

MIAMI URBAN AREA TRANSIT STUDY

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HIGHWAYS

transportation

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BACKGROUND

This report summarizes the findings from one of five elements of the Proposed Transportation Master Plan for 1985 which together represents an important component part of the approved General Land Use Master Plan for Metropolitan Dade County, Florida. The other elements are: Public Transit, Airports, Seaports and Waterways, and Terminal Facilities.

The five elements have been prepared as part of the Miami Urban Area Transportation Study. MUATS is a joint effort between Metropolitan Dade County and the State of Florida in cooperation with the U. S. Department of Transportation's Bureau of Public Roads and U. S. Department of Housing and Urban Development. The State and consultants, primarily responsible for preparation of the highway transportation facilities, were assisted by Metropolitan Dade County. The county (financed in part through an urban planning grant from the U. S. Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954 as amended) provided existing and projected economic, population and land use data and assisted in formulating the plan. Non-highway elements of the Proposed Transportation Master Plan were the responsibility of Metropolitan Dade County and consultants.

The study was initiated December 1963 to meet requirements of the 1962 Federal Highway Act. The Act requires urban areas of 50,000 population or over to have a continuing transportation program to be eligible for matching federal highway construction funds. A work program was prepared in 1964 to meet these requirements and to meet the goals and objectives of the Metropolitan Dade County Board of County Commissioners for the highest possible level of transportation services.

The Principal Street and Highway Plan - 1985, develops a future highway master plan which will solve the traffic problems of today and avoid those problems of tomorrow by recommending a system of expressways, arterials and collector streets which relate to projected travel demands in Dade County. The highway system is also related to the travel requirements of transit, airports, terminals and seaports to form a well balanced transportation system for the metropolitan area.

The process is subject to a continuing planning program taking into consideration changing trends and technological developments.

MIAMI URBAN AREA TRANSPORTATION STUDY

A Summary Report

of work performed by Mel Conner & Associates, Inc.,
for the Florida State Road Department in cooperation with
the Bureau of Public Roads, Federal Highway Administration,
U. S. Department of Transportation and the MUATS Technical
Advisory Committee.

**MIAMI URBAN AREA
TRANSPORTATION STUDY**

**THE PRINCIPAL STREET
& HIGHWAY PLAN - 1985**

A SUMMARY REPORT

MEL CONNER & ASSOCIATES, INC.

CONSULTING ENGINEERS AND PLANNERS

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April 15, 1969

Honorable Jay W. Brown
State Road Commissioner
Florida State Road Department
Tallahassee, Florida

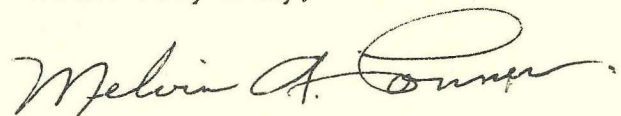
Dear Mr. Brown:

It is with a most gratifying sense of accomplishment that we herewith transmit to you the Summary Report describing the development of the 1985 Principal Street and Highway Plan, a product of the Miami Urban Area Transportation Study.

This report culminates approximately five years of cooperative study activity by the Florida State Road Department, the U. S. Bureau of Public Roads and Metropolitan Dade County. The study process has involved very extensive and thorough deliberation, on the part of all agencies concerned, which caused this undertaking to extend well beyond its initial schedule, but which accomplished an unusual degree of agreement among these same agencies at all levels of government regarding the conclusions and recommendations this report sets forth.

We particularly appreciate the substantial efforts of the Florida State Road Department Division of Traffic and Planning and the Miami Urban Area Transportation Study Technical Advisory Committee which have contributed greatly to the results of this study. It is our strong and sincere hope that this study and report will serve as the basic blueprint for coordinating the efforts of government and interested citizens toward materially improving automotive transportation in the Miami Urban Area.

Yours very truly,


Melvin A. Conner

MAC/jo
Enclosure

PREFACE

The publication of this summary report on the Miami Urban Area Transportation Study signifies completion of the crucial first step toward the community's goal of applying knowledgeable self-direction to Dade County's future development as specifically related to highway transportation.

During the preceding five years of intensive study, evaluation and consultation by and between State and local agencies, as well as their consultants, the County's existing development has been dimensioned, its growth trends detected, its transportation needs identified, and its financial resources inventoried.

In succinct terms, these factors have been utilized to mold a 1985 transportation facilities plan. The work that remains to be done involves implementation of this resulting initial plan and, equally important, periodic re-evaluation and revision of the plan to insure that it remains a realistic, viable guide into the future.

The purpose of this summary report is to present the recommended 1985 transportation facilities plan to the citizens and officials of Dade County, and to describe the logic and procedures underlying the plan. Readers interested in reviewing the detailed technical processes employed in the study are referred to the following listed 8-volume Technical Report series published periodically by the State throughout the study.

These reports document the various phases of technical procedures used in the study and are designed to insure that State and local technical staffs have a firm basis on which to initiate a continuing, cooperative, comprehensive transportation planning process.

Technical Report No. 1 Traffic Data Collection

Technical Report No. 2 Traffic Data Processing

Technical Report No. 3 Development of Travel Models

Technical Report No. 4 Development of Modal Split Models

Technical Report No. 5 Growth Projections

Technical Report No. 6 Development of the Recommended 1985 Principal Street Plan

Technical Report No. 7 The Highway Program, Cost and Financing

Technical Report No. 8 Continuing Planning Process

Any plan, if it is to be a useful guide, must be action-oriented. It is hoped that the knowledge and understanding gained by the citizens and officials of Dade County through this report will provide the impetus required to begin accomplishment of the recommended 1985 transportation facilities plan within the framework of a continuing planning process.

It is fitting here, at the outset, to give special recognition to the membership of the study's Policy Committee, Technical Advisory Committee, and Technical Coordinating Committee. It is through their efforts in guiding the course of the study and coordinating the activities and interests of the several governmental agencies involved that the citizens of Metropolitan Dade County are assured a voice in planning their community's future.

Policy Committee

Porter W. Homer, County Manager, Metropolitan Dade County
Michael O. O'Neil, Member—District 4, Florida State Road Board
Morris E. Monroe, Division Engineer, U.S. Bureau of Public Roads (ex officio)

Technical Advisory Committee

Chairman, Reginald R. Walters, Director, Metropolitan Dade County Planning Department
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Arnold Ramos, District Engineer (4th District), Florida State Road Department
Ray G. L'Amoreaux, Engineer of Traffic & Planning, Florida State Road Department
John J. McCue, Director, Metropolitan Dade County Public Works Department
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Carl E. Hultman, Engineer of Urban Studies, Florida State Road Department
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Eugene N. Bechamps, Highway Engineer, Metropolitan Dade County Public Works Department
Burt Nuckols, right-of-way Engineer, Metropolitan Dade County Public Works Department

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Reginald R. Walters, Study Director*
Carl E. Hultman, Highway Planner*
Roy O. Barden, Land Use Planner*

* Also, Technical Advisory Committee members.

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CHAPTER I INTRODUCTION

Dade County, the southernmost sector of south-east Florida's famed Gold Coast, typifies the bustling, expanding economy present in many areas of Florida today. Like her sister counties to the north, Palm Beach and Broward, much of Dade County encompasses marshlands associated with the Florida Everglades; with the result that more than half of her 2400 square miles of land area are considered, for economic and conservation reasons, unsuitable for development in the near future.

The effect of this hydrographic restriction on urban development prospects is notable in Figure 1 which shows the location of the Study Area. As in Palm Beach and Broward counties, urban development in the County must necessarily follow a linear, coast-wise pattern. This development trend is reinforced by the tourist-oriented economy of the area. The travel patterns emanating from this anomalous configuration of urban development require careful, detailed study in order that development of future transportation facilities will correctly and efficiently serve travel needs of the future.

Accessibility may be considered a key factor in the growth of a region and in the development of its environs. Achievement of the County's continued objective of broadening its tourist-oriented economic base to include "clean" industry depends on transportation amenities. A poorly planned, overcrowded transportation system of streets, highways and transit facilities tends to stifle tourism and the in-migration of new people, new industry, and business activity.

Acting in recognition of this factor, State, County and municipal officials in 1963 entered into a joint transportation planning program in cooperation with the Federal Bureau of Public Roads and the U. S. Department of Housing and Urban Development. The study organization, shown in Figure 2, was created (with financial assistance from Federal, State, County and municipal government sources) and embarked on the Miami Urban Area Transportation Study (MUATS). In February, 1964, the Florida State Road Department entered into an agreement with Mel Conner & Associates, Inc., for the preparation of a 1985 principal street and highway plan for the urban area.

