely due to the intensive development in Aventura, including the mall which now encompasses 2 million sq. ft. of retail space. (FDOT)</p>





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
<p>Kendall Drive (SW 88th Street) / Sunset Drive (SW 72nd Street) / Killian Parkway (SW 104th Street & SW 112th Street) Corridor</p>	<p>This ITS project for Kendall Drive (SW 88th Street) / Sunset Drive (SW 72nd Street) / Killian Parkway (SW 104th Street & SW 112th Street) Corridor is from SW 132nd Avenue to SW 57th Avenue. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>
<p>Tamiami Trail (SW 8th Street) / West Flagler Corridor</p>	<p>This ITS project for Tamiami Trail (SW 8th Street) / West Flagler Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>
<p>US 441 (NW 7th Avenue) / NW 17th Avenue / 27th Avenue Corridor</p>	<p>This ITS project for US 441 (NW 7th Avenue) / NW 17th Avenue / 27th Avenue Corridor is from US 1 to Broward County Line. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)</p>





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
SR A1A / Collins Avenue / Alton Road Corridor	This ITS project for SR A1A / Collins Avenue / Alton Road Corridor is from 5th Street to Lehman Causeway. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Red Road (NW 57th Avenue) / W 12th Avenue Corridor	This ITS project for Red Road (NW 57th Avenue) / W 12th Avenue Corridor is from Okeechobee Road to Broward County Line. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Coral Way (SW 24th Street) / Bird Road (SW 40th Street) Corridor	This ITS project for Coral Way (SW 24th Street) / Bird Road (SW 40th Street) Corridor is from SW 132nd Avenue to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 112th Avenue Corridor	This ITS project for SW 112th Avenue Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
SW 137th Avenue	This ITS project for SW 137th Avenue is from 120th Street to SW 128th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 87th Avenue Corridor	This ITS project for SW 87th Avenue Corridor is from US 1 to SR 836. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW/NW 42nd Avenue Corridor	This ITS project for SW/NW 42nd Avenue Corridor is from US 1 to NW 79th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
SW 152nd Street	This ITS project for SW 152nd Street Corridor is from HEFT to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
SW 112th Street	This ITS project for SW 112th Street is from Glades Drive to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 36th Street Corridor	This ITS project for NW/NE 36th Street Corridor is from SR 826 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 58th Street / 74th Street / 79th Street /103rd Street Corridor	This ITS project for NW/NE 58th Street / 74th Street / 79th Street / 103rd Street Corridor is from HEFT to A-1-A. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
NW/NE 125th Street/135th Street from I-95 to US 1	This project is from NW/NE 125th Street/135th Street from I-95 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
NW/NE 167th Street / Miami Gardens Drive Corridor	This ITS project for NW/NE 167th Street / Miami Gardens Drive Corridor is from I-95 to US 1. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
Okeechobee Road	This ITS project for Okeechobee Road is from Krome Avenue to NW 36th Street. The level of congestion in this corridor indicated that capacity is insufficient to accommodate demand. Widening roadways in the corridor is not a viable option; however, the deployment of ITS techniques will enable traffic to operated at a higher quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. The project includes the deployment of CCTV, roadway sensors, arterial dynamic message signs and wireless communications. (FDOT)
East-West Corridor MIC to Gov't Center	A 4.4 mile rail extension of Metrorail from MIC to the Government Center. The purpose of this project is to serve a population highly dependent on transit; establish first east-west link in the central Miami-Dade area; provide a transit connection between major generators; Miami International Airport and Downtown; provide connection with the regional network; and relieve high traffic congestion along major roadways. \$826 million (MDT)
Okeechobee Road	This project will construct grade separated free flow lanes at Krome Avenue, NW 138th Street, NW 95th Street. (FDOT)
SW 107th Avenue	This project will widen SW 107th Avenue from 4 to 6 lanes from SW 8th Street to Flagler Street. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY II