The obvious objective of this study was the development of a future transportation plan which would help offset today's traffic problems and avoid tomor-

row's. This objective could only be achieved by dimensioning the region's economic and geographic growth over a 21-year period (1964-1985) and, by identifying the travel needs therefrom, defining an economical and efficient street, highway and transit system to serve this growth. Moreover, the procedures and analyses used throughout the study were documented in sufficient detail to permit their understanding and use in subsequent updates under a continuing, comprehensive planning process.

The techniques used in the comprehensive planning process lend themselves to the continual examination and updating of plans. Research in the Transportation Planning field during the past 20 years has led to the development of mathematical means of describing (in terms of land use and land activity) and simulating (in terms of theoretical trips) the daily movement of a populace throughout its urban area. These mathematical analyses employ modern high-speed digital computers and utilize substantial quantities of travel, land use and socio-economic data which must be gathered by numerous surveys in the urban area. When they are coupled with measurements of the quality of service afforded by an existing street system, parking facilities, transit system and terminal facilities (such as airports and seaports), they provide a useful tool in developing and testing future transportation systems. Any combination of land use plan, transit network and highway network then can be easily tested and analyzed to provide "feedback" information which will point to desirable plan adjustments.

This report presents to the citizens and officials throughout Dade County a logical program for meeting their travel needs through the year 1985. Within these pages pertinent facts and findings are presented, beginning with the inventories of existing conditions and proceeding through analysis of the inventory data, forecasts of future area growth, estimates of future travel associated with this growth, development of a future transportation plan, development of a financible construction program, and ending with a description of the continuing, comprehensive planning process. The major phases of the continuing transportation study process include the following:

- 1) Collect Facts
- 2) Summarize Facts
- 3) Determine Travel Relationships
- 4) Forecast Future Growth and Travel

- 5) Test Alternate Plans
- 6) Select Most Feasible Plan
- 7) Implement Plan

These phases are depicted in Figure 3.

The reader is urged to remember, during his evaluation of this plan, that no plan can ever be considered as "final." All planning, whether it be for economic, land use or transportation purposes, must remain flexible if it is to accurately reflect the needs of a changing community. The projections of population growth, economic change and land use on which this plan is based must be periodically re-evaluated in relation to actual developments. If, upon comparison in future years, the projections anticipated in the derivation of this plan do not agree with actual developments, the plan must be revised. Continuous updating of the plan is also necessary in the planning process regardless of change, since construction of projects is for 20 years of life or more.

Likewise, it is important that the reader recognize that the plan and program recommended herein is not a unilateral product of the Florida State Road Department or its Consultant, but is the culmination of more than five years of cumulative effort on the part of the Department, its Consultant and the individual members (plus their technical staffs) of the Miami Technical Advisory Committee. At each significant step in this study program, the work of the several technical groups involved has come under the Committee's close scrutiny and guidance.

Thus each major product of the study, such as the 1985 land use plan and this 1985 street and highway plan, has been imbued with the thinking and goals of the citizens and officials of the Dade County urban area.

The language employed in this summary report, insofar as possible, has been purged of technical jargon in order to facilitate the non-technical readers' understanding of what has taken place in the various phases of the study program. Those persons interested solely in the Recommended Plan itself, the imple-

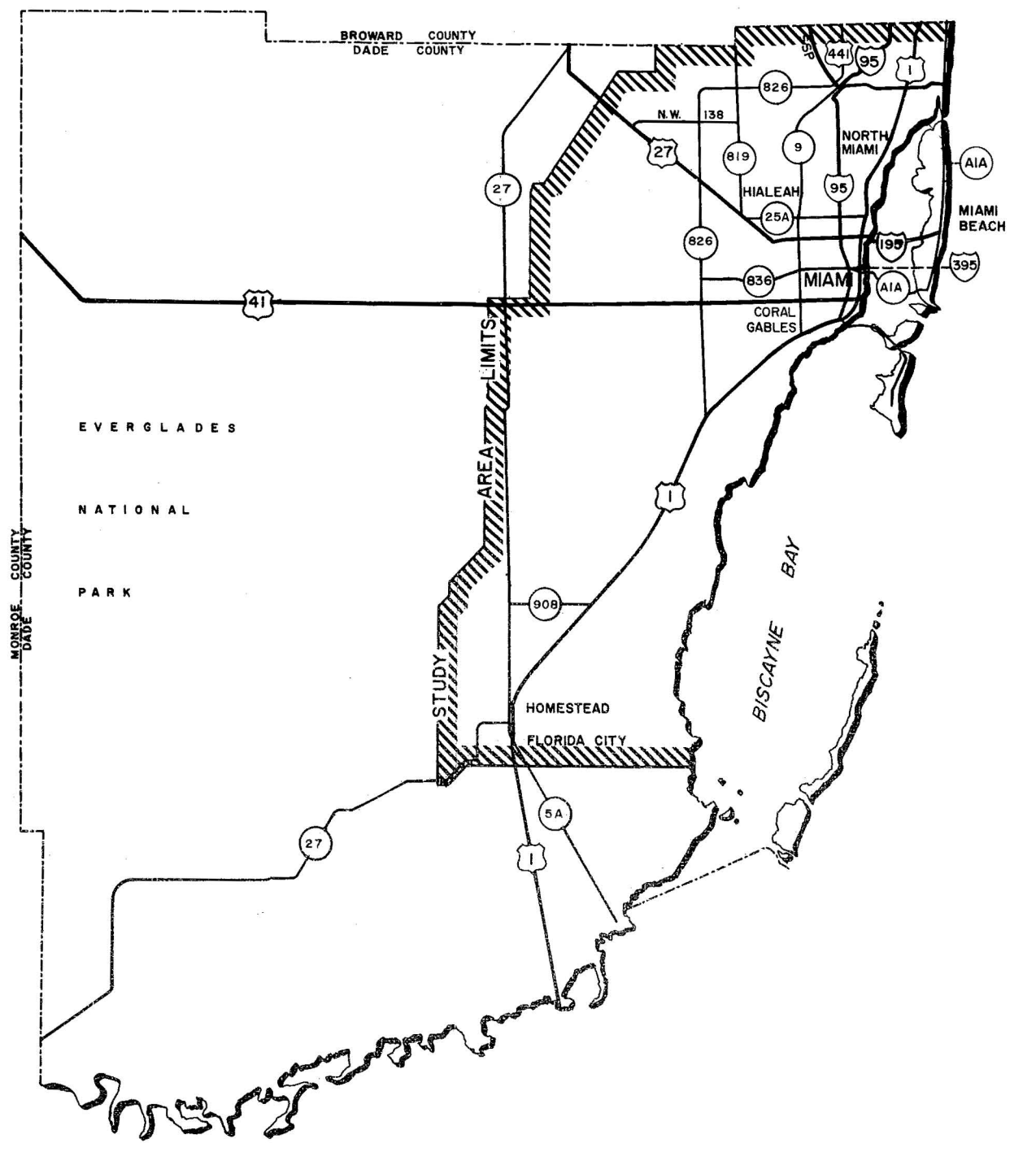
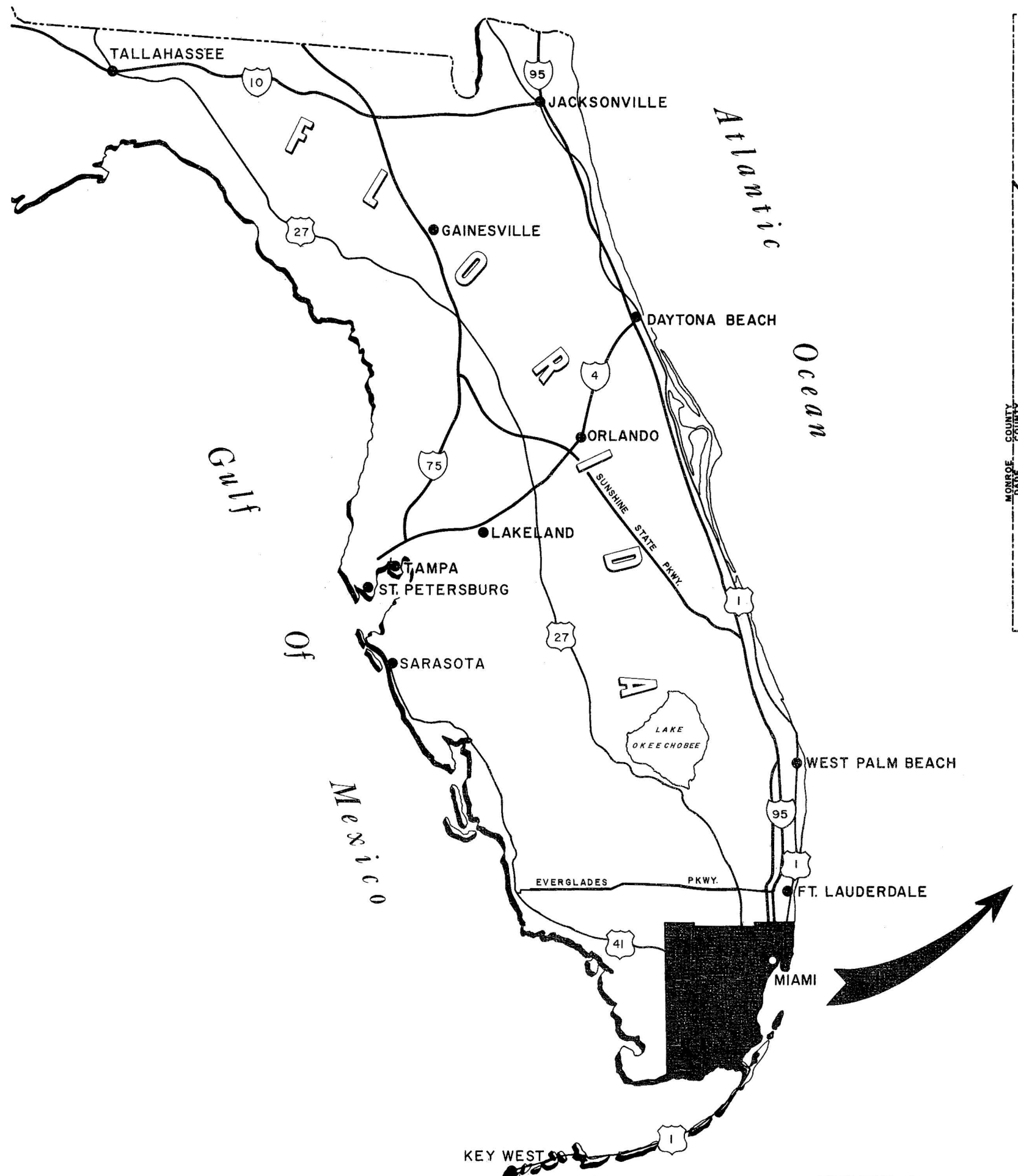
mentation program supporting it and planning needs beyond this program, are directed to Chapters IV, V, VI, and VII; those who are interested in the full panorama of the study should continue their reading with Chapter II.

There will also be readers who are interested in the technical details of each aspect of the study and who have sufficient technical background to facilitate their reading with understanding; their attention is directed to the series of eight Technical Reports listed in the Preface. These reports contain the supporting documentation of the methods and procedures used in developing the Recommended Plan and may be used as reference materials in the recommended continuing planning process.

There are other data available which may be used in the continuing planning process. The study work files maintained by the Florida State Road Department include 1964 travel information (origins and destinations) in tabular form as well as estimated 1975 and 1985 average seasonal weekday traffic assignments to each of the street and highway systems tested. Additionally, electronic computer tapes containing transportation network link description and travel data in tabular form are available in these files.

In conclusion it may be observed that the principal street plan developed under auspices of this study program will require an expenditure, including the cost to extend Interstate 95 into southern Dade County, of nearly \$804 million by the year 1985. This cost, which must be shared by Federal, State and local governmental agencies, represents an annual average expenditure, between 1968 and 1985, of about \$28 per capita.¹ A summary tabulation and map of the improvements covered by this expenditure are on pages 36 and 37.

¹ Combined Study Area resident and tourist population.



VICINITY MAP
DADE COUNTY

MIAMI URBAN AREA TRANSPORTATION STUDY
MEL CONNER & ASSOCIATES, INC.

FIGURE 1

ORGANIZATION OF THE COOPERATIVE EFFORT

MIAMI URBAN AREA TRANSPORTATION STUDY

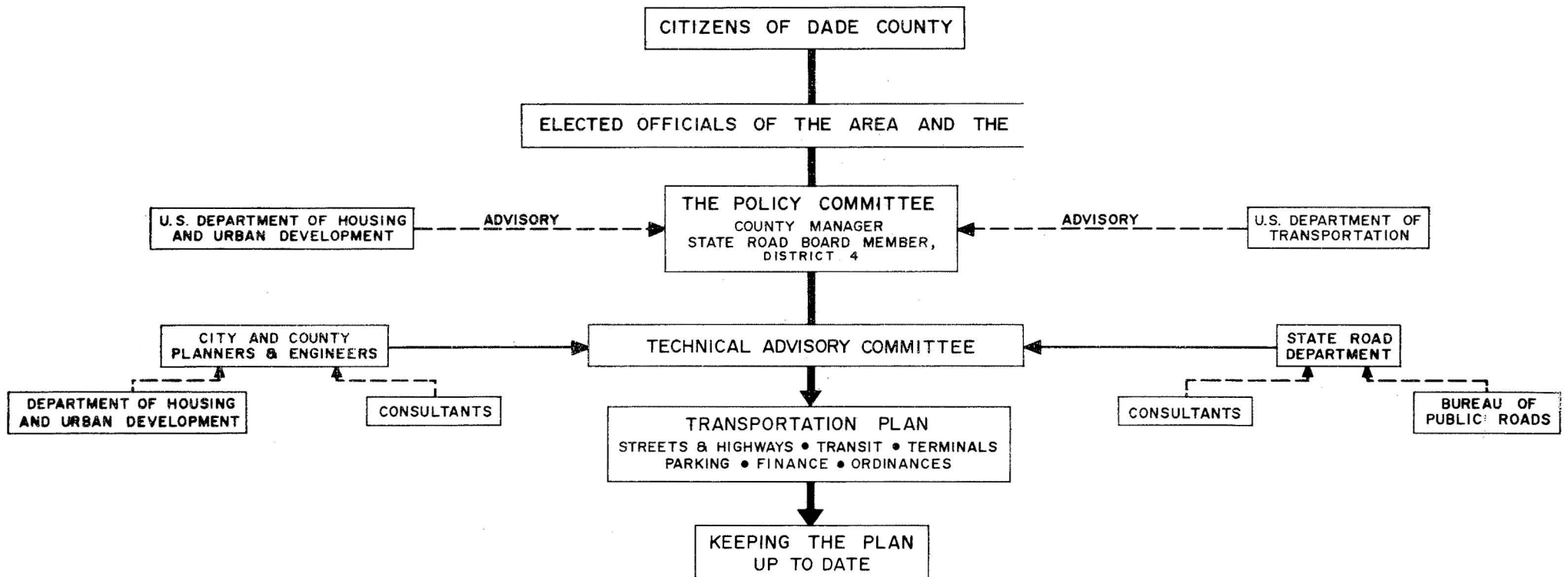
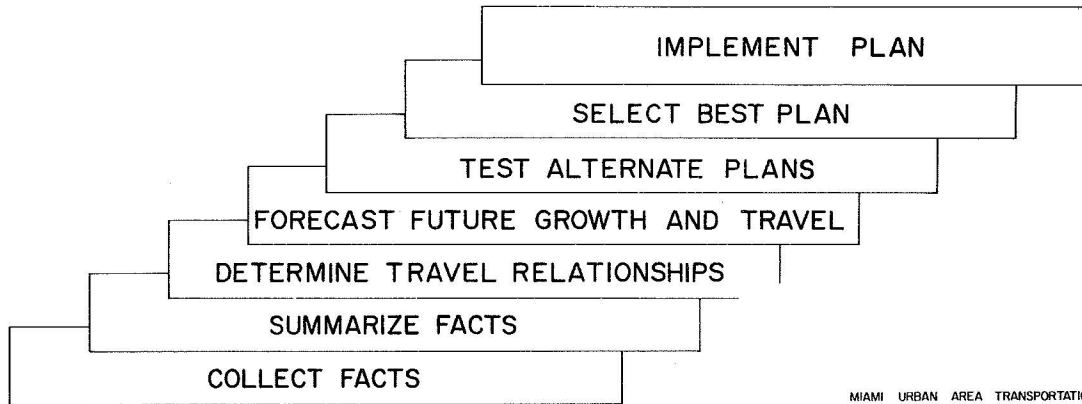


FIGURE 2

*ELEMENTS OF THE CONTINUING TRANSPORTATION
PLANNING PROCESS*



MIAMI URBAN AREA TRANSPORTATION STUDY
MEL CONNER & ASSOCIATES, INC.