Project Name	Project Description
Northwest Passenger Activity Center	This project is located at 7th Avenue and 62nd Street. The need for this site was determined by the City of Miami's Transportation Corridor Study for SR 7 (NW 7th Avenue). The facility will promote accessible public transportation and economic development within the Liberty City Area and throughout the NW 7th Avenue Corridor between NW 54th Street and NW 7th Avenue Corridor between NW 54th Street and NW 95th Streets. It will be developed with a transit village vision concept, which recognizes the value of multimodal centers to focus on urban density, growth, and activity. The purpose of this project is to provide much needed parking relief, to promote use of Park N Ride and Kiss N Ride services and access to privately operated taxi and jitney services as well as metrobus routes. The purpose also provides this center will be a mixed use facility with retail/office spaces including needed neighborhood services and employment opportunities. (MDT)
NE 5th & 6th Street Improvements Phase II	(FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY III

Project Name	Project Description
Seaport Tunnel Expressway	A tunnel will be constructed to connect the seaport to I-395 (4 lanes). This project is a high priority for the Port of Miami and would remove considerable truck traffic from downtown streets and addresses very high freight movement growth projections. The project also would benefit cruise-line traffic accessing the port. The intent is for this facility to be a toll facility and implemented as a combined effort between D-6 and the Turnpike. (multi-agency)
SR 836 / I-395	(FDOT)
SR 836 / I-395	Corridor Improvements and C-D Roads on SR 836 / I-395 from West of NW 17 Ave to East. of I-95. The EB-to-NB ramp at the I-95/SR 836 interchange is very congested in the PM peak period and additional capacity is needed. (MDX) (FDOT)
Baylink	A 5.1 mile light rail corridor that will connect Downtown Miami to south Miami Beach across the MacArthur Causeway. The alignment features double loop configuration in Downtown Miami and Miami Beach and including 25 proposed stations. The purpose of this project is to provide a premium high capacity transit service in the corridor connecting the Government Center and the Miami Beach Convention Center and to provide linkage between the East-West corridor into Miami Beach. \$430 million (MDT)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
HEFT	This project will make an interchange (major) on SW 74th Street. (Turnpike)
NW 107th Avenue	This project is to 4 to 6 lane from NW 41st Street to NW 25th Street. This important project will improve mobility on NW 107th Avenue. (PW)
NW 97th Avenue	This project will widen NW 97th Avenue from 2 to 4 lanes from 58th Street to NW 74th Street. This important project will improve mobility on NW 97th Avenue. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY III

Project Name	Project Description
HEFT	Interchange improvements on the I-75 interchange.
SR 874	This project will provide a SB off ramp, NB on ramp and install noise attenuation walls from SW 120th Street to SW 117th Avenue. (MDX)
Homestead Transit Hub	This facility is proposed to address the increased level of services planned in the South Miami-Dade area with the completion of the South Miami-Dade Busway Extension. This facility should be integrated with the Busway facility to offer a greater degree of passenger convenience. The location is to be determined. The purpose of this project is to bring bus routes operating in the area and along the Busway into a single and enhanced location making it more convenient for passengers, and circulator service as well as premium and regional bus routes. This project will also support future major transit corridors projects (South Miami Dade corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations. (MDT)
SW 107th Avenue	This project will widen SW 107th Avenue from 2 to 4 lanes from Quail Roost Drive to SW 160th Street. This important project will improve mobility on SW 107th Avenue. (PW)
SW 147th Avenue	This project will add 2 lanes and resurface SW 147th Avenue from SW 184th Street to SW 152nd Street. This important project will improve mobility on SW 147th Avenue. (PW)
SW 184th Street	This project will widen SW 184th Street from 2 to 4 lanes from 157th Avenue to SW 147th Avenue. This important project will improve mobility on SW 184th Street. (PW)
SW 200th Street	This project will widen SW 200th Street from 2 to 4 lanes from US 1 to Quail Roost Drive. This important project will improve mobility on SW 200th Street. (PW)
SW 157th Avenue	This project will add a new 2 lane road from SW 184th Street to SW 216th Street. This important project will improve mobility on SW 157th Avenue. (PW)
SW 152nd Street	This project will widen SW 152nd Street from 2 to 4 lanes from SW 147th Avenue to SW 157th Avenue. This important project will improve mobility on SW 152nd Street. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY III