FIGURE 3

CHAPTER II EXISTING CONDITIONS

Data Collection

In order that a realistic transportation plan serving 1985 travel needs could be developed, an understanding of today's travel needs and characteristics was acquired. A great deal of time and effort was given to obtain a considerable amount of data which enabled the development of a series of mathematical expressions (traffic models) for forecasting future traffic desires. As an aid in the development of this understanding, a study area within Dade County was delineated (see Figure 4) and sub-divided into 550 traffic analysis zones. County areas outside of this study area were also zoned, as were Palm Beach and Broward counties (see Figure 5).

These internal and external analysis zones served, basically, to facilitate analysis of travel desires in relationship to land use, population, economic factors, travel time, and other pertinent data. Additionally, they served as the basic geographic units in which these data were projected for determining future travel desires.

Certain basic data were collected during the 1964 winter tourist season (February to April) and were analyzed on a zonal basis by the Florida State Road Department, its Consultant and the Metropolitan Dade County Planning Department. These data, the procedures used in acquiring them, and their use in this study are described briefly in the following paragraphs.

Land Use and Demographic Studies

Metropolitan Dade County Planning Department has, for several years, conducted area-wide comprehensive planning and had, prior to the beginning of this transportation study, defined a "General Land Use Master Plan" to serve a forecasted 2.5 million population in Dade County. The many basic inventories and current data developed and maintained in connection with this planning had been delineated in neighborhoods and census tracts. During the transportation study the Planning Department assumed the responsibility of translating land use measurements into traffic analysis zones. Quantification of these planning data which included population, employment, auto ownership, etc., will not be presented in this report which is primarily directed toward a presentation of the 1985 Highway Plan; however, a map showing the General Land Use Master Plan (GLUMP) has been included in the flap on the inside

of the back cover of this report. Metropolitan Dade County is publishing several reports which will complement studies described herein.

Roadside Traffic Survey

The Florida State Road Department conducted roadside traffic interviews for the purpose of (1) determining the number and classification of all vehicles that entered and left the internal study area on an average day, and (2) to obtain the origin and destination plus other trip data from a representative sample of those vehicles. The first objective was accomplished by manually counting and classifying, by type and direction of travel, all vehicles passing into and out of the study area on major roadways (20 locations on or near the study area boundary) during interview periods, and supplementing this with traffic counts made by traffic counting machines during a one week period. The second objective of the roadside traffic survey was accomplished by stopping, for interview, a representative sample of the vehicles entering and leaving the study area. From the drivers, information was obtained about the origins and destinations of these external trips (trips with at least one end outside the study area), as well as the trip purpose, the type of vehicle used and the number of persons in the vehicle.² In all, 62,108 motorists were interviewed, representing 74% of the traffic passing through the roadside stations. Supplementing with Broward County study data, information was available for approximately 100,000 external trips.

It was found that on an average weekday during the survey, a total of 139,000 passengers cars passed through the roadside interview stations, of which 136,000 (98%) were entering or leaving the study area (one end of the trip was within the study area) and 3,000 (2%) were passing completely through the study area.

Internal Study Area Travel Survey

Much of an urban area's travel is made by people who live and work in the community. In recognition of this fact, the State Road Department's Consultant, Mel Conner & Associates, conducted detailed travel interviews at 15,419 places of residence (5% of all dwelling units) which were selected, in a statistical manner, as being representative of each traffic analy-

² Technical Report No. 1, **Traffic Data Collection**, Mel Conner & Associates, Inc.

sis zone within the entire study area. These residences included hotel and motel units, house trailers, apartments and homes.

Three distinct types of information were obtained in these interviews: (1) household information, including number, age and occupation of persons in residence, number of automobiles owned, and a description of the residential structure; (2) a complete inventory of all travel by each person five years of age or older during a 24-hour period, including each trip's origin and destination, method of travel, trip time and purpose and each vehicle's parking location at the end of the trip; (3) certain planning data, number of persons employed and location of employment.

The above-described interviews, when analyzed, provided much of the data used in developing mathematical models for forecasting future travel. The derivation and application of these data is described in a later section of this Chapter.

The origin-destination data showed that an average of 2,670,795 internal person-trips³ were made by residents and tourists (age five or older) of the study area on the average 1964 winter season weekday. The average person made 2.39 trips per day, with the average dwelling unit producing 7.05 trips per day, not including truck and taxi driver trips.

Trucks and taxis based in the study area were also sampled statistically, and interviews were conducted to obtain this travel data. A 10% sample of all trucks and taxis was obtained from the 1963 State Motor Vehicle Commission's listing of those registered in the internal study area. All trips and trip times, for a 24-hour period, were listed and, in the case of trucks, the commodity carried was recorded.

Inventory of Physical Road Features

In order to obtain physical roadway characteristics which affect vehicular traffic or which may have an effect on future construction, a physical street inventory was performed on the principal street system shown in Figure 6.⁴ These data included pavement, lane, right-of-way and other widths, locations of turn lanes, traffic islands, parking data, distance to adjacent property, and other pertinent information. This survey was performed by crews of men who obtained accurate measurements of distances and widths, and

³ Internal trips defined as having both ends within the Study Area. Trips by walking, bicycle and motorcycle were not obtained since they have no significant impact on the capacity of the transportation system.

⁴ Data for some facilities were available from existing records of Metropolitan Dade County.

who recorded the information for each different segment of the system. The data collected during this inventory were updated later in the study for use in preliminary design studies of future systems. Sketches were made of all major intersections, indicating width of street by lanes, parking conditions, bus stops and other factors which affect the capacity of the intersection. Traffic signal equipment and controller timings were also inventoried.

Sufficiency Ratings

The Florida State Road Department utilizes sufficiency ratings of each segment of its Primary Highway System to obtain a general, relative index indicating overall street conditions in terms of structural adequacy, safety, and service. The number "100" is used for total sufficiency, with certain par value ratings assigned to the structural (40), safety (30), and service qualities (30). Thus, the lower a street or highway is rated by observation in a field survey, the greater the relative need for improvement of this facility. The State Primary Highways are reviewed each year, and sufficiency ratings are updated so that the Department may continually be aware of deficiencies and determine needs and priorities for improvement.

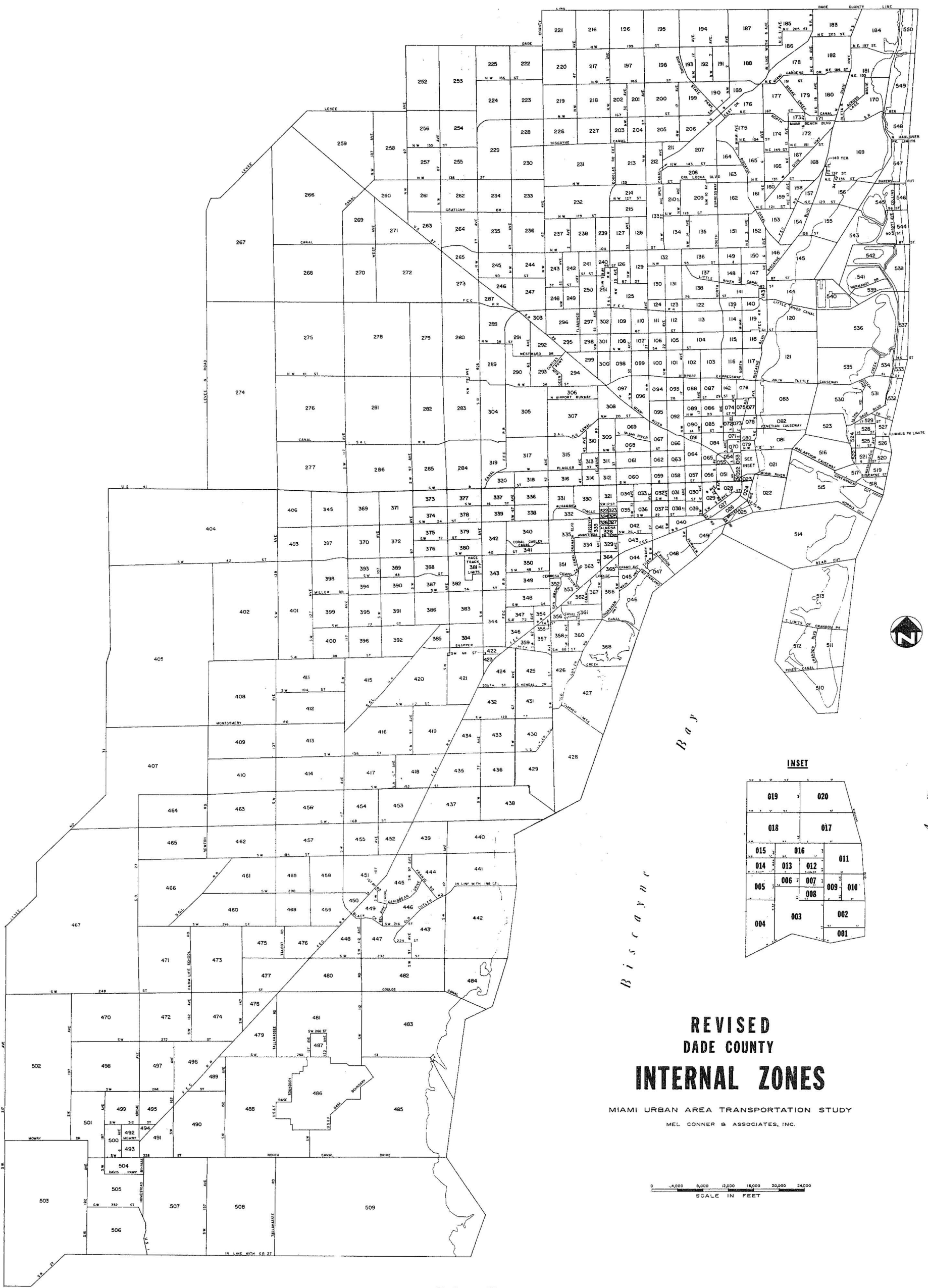
The Department furnished for use in this study the sufficiency rating for the State Primary System routes, as well as for the other principal streets and routes in Dade County. These other principal routes are not evaluated each year; therefore, the Department undertook a special survey to acquire these data.