Project Name	Project Description
HEFT	This project will add 2 express lanes from Killian Parkway to SR 836. (Turnpike)
SW 24th Street	This project will widen SW 24th Street from 4 to 6 lanes from SW 107th Avenue to SW 87th Avenue. This important project will improve mobility on SW 24th Street. (PW)
SW 104th Street	This project will add a new 4 lane road from SW 160th Avenue to SW 167th Avenue. This important project will improve mobility on SW 104th Street. (PW)
SW 127th Avenue	This project will add a new 4 lane from SW 120th Street to SW 144th Street. This important project will improve mobility on SW 127th Avenue. (PW)
SW 157th Avenue	This project will add a new 4 lane from SW 8th Street to SW 42nd Street. This important project will improve mobility on SW 157th Avenue. (PW)
SW 167th Avenue	This project will add a new 2 lane from SW 40th Street to SW 56th Street. This important project will improve mobility on SW 167th Avenue. (PW)
NW 77th Street	This project will add new 4 lanes from NW 79th Avenue to Milan Dairy. (PW)
HEFT	This project will widen the HEFT to 8 lanes / Bird Road Toll Plaza Express lanes from Kendall to SW 8th Street. (Turnpike)
HEFT	This project will widen the HEFT from 6 lanes from SW 216th Street to SW 200th Street / 8 lanes from SW 200th Street to US 1 / 10 lanes from US 1 to north of Eureka Drive. (Turnpike)
W 60th Street	This project will widen W 60th Street from 2 to 3 lanes from West 4th Avenue to West 12th Avenue. This important project will improve mobility on West 60th Street. (Hialeah) (PW)
SW 152nd Street	This project will widen SW 152nd Street from 4 to 6 lanes from HEFT to US 1. This project is necessary because of the level of congestion. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY III

Project Name	Project Description
I-75 / Miami Gardens Drive Interchange	Interchange improvements will be constructed at the I-75 / Miami Gardens Drive interchange. This project involves operational improvements and has emerged from the I-75 master plan study. The priority should coincide with the Miami Gardens Drive improvements. (FDOT)
NW 87th Avenue	This project will to widen NW 87th Avenue to 6 lanes from NW 58th Street to Okeechobee Road. This project would be a second phase and add one lane in each direction to the 4-lane project currently programmed in the work program. The need is a result of PD&E studies which is showing demand for the additional lanes. (PW)
HEFT (Homestead Toll Plaza)	This project will add 3 express lanes on HEFT (Homestead Toll Plaza) (Turnpike)
HEFT (Miramar Toll Plaza)	This project will add 3 express lanes on HEFT (Miramar Toll Plaza) (Turnpike)
SR 836/NW 27th Avenue Interchange	This project will reconstruct SR 836 from NW 27th Avenue to NW 17th Avenue. (MDX)
SR 874	This project will provide improvements at the interchange including a new bridge over SR 874 from SR 878 and SB CD Road to Kendall Drive. (includes SR 874 / 878 interchange) (MDX)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV

Project Name	Project Description
Northeast Corridor	A 13.6 mile rapid transit corridor from Downtown Miami to the Broward County Line (NE 215th Street) along the Biscayne Boulevard and the Florida East Coast Corridor Right-of-way including 6 stations. A Major Investment Study (MIS) will be conducted to define / recommend a locally preferred alternative (LPA). The purpose of this project is to serve the high densities and population concentrations along the eastern seaboard, to provide a regional link to Broward County, and to provide service to multiple municipalities and neighborhoods. \$733 million (MDT)
NW 2nd Street / NW 32nd Avenue Bridge	This project is to construct a high level bridge from NW 37th Avenue to NW 28th Street. It will increase mobility in and out of the downtown Miami area. (PW)
Perimeter Road	Widen Perimeter Road from 2 to 4 lanes from NW 20th Street to NW 72nd Avenue. (Airport)
Bus Purchases	This is an on-going project depending on new vehicles needs for fleet expansion or replacement. The purpose of this project is to enhance current service levels through frequency improvements, service expansion in areas with limited or non-existent service and to promote intermodal linkages between Metrobus, Metrorail and Metromover, as well as Broward County's transit system and the Tri-Rail. (MDT)
I-195	This project will provide interchange improvements and auxiliary lanes at ramp on I-95 from NW 10th Avenue to Biscayne Bay. This is primarily a safety project, and the design phase is programmed in the work program. (FDOT)
Douglas Corridor	Future plans call for a 4.5-mile Metrorail extension from Douglas Road station to the MIC along SW 37th Avenue. MIS / AA required, but not initiated. The purpose of this project is to provide a linkage to Miami International Airport from the south area and to avoid circuitous trips to MIA. \$258 million (MDT)
SR 826 - HOV	This project will add one HOV lane each direction on SR 826 from I-75 to the Golden Glades Interchange. This section of SR 826 has become more congested and the LOS will deteriorate markedly by 2030 without this improvement. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV

Project Name	Project Description
West 68th Street	This project will add a lane on South side from West 21st Court to West 19th Court. This important project will improve mobility on West 68th Street. (PW)
West 76th Street	This project will widen West 76th Street from 2 to 5 lanes from West 36th Avenue to West 20th Avenue. This important project will improve mobility on West 76th Street. (PW)
NW 72nd Avenue	This project will widen NW 72nd Avenue from 2 to 3 lanes from NW 122nd Street to NW 138th Street. This important project will improve mobility on NW 72nd Avenue. (PW)
HEFT	This project will widen the HEFT from 4 to 6 lanes between I-75 and Florida Turnpike. (Shown as funded in Broward LRTP) (Turnpike)
NW 36th / 41st Street	This project express street (ITS, grade separations, etc.) from NW 42nd Avenue to HEFT. This important project will improve mobility on NW 36th / 41st Street. (PW)
SW 152nd Avenue	This project will widen SW 152nd Street from 2 to 4 lanes from US 1 to 312th Street. This important project will improve mobility on SW 152nd Avenue. (PW)
SW 268th Street / Moody Drive	This project will add turn lanes on SW 268th Street from US 1 to SW 112th Avenue. This important project will improve mobility on SW 268th Street / Moody Drive. (PW)
HEFT	This project will widen the HEFT from 4 to 6 lanes from US 1 to SW 216th Street. (Turnpike)
SW 80th Street	This project will widen SW 80th Street from 2 to 5 lanes from SW 72nd Avenue to US 1 / Dixie. This important project will improve mobility on SW 80th Street. (PW)
SW 120th Street	This project will widen SW 120th Street from 4 to 6 lanes from SW 137th Avenue to SW 147th Avenue. This important project will improve mobility on SW 120th Street. (PW)
SW 16th Street	This project will add an overpass across 826 from SW 82nd Avenue to SW 71st Avenue. This important project will improve mobility on SWd 16th Street. (PW)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV

Project Name	Project Description
SW 24th Street	This project will widen SW 24th Street from 4 to 6 lanes from SW 117th Avenue to SW 107th Avenue. This important project will improve mobility on SW 24th Street. (PW)
SW 47th / 48th Street	This project will provide an overpass across HEFT from SW 112th Avenue to SW 122nd Avenue. This important project will improve mobility on SW 47th / 48th Streets. (PW)
SW 104th Street	This project will add a new 2 lane from SW 167th Avenue to SW 177th Avenue. This important project will improve mobility on SW 104th Street. (PW)
SW 26th Street / Coral Way	This project will add a new 4 lanes from SW 147th Avenue to SW 157th Avenue. This important project will improve mobility on SW 26th Street / Coral Way. (PW)
South Miami - Dade Corridor	Future plans call for a 21-mile Metrorail extension from Dadeland South station to Florida City. The project runs along US-1 and consists of two segments: from Dadeland South Metrorail station to Cutler Ridge, and from Cutler Ridge to Florida City. MIS / AA required, but not initiated. Currently, the South Miami-Dade Busway extension is under construction and will be operational by mid-2005. The purpose of this project is to serve a population highly dependent on transit, serve deep southwest communities, and establish regional links to central and north Miami Dade in this fast urban development area. \$873 million (MDT)
HEFT	This project will widen HEFT from 6 to 8 lanes + 2 aux lanes from SR 836 to US 27. (Turnpike)
HEFT	This project will widen the HEFT to 8 lanes from US 27 to I-75. (Turnpike)
Miami Gardens Drive	This project will widen from Miami Gardens Drive from I-75 to NW 57th Avenue from 4 to 6 lanes. This project is emerged from the Miami Gardens Drive Corridor Study, and study is continuing in the PD&E phase. The specific improvements will be widening from 4 to 6-lanes between NW 67th and 57th Avenues and intersection improvements from I-75 to NW 67th Avenue. This will provide 6-lane continuity from I-95 to NW 67th Avenue. (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV

Project Name	Project Description
SE 1st Avenue	This project will extend SE 1st Avenue from SE 8th Street to SE 5th Street. (PW)
West 1st Avenue	This project will extend the West 1st Avenue Corridor extension. (PW)
SR 874	This project will provide an access ramp to SR 874 from SW 138th Street. (MDX)
SR 924	This project will provide a expressway extension from SR 924 to Okeechobee Road. (MDX)
SW 320th Street	This project will widen SW 320th Street to 4 lanes from SW 187th Avenue to SW 197th Avenue and S. Dixie Highway to SW 142nd Avenue. (PW)
SW 312th Street	This project will widen SW 312th Street to 6 lanes from NW 14th Avenue to SW 197th Avenue and SW 176th Avenue to HEFT. (PW)
Okeechobee Road	This project will construct grade separated intersections and add turn lanes at Krome Avenue, Hialeah Gardens Boulevard / NW 116th Way, NW 105th Way, NW 87th Avenue, NW 79th Avenue. (FDOT)
I-75	Implement I-75 Master Plan between SE 826 and NW 138th Street (FDOT)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV Unfunded

Project Name	Project Description
Seaport Tunnel Expressway	Partially funded
Metromover Omni Loop closure	This is the Metromover Omni Loop closure. (MDT)
New Baseball Stadium Metrorail Station	This project is the new baseball stadium Metrorail Station, but the location has not been defined yet. (MDT)
Baylink Extension	This project extends Baylink from Dade Boulevard to 79th Street. (MDT)
Broward "Transit Bridge"	This project is the Broward "Transit Bridge" from Golden Glades to Broward County Line. This is a Broward County MPO project. It is also a new bus rapid transit service. (Broward County)
Hialeah LRT	This project is the Hialeah LRT from Miami Intermodal Center (MIC) to I-75. This was a citizen's request to the MPO.
Palmetto Corridor	From Dadeland South Metrorail station to Palmetto Metrorail station (NW 74th Street) along the Palmetto Expressway (SR 826). A Major Investment Analysis (MIA) / AA is required, but not started. The purpose of this project is to provide a north-south connection along the Miami-Dade north western area. (MDT)
West Dixie Highway	This project will widen West Dixie Highway from NE 119th Street to NE 163rd Street from 4 to 6 lanes. This project is needed to relieve the high levels of congestion on this roadway and on US 1. (FDOT)
Metromover	This project will loop Metromover through Brickell Financial District. (City of Miami)
Metromover	This project will extend the Metromover into Wynwood. (City of Miami)