The sufficiency rating data were plotted on a principal street map utilizing a color scheme distinguishing between rating groups of 0-55, 56-69, 70-79, and 80-100.⁵ Any rating less than 55 signified a critical rating; thus, the map permitted a quick visual review of the condition of the existing streets.

Speed and Delay Studies

Travel time data on all principal streets within the study area were obtained by the State Road Department. Travel times, as well as delay times, on each pre-determined segment of the system were recorded for each of several "test car" runs and, when related to each route segment's length (in miles), provided both average time and average speed between various points on the principal street system.

⁵ General definition (per Florida State Road Department):
 0-55 Critical 70-79 Tolerable
 56-69 Poor 80-100 Good



ATLANTIC OCEAN

**REVISED
DADE COUNTY
INTERNAL ZONES**

MIAMI URBAN AREA TRANSPORTATION STUDY
MEL CONNER & ASSOCIATES, INC.

0 4,000 8,000 12,000 16,000 20,000 24,000
SCALE IN FEET

FIGURE 4

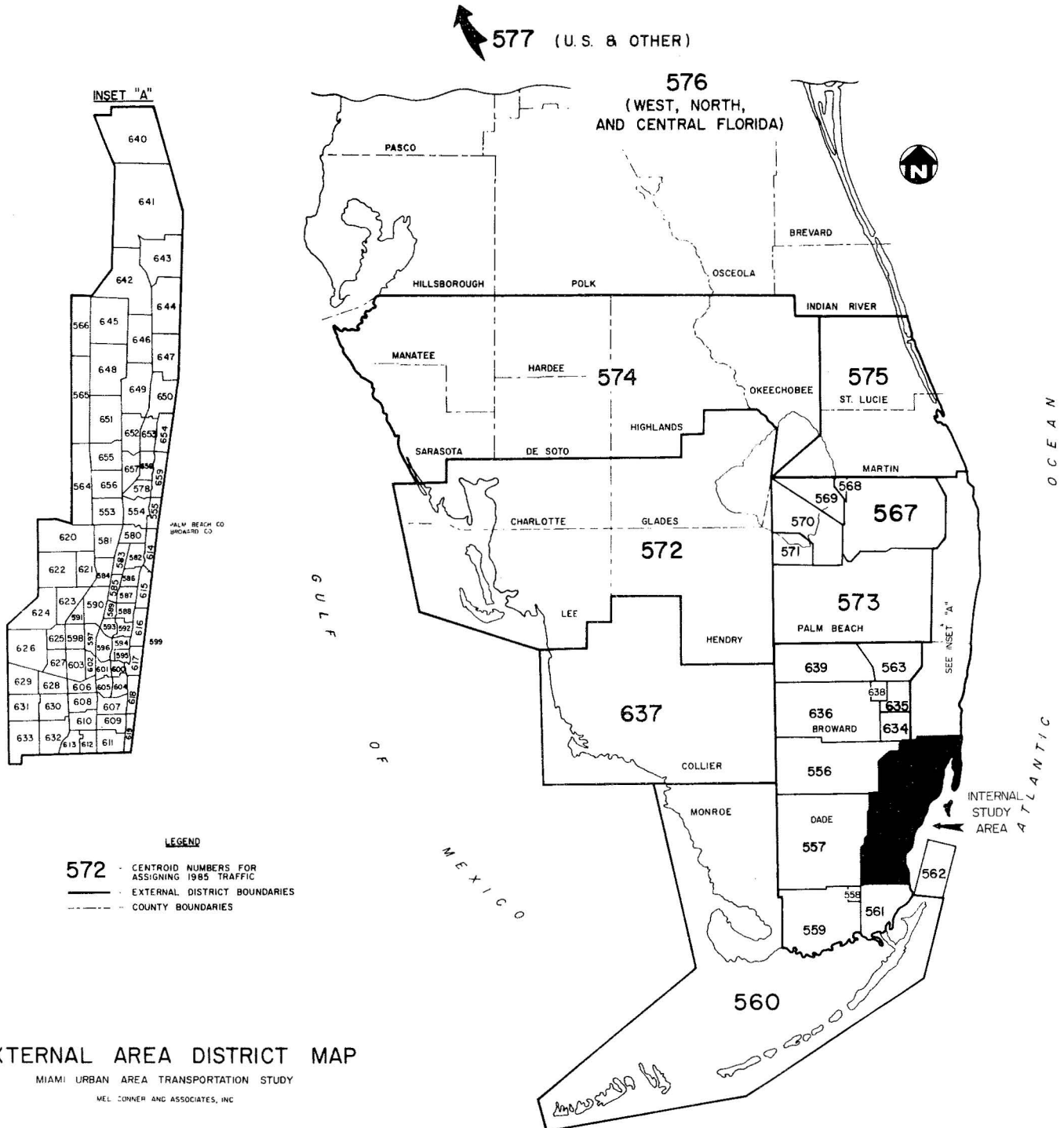


FIGURE 5

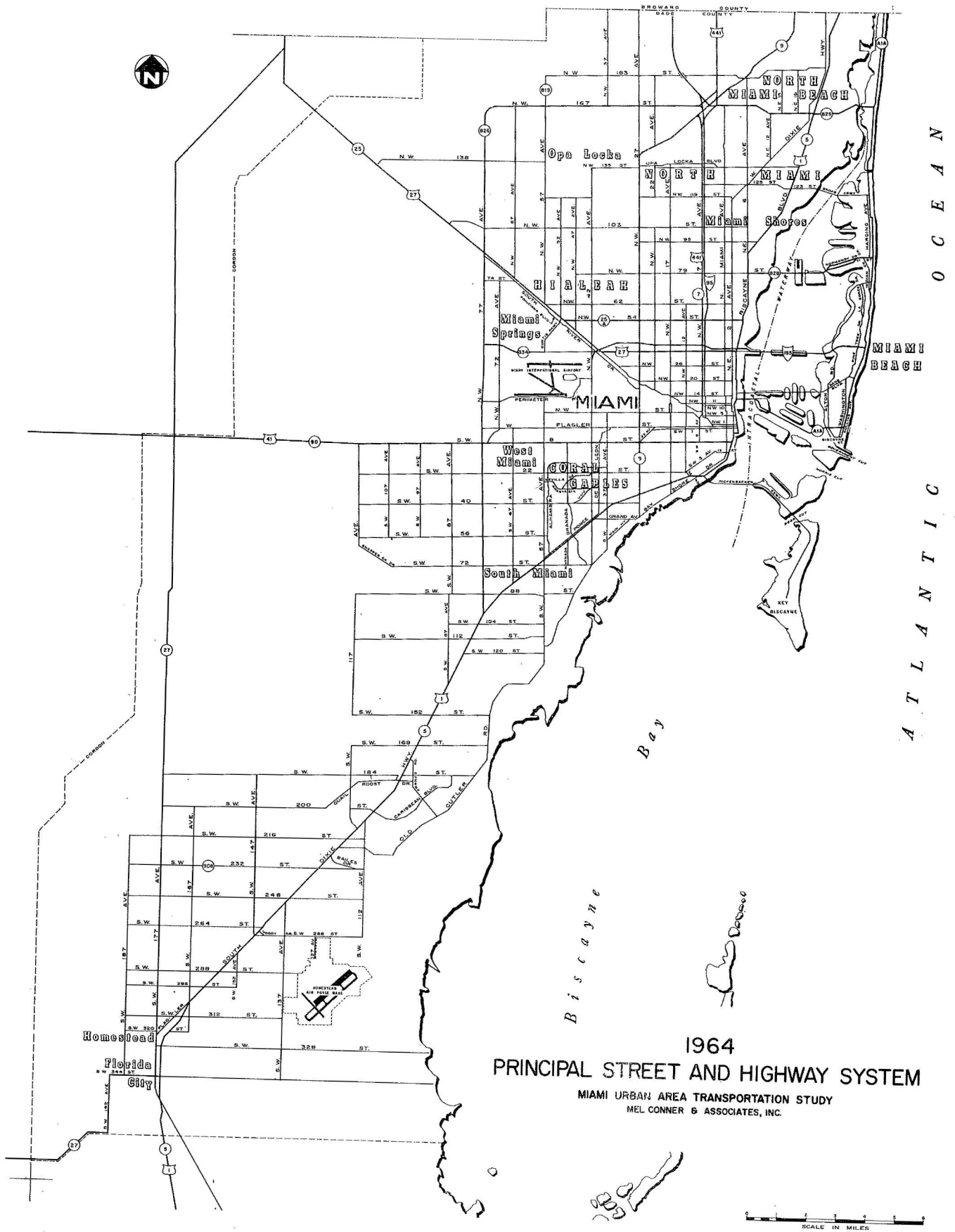


FIGURE 6

Traffic Flow Survey

Travel data obtained from interviewing indicated the origins and destinations of trips made by drivers in the area, and the inventory data described the facilities available to these drivers. It was necessary, however, to make actual traffic flow counts of several types throughout the area to provide checks on the validity of the origin-destination data and to calibrate the mathematical equations which were developed for use in predicting future traffic flow.

"Control" counts were used to adjust manual and other machine count volumes to the same period as the interview data. Twenty-six control count hourly recording machines were operated continuously throughout the period of data collection to measure weekly, monthly, and seasonal variations in traffic during the study. Sixteen of these control count stations were established at the initiation of the study. Eight stations were permanent State Road Department count locations, and two were permanent County stations. The locations of control stations were such that the various types of facilities and all sections of the internal area were represented.

In addition to control counts throughout the area, three screen lines were located in the study area—one running from the north end to the south end, and two others crossing the area in an east-west direction. All traffic crossings of these three imaginary lines were manually and machine counted during the interviewing operations to provide validity checks for later traffic assignments.

At all major intersections on the principal street system, and at all traffic signal locations, manual and machine counts were made for each "leg" of the intersection. The manual counts were performed for 8-hour periods to include all peak periods, and indicated the vehicular turns, classified by vehicle type. These counts were summarized to provide the peak hour volumes and turns at each intersection and were later used in determining intersection capacities.

Traffic Operations Survey

Existing traffic conditions and traffic accident records were reviewed and summaries were prepared to identify those current traffic operational measures needed to improve capacity and safety on the principal street system. These measures, to a large extent, included the thinking of local technical people, primarily county traffic engineers. Recommendations for operational improvements were developed to the extent that current potential increases in capacity and decreases in travel time could be estimated.

These recommendations, further described in Technical Report No. 6, suggested a more extensive use of traffic signal systems (including interconnection) in improving intersection control efficiency as well as continuation of the current program of widening key intersections to permit auxiliary lane channelization. Removal of parking along the following arterial routes was also recommended as a means of increasing capacity in critical traffic corridors.

1. N. W. & S. W. 27th Avenue: S. W. 8th Street to N. W. 103rd Street
2. Biscayne Boulevard: N. E. 17th Terrace to N. E. 38th Street
3. N. W. 12th Avenue: N. W. 11th Street to N. W. 20th Street

Current Travel

The data obtained from the origin-destination studies indicate that 155,000 vehicles enter or leave the urban area of Dade County daily and that approximately 638,000 residents and tourists move about within this area (make at least one trip) daily in pursuit of their individual interests. A summary of the internal trips via all modes of travel is shown in Table I.

During the average weekday, at the time of the internal survey, 61.1% of all person trips reported were made by auto drivers, 29.6% were made by auto passengers, 6.4% were made by public bus passengers, 1.9% were made by school bus passengers, 0.9% were made by taxi passengers and 0.1% were made by truck passengers. It is noteworthy that 91% of all trips were made by private automobile.