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV Unfunded

Project Name	Project Description
I-75 / HEFT	<p>This system could either be a bus or a rail transit system. Stations are proposed at Sawgrass Mills Mall, Sheridan Street, Pines Boulevard, Miramar Parkway, NW 41st Street, NW 12th Street, SW 8th Street, North. Kendall Drive, SW 122nd Avenue, SW 127th Avenue, SW 132nd Avenue, SW 137th Avenue, SW 142nd Avenue, SW 147th Avenue, SW 152nd Avenue and SW 157th Avenue. This Project modifies the southern alignment by utilizing the Turnpike to extend service to Kendall Drive in southwest Miami-Dade. Congestion on I-75 has been increasing, over the past five years concurrent with the population growth in southwest Broward County. This corridor currently experiences backups during the peak period. The Homestead Extension (HEFT) of the Florida's Turnpike from SR 874 to I-75 has also experienced increased traffic demand. The demand is the result of interaction between the residential communities in southwest Broward and Miami-Dade Counties and the employment activity center in central Miami-Dade County.</p> <p>A portion of this project is included in the Broward County Long Range Transportation Plan (LRTP) - Year 2025. The project requires funding into the Transportation Improvement Program to continue with project development and construction phases. As either a bus rapid transit (BRT) system or rail system, this project will enhance safety along the corridor as the transit system is proposed on dedicated right-of-way separated by barrier from freeway traffic. This funding is identified for the portion of the project along I-75. Florida's Turnpike is planning special-use lanes along the Turnpike south of SR 836. A BRT could be implemented along these lanes. (SFRTA)</p>





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV Unfunded

Project Name	Project Description
I-75 / DORAL	<p>Congestion on I-75 has been increasing, especially over the past five years, concurrent with the population growth in southwest Broward County. This corridor currently experiences backups during the peak period. Traffic congestion exists at the local interchanges and at the southern terminus approaching SR 826. Traffic demand is a result of the interactions between the residential areas of southwest Broward and the employment centers adjacent to Miami International Airport. The majority of the trips during the peak periods consists of commuter traffic that could be served by the transit system proposed by FDOT. The project is included in the Broward County <i>Long-Range Transportation Plan (LRTP) - Year 2025</i>. The project requires funding into the Transportation Improvement Program to continue with project development and construction phases. A BRT system or rail system would enhance safety along the corridor as the transit system is proposed on dedicated right-of-way separated by barrier from freeway traffic. This system will link the Sawgrass West area of Miami-Dade County. (SFRTA)</p>
Beach / A1A	<p>The coastal areas of south Broward County and north Miami-Dade County are developed with the high-rise residential developmental and tourism-related development such as hotels, retail, and restaurants. SR A1A serves as the north-south main arterial and was identified in the study as an accessibility-oriented transit corridor. SR A1A is the primary coastal route used for tourism travel and for limited commuter travel. Intersecting major east-west corridors, SR A1A represents the easternmost edge of Broward and Miami-Dade Counties. The proximity of SR A1A to beaches, residential and commercial high-rises, government services, and employment activities create a need for connectivity to other major north-south corridors. Enhanced transit services along SR A1A will, at a minimum, provide the following: Increased access to a wide range of employment opportunities; Improved regional connectivity to other transit services, specifically to other east-west corridors and north-south corridors; Reduced automobile dependency for tourist industry and residents;</p> <p>Minimized impact to residential communities. Existing coastal land use, along with continued redevelopment efforts, signal a trend to encourage and sustain a mixed-use urban area. Safety requirements for the BRT include implementation of a traffic signal priority system that assigns right-of-way to traffic at the same time reducing delays to buses on the system. This project will sustain and improve current land uses adjacent to the existing commercial activities. (SFRTA)</p>