The importance of the home as a generator was indicated by the fact that 80.8% of the internal trips made by residents were either to or from their home. Of these home-based trips, 22.2% were work trips, 20.4% were shopping trips, 7.9% were personal business trips, 20.2% were social-recreational trips, 11.1% were school trips, 2.2% were medical-dental trips, 4.6% were trips for the purpose of eating a meal, and 11.4% were for serving passengers or changing travel mode (e.g., transferring from car to bus or to plane).⁶

Work and social-recreation were the most important trip purposes of persons passing through the roadside interview stations. Of these trips, 40.1% were for work, 11.0% were for shopping, 11.2% were for personal business, 31.6% were for social-recreation, and the remaining 6.1% were for such miscellaneous purposes as school, medical-dental, and eat meal.

⁶ Technical Report No. 2, *Traffic Data Processing and Tabulating*, Mel Conner & Associates, Inc.

TABLE I
SUMMARY OF 1964 TRIPS FOR ALL MODES OF TRAVEL
BY RESIDENTS OF INTERNAL AREA

PURPOSE TO

PURPOSE FROM	Home	Work	Conv. Shop	G.A.F. Shop	Pers. Bus.	Social- Rec.	School	Med.- Dent.	Eat Meal	Change Mode	Serve Pass.	Totals
Home	654	246819	192179	12005	89162	210260	129978	25818	50473	5043	124423	1086814
Work	233089	53057	10174	518	9839	6456	580	1409	13281	1507	11352	341262
Conv. Shop	223398	2366	38792	1630	10079	15822	353	892	4669	365	6787	305153
G.A.F. Shop	12735	310	1683	2669	645	995	57	38	326	29	446	19933
Pers. Bus.	82713	6762	18369	873	19343	9298	553	1538	4187	295	4258	148189
Social-Rec.	225489	2328	15658	916	7144	40076	2299	1066	11620	745	9725	317066
School	111778	1351	3005	293	1179	6372	1494	967	1935	696	2148	131218
Med.-Dent.	22221	1051	4095	145	1933	2464	241	732	805	27	870	34584
Eat Meal	50127	12411	5840	580	3749	12453	1270	275	249	283	3191	90428
Change Mode	7342	1591	665	29	545	759	786	28	331	113	60	12249
Serve Pass.	110359	16030	11105	560	4954	9585	2339	1371	2627	142	24827	183899
Totals	1079905	344076	301565	20218	148572	314540	139950	34134	90503	9245	188087	2670795

The ability of the existing street and highway system to cope with these travel needs grows more critical daily. This existing system cannot be expected to serve for long without a rapid decrease in level of service resulting in greater congestion, more accidents, longer travel times and increased travel costs.

Analysis of Travel Characteristics

It is not sufficient merely to improve the physical and operational aspects of today's street and highway system. Although such improvements would provide substantial benefit to today's traffic (assuming these improvements could actually be made within a one or two year period), they obviously do not include any provision for new facilities needed to serve the area's expanding development. Nor could such action assure that a correct balance in facility types would be met.

What is needed is a road network whose development is based on the relationship between the area's socio-economic aspects and its travel needs. These relationships were established in the Miami Urban Area Transportation Study through analysis of the mass of travel interviews, land use data, socio-economic information and travel time data obtained in the field studies.

Relationships were measured between the trips found in the 1964 survey and the land use, socio-economic, and travel time data. These relationships, expressed as mathematical formulae called "models", were developed to: (1) estimate the quantity of "trip ends" generated in each traffic zone in the study area (trip generation equations) and (2) distribute these trips between pairs of these zones (distribution models). Person trips are defined as one-way travel (in an automobile, bus, truck or taxi) from one point to another for a particular purpose (work, shop, etc.) by a person five years of age or older. Mathematical formulae were also developed to estimate the division of person trips between the private and public vehicle mode of travel and will be discussed later in this Chapter.

Trip Generation

The trip generation equations (models) were developed, basically, through statistical analyses (called step-wise multiple regression) for each trip purpose. In this process certain known land use and other demographic data were related to the travel data obtained in the interview studies.⁷

Two basic kinds of trips were considered in the generation analysis: home based (one trip end at the tripmaker's home) and non-home based (neither trip end at the tripmaker's home). The trip purpose categories analyzed for this study include the following:

1. Home Based Work
2. Home Based Shopping
3. Home Based Social-Recreation
4. Home Based School
5. Home Based Miscellaneous
6. Non-Home Based
7. Truck
8. Taxi

Two separate generation equations (one for each trip end) were prepared for each of the home based trip purposes. Additionally, non-home based generation, as well as truck and taxi trip generation (essentially non-home based in character) was developed in special equations.