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

PRIORITY IV Unfunded

Project Name	Project Description
NW 79th Street	<p>NW 79th Street is proposed as an accessibility corridor connecting the coastal area of Miami-Dade County with the regional transit system. This route is capable of supporting transit service extending from the North Side Metrorail Station on E. 11th Street, to Collins Avenue. In addition to relieving east and west commuter traffic congestion, MW 79th Avenue would provide access to the following north-south transit corridors: I-95, SR A1A, US 1 and NW 27th Avenue. A key route for east-west movement, NW 79th Street connects the community of Hialeah with the employment, business, and commercial activities along the coast. As part of the larger east-west network of routes, NW 79th Street is an east terminus, consequently moving commuters onto a north or south route. As peak traffic builds along the north-south routes, it further impacts the east-west flow. (SFRTA)</p>
Miami Gardens Drive	<p>Miami Gardens Drive (Dr.), also known as State Road (SR) 860, is proposed as an accessibility corridor for the northern portion of Miami-Dade County. Extending from NW 87th Avenue (Ave.) to the Aventura Mall, this route will connect with Tri-Rail at the Golden Glades Intermodal Facility and to the cross-country transit services along University Dr./NW 27th Ave., U.S. 441 (S.R. 7), and US 1. The project will require the use of traffic signal priority systems to maintain 10-minute headways. The average service speeds along the route will range between 16 mph and 25 mph. Northwest Miami-Dade County has high-density residential areas in Miami Lakes and Carol City. Northeast Miami-Dade County, near Aventura Mall, is a major regional activity center with concentrated densities of office, retail, and residential land uses. (SFRTA)</p>
Miami Streetcar	<p>This project will provide LRT from SW 1st Street to NE 79th Street. (City of Miami)</p>
BRT/LRT Metrorail Feeder	<p>This project will provide premium transit to the BRT/LRT Metrorail Feeder from NW 12th Avenue / NW 36th Street (Allapattah MR Station) to Golden Glades Interchange.</p>
NW 47th Avenue	<p>This project will widen NW 47th Avenue from 2 to 4 lanes from Miami Gardens Drive to Miami-Dade / Broward County line. (FDOT)</p>
I-75	<p>Implement I-75 Master Plan between NW 138th Street and Miami-Dade Broward Countyline. (FDOT)</p>
Hialeah Expressway (SIS)	<p>Reconstruct Hialeah Expressway between NW 74th Avenue and NW 69th Avenue (FDOT)</p>





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

Developers

Project Name	Project Description
NW 107th Avenue	This project will construct a new 4 lane road from NW 106th Street to NW 41st Street. This important project will improve mobility on NW 107th Avenue.
NW 107th Avenue	This project will construct a new 2 lane from NW 138th Street to NW 170th Street. This important project will improve mobility on NW 107th Avenue.
NW 154th Street	This project will add a new 2 lane road from NW 87th Avenue to NW 107th Avenue. This important project will improve mobility on NW 154th Street.
NW 87th Avenue	This project will add a new 2-4 lane road from NW 183rd Street to County Line Road. This important project will improve mobility on NW 87th Avenue.
NW 90th Street	This project will add a new 2 lane road from NW 107th Avenue to NW 87th Avenue. This important project will improve on NW 90th Street.
NW 97th Avenue	This project will add a new 4 lane road from NW 74th Street to NW 90th Street. This important project will improve mobility on NW 97th Avenue.
NW 97th Avenue	This project will add a 2 lane road from NW 138th Street to NW 183rd Street. This important project will improve mobility on NW 97th Avenue.
West Dade Transit Hub	This project is part of the private development of Kendall Town Center.
SW 147th Avenue	This project will add 2 lanes to 2 lane roadway from SW 8th Street to SW 26th Street. This important project will improve mobility on SW 147th Avenue.
SW 40th St	This project will provide a new 2-lane roadway between SW 157th Ave and SW 167th Ave.
SW 88th Street / Kendall Drive	This project will widen from 4 to 6 lanes on Kendall Drive from SW 162nd Avenue to SW 167th Avenue. Development in the West Kendall Area including DRIs will increase levels of congestion. This important project will improve mobility on SW 88th Street / Kendall Drive.





**MIAMI-DADE COUNTY
YEAR 2030 TRANSPORTATION PLAN**

Developers

Project Name	Project Description
West Kendall Transit Hub	This project is located at SW 88 Street (Kendall Drive) and 162nd Street. A West Kendall hub is sought to address regional service linkages and as a western terminus of the Kendall "Priority Transit" Corridor. The developers have included the construction of a transit terminal in their development plans. This station is assumed to be constructed through private/ public partnership. It is expected to be built by 2005. The purpose of this project is to bring bus routes operating in the area and along the Busway into a single and enhanced location making it more convenient for passengers, and circulator service as well as premium and regional bus routes and to support future major transit corridors projects (Kendall Corridor). Other facilities and services could also be housed in this center such as pass sales, transit information, driver comfort stations, retail facilities and police substations.