As a matter of interest and in order to give the reader insight into the scope and depth of this trip generation analysis, the variables listed below were used as shown in Table II to develop the several trip purpose equations. Table II has been annotated to identify those variables which were used in the final equations.

1. Population
2. Dwelling Units
3. Automobiles
4. Industrial Employment
5. Commercial Employment
6. Other Employment
7. Total Employment
8. Agriculture & Fishing Employment
9. Mining Employment
10. Construction Employment
11. Manufacturing Employment
12. Transportation, Utilities & Communications Employment
13. Wholesale, Retail, Financial & Real Estate Employment
14. Personal Services Employment
15. Amusement & Recreation Employment
16. Professional Services Employment
17. Government Employment
18. Net Residential Acres
19. Net Non-Residential Acres
20. Income
21. Population: 5-15 Years of Age
22. Hotel-Motel Units
23. Retail Sales
24. Resident Labor Force

⁷ Technical Report No. 3, Development of Travel Models, Mel Conner & Associates, Inc.

25. Manufacturing Floor Area
26. Building Materials & Hardware Employment
27. General Merchandise Employment
28. Food Employment
29. Auto Dealers & Service Station Employment
30. Apparel & Accessories Employment
31. Furniture & Home Furnishings Employment
32. Eating & Drinking Employment
33. Miscellaneous Retail Store Employment
34. Total Retail Employment
35. Open Space
36. Grade 1-9 School Enrollment
37. Grade 10-12, College and Other School Enrollment
38. Sales Space Area
39. Parking Space Area

Trip Distribution

The next step in identifying travel characteristics involved development of a mathematical means of expressing the zone-to-zone distribution of generated trips. The technique employed expresses mathematically the gravitational concept (analogous to that advanced by Newton in the year 1686) and utilized the trip generation data in conjunction with zone-to-zone distances expressed in terms of travel time.⁸ This mathematical formula, called a "gravity model", was employed only for trips having both ends inside the study area. External trip forecasts were determined via a trip growth factoring method.

The gravity model distributes trips from production zone to attraction zone; therefore, it is necessary to define "production" and "attraction" as it is used in this discussion. To demonstrate the production and attraction definition, it is first necessary to classify all trips as either home based or non-home based, as previously defined.

Home based trips are always produced by the zone of residence of the tripmaker, whether the trip begins or ends in that zone, and are always considered as attracted at the non-home end of the trip. Non-home based trips, as well as truck and taxi vehicle trips, are always produced by the zone of origin and attracted by the zone of destination.

In essence, the gravity model expresses mathematically the concept that trip interchange between zones is directly proportional to the relative attraction, in

terms of trips generated, of each of the zones and is inversely proportional to some function of the spatial separation, in terms of travel time, between the zones. Therefore, once the number of trips attracted by each zone is known (from the trip attraction equations) and the travel time between all pairs of zones is developed (via field study), then the trips produced by each zone (from the trip production equations) can be distributed in a logical quantitative manner to all other zones. Application of this gravitational theory results in a simulation of the volumes of trips which would use the transportation system defined.

Modal Split Analysis

Subsequent to the development of the person trip generation and distribution models, development of an additional mathematical model was undertaken for the purpose of separating trips via public conveyance from those via private vehicle. Application of this technique is called "modal split". The development of modal split equations through a multiple regression process involved extensive analysis, as this was an important factor in the total transportation picture.⁹ Although transit carries only six percent of the area-wide person trips, these are oriented to the Central Business District where nearly 25 percent of the trips are by transit.

Travel Model Validation

The final step in identifying the study area's travel characteristics involved application of all the land use, social and economic data provided by the County Planning Department to the mathematical models described in the foregoing paragraphs in order to reproduce, synthetically, the travel and zonal trip exchanges recorded in the field studies. The synthesized trip data were, through a "traffic assignment" process allocated onto the 1964 street system and compared to actual traffic movements and other travel parameters.

As a result of these comparisons minor adjustments were made to the several trip generation and distribution models, and tools capable of predicting travel needs associated with any configuration of land use and arterial streets came into being. The application of these tools will be discussed in the next Chapter.

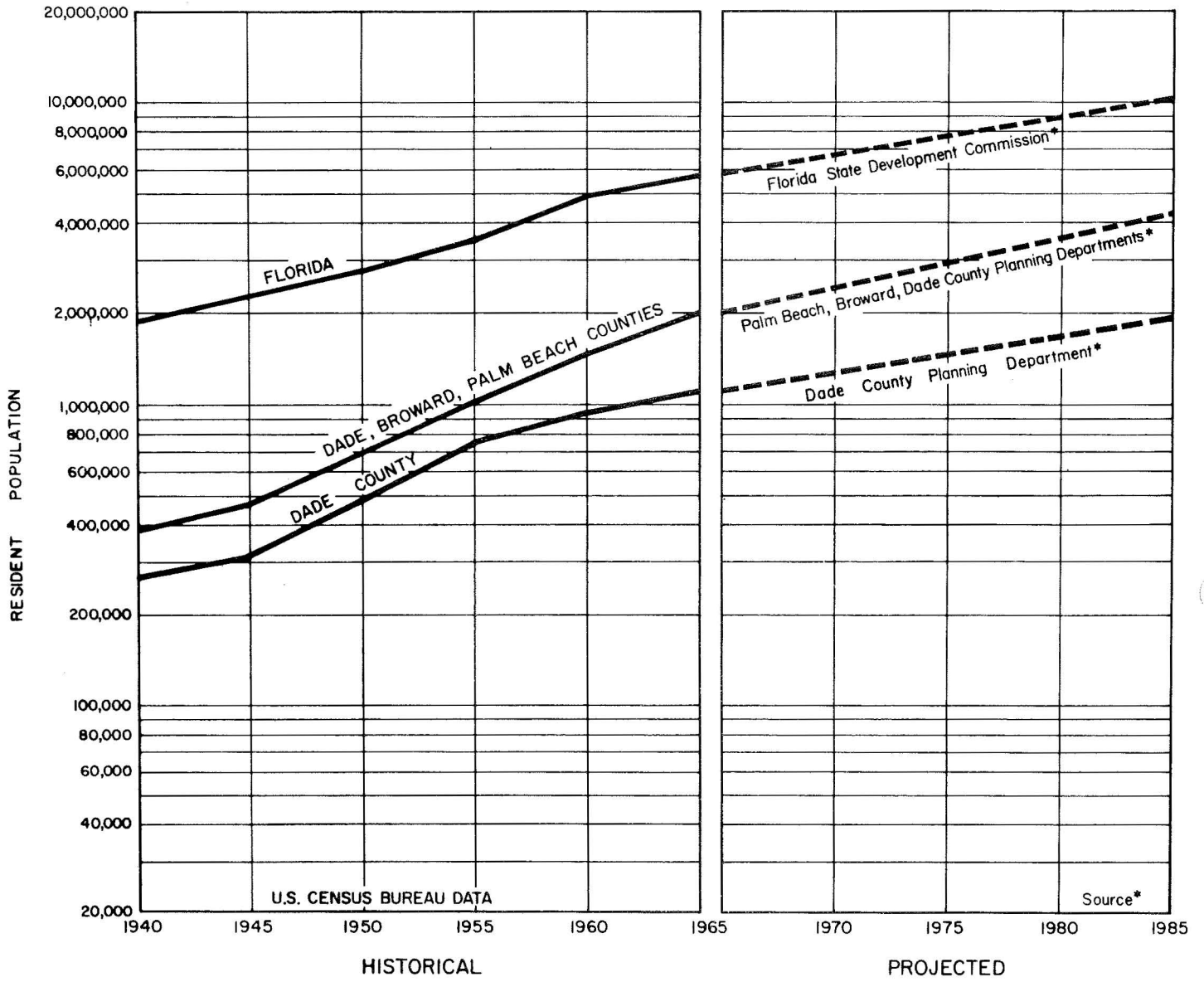
⁹ An initial modal split analysis was conducted by the Consultant and presented to the Florida State Road Department. The Department subsequently undertook an alternative analysis; both have been described in Technical Report No. 4.

⁸ Ibid, p. 11.

TABLE II
INDEPENDENT VARIABLES TESTED FOR TRIP GENERATION EQUATIONS

TRIP PURPOSE	VARIABLE NUMBER																																						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Work Productions	x	x	x													x		x																					(x)
Shopping Productions	x	(x)	(x)		x											x		x		x			x																
Social-Recreation Productions	x	x	(x)		x											x		x		(x)																			
School Productions	x	x	(x)													x		x	x	x																			x
Miscellaneous Productions	x	x	(x)		x											x		x	x	(x)																			x
Work Attractions	x							(x)										x																					x
General Shopping Attractions																			x									x											x (x)
Shopping Center Attractions																																							(x) (x)
Social-Recreation Attractions		(x)				(x)										(x)																							x x
School Attractions																																							(x) (x)
Miscellaneous Attractions					x		x	(x)					x	x	x		x																						(x)
Non-Home Based Productions or Attractions		x			x		x											x																					x x x x x x x x x
Truck Productions or Attractions	x		(x)	x	x	(x)	x	x	x	x	x	x	x	x	x	x	x																						x x
Taxi Productions or Attractions	x		x				(x)												x		x																	(x)	

⊗ Variables used in the final equations.



POPULATION GROWTH TRENDS

FIGURE 7

CHAPTER III FORECAST — FUTURE CONDITIONS

A design year of 1985 was established for this study. Since the study was initiated in 1964, this provides a twenty-one year forecast period— appropriate for transportation planning, since the life of transportation facilities usually is expected to be twenty years. In the continuing planning process the target or design year will be continually moved into the future as 20-year forecasts are made in succeeding update studies. Although the current planning studies provided data for determining transportation needs in 1985, if growth were to occur more rapidly than anticipated at the present time, the plans would, in effect, be for a year prior to 1985. Conversely, if growth in the Dade County urban area were retarded, the plans would be for a year farther in the future than 1985. The plans developed in this study, then, are for a certain level of growth, a certain population or intensity of development for the Dade County urban area, rather than for a specific year, but assumed at this time to be 1985.

Future Planning Data

As previously mentioned, relationships between travel and current planning data were developed for the Dade County urban area. To estimate future travel, planning data for the design year (1985) were forecasted based upon past growth trends and estimates of expected growth. The Dade County urban area is expected to continue a rapid growth during the 21-year period from 1964 to 1985. Planning data for 1985 were provided by the Metropolitan Dade County Planning Department and included forecasts of these data for each traffic zone throughout the study area.¹⁰ Forecasts of the more pertinent data are summarized in Table III. Shown with this table are rates illustrating the change (or lack of change) in household size, automobile ownership, and the person-per-job rate. Population growth trends, exclusive of tourists, are projected in Figure 7.

The increase factors give dramatic indication of the magnitude of change which may be expected in Dade County over the 21-year period. The forecasted data provide an excellent base for determining the 1985 travel demands.

Graphical and tabular descriptions of the future land use plan are presented in reports prepared by the Metropolitan Dade County Planning Department.

¹⁰ Technical Report No. 5, *Growth Projections*, Mel Conner & Associates, Inc.

Residential and non-residential land use estimates for 1985 have their basis in existing and expected land use development patterns, land accessibility, and population trends. An economic study and forecast of employment, income, automobile ownership, and tourist facilities was also performed by the Planning Department.

Throughout the transportation study excellent communication between the participating agencies via the Technical Advisory Committee has assured that the findings of other current studies have been given due consideration in the analysis of growth.

**TABLE III
SUMMARY OF PLANNING DATA
FORECASTS**

Study Area Planning Data	1964	1985	Increase Factor
Population	1,187,000*	2,138,000*	1.80
Employment	429,000	795,000	1.85
Dwelling Units	329,000	636,000	1.93
Automobiles	383,000	867,000	2.26
School Enrollment	257,000	531,000	2.07
Rates			
Population/ Dwelling Unit	3.61	3.36	
Autos/ Dwelling Unit	1.16	1.36	
Population/ Employment	2.77	2.69	

* Includes resident and tourist population.

Future Travel

The 1985 land use plan described earlier in this Chapter can be expected to foster many more trips than does today's urban area. In order, then, to satisfy the stated objective of developing a future transportation plan which will offset today's traffic problems and avoid tomorrow's, a measure of "tomorrow's" travel needs was required.

The tools for this work have been developed. The discussions in Chapter II pointed out that travel characteristics, when expressed in mathematical terms, can be used to reliably estimate trip generation and distribution from a given set of community economic circumstances and land use configuration. The earlier sections of this Chapter presented Metropolitan Dade

County's own thinking (via the County Planning Department) on the 1985 economic and land use character of Dade County.

Estimates of Internal Trips

Utilizing the County's 1985 Land Use Plan data, the trip generation equations were solved for each traffic zone in the study area. The results of these solutions provided the 1985 trip estimates for each trip purpose category studied. After certain adjustments for areas such as the public parks and pari-mutuel racetracks, these trip estimates were summed for the study area.¹¹

¹¹ Technical Report No. 5, *Growth Projections*, Mel Conner & Associates, Inc.

The forecast produced 6,051,620 person trips for the Miami urban area on an average winter season weekday in 1985. This represents a growth of 2.23 times the number of trips noted for the same area in 1964 (2,718,361). Table IV shows the trip forecasts by purpose and compares 1985 trip estimates with 1964 trips.

The growth of the trips in the Miami urban area predicted between 1964 and 1985, illustrated in Table IV, would be considered extremely high in most areas of the country, but the urban area of Dade County is growing rapidly, and the large annual increases are expected to continue. It should be noted that the very high growth rates occur in the southern, western and north-western portions of Dade County; i.e., those not presently urbanized. However, much

TABLE IV
INTERNAL PERSON TRIP GROWTH

Type of Trip	Estimated 1964 Trips	Estimated 1964 Percent	Estimated 1985 Trips	Estimated 1985 Percent	Increase Factor
Home Based					
Work	503,737	18.5	1,146,063	18.9	2.27
Shop	450,666	16.6	1,043,690	17.3	2.31
Social- Recreation	444,596	16.4	996,948	16.5	2.24
School	244,321	9.0	516,468	8.5	2.11
Miscellaneous	496,438	18.3	1,118,698	18.5	2.25
Subtotal	2,139,758	78.7	4,821,867	79.7	2.25
Nonhome-Based					
Person	403,012	14.8	917,975	15.2	2.28
Truck	162,739	6.0	286,148	4.7	1.76
Taxi	12,852	0.5	25,630	0.4	1.99
Subtotal	578,603	21.3	1,229,753	20.3	2.13
Total Internal Trips	2,718,361	100.0	6,051,620	100.0	2.23

TABLE V
INTERNAL TRIP RATE COMPARISONS

	1964	1985
Trips/Dwelling Unit	8.26	9.52
Trips/Population	2.29	2.83
Trips/Automobile	7.09	6.93
Dwelling Units	328,920	635,760
Population (Total)	1,187,326	2,138,420
Automobile	383,345	867,046
Trips	2,718,361	6,051,620

of the area now extensively developed will experience a growth of 2 to 5 times. Thus, much of the increased travel demand by 1985 can be expected in the corridors now served by heavily traveled expressways—I-95, Palmetto Expressway and the Airport Expressway. This increased density and resulting need for additional high capacity roadways will require thorough analysis to determine an optimum balance between highways and socio-economic activities.

Trip rates for the study area are shown in Table V. As noted, there is a significant increase in trip rates per person and per dwelling unit predicted for the target year 1985. This increase is indicative of the predicted rise in the overall socio-economic level of the area. As a result of such an economic rise, persons will increase their automobile ownership and at the same time make more trips. This increase in automobile ownership explains the decrease in the trip rate per automobile. Even though each dwelling is generating more trips, there are more autos available for travel; thus the decrease in rate.

Estimates of External Trips

The trip generation equations used to predict internal trips were developed for and used only for the traffic zones within the internal study area. The development of such equations and their use in predicting future trips require extensive data and, therefore, the development of similar external trip models was not considered warranted because of the difficulty and expense of obtaining such data for all the areas outside the Miami urban area. Instead, a growth factor procedure was used to estimate both the number of 1985 trips to and from areas outside the study area and those which will pass completely through the study area.¹²

Since major transportation studies have been recently performed in both Palm Beach and Broward Counties, the 1985 total internal trips by zone within each of the three southeastern coastal county study areas have been calculated through use of trip generation equations. 1985 trip growth factors were determined for the zones and districts of these three counties using the following equation:

$$\text{Growth Factor} = \frac{1985 \text{ Trip Ends}}{1964 \text{ Trip Ends}}$$

It is important to note here that slightly more than 80 percent of the 1964 external trips made in Dade

County were either to or from Broward and Palm Beach Counties.

Growth factors were also developed for those external areas not in the Dade, Palm Beach or Broward County study areas, by using existing and estimated 1985 population figures. The 1985 population estimates for these other external areas within Florida were made by the Florida Development Commission. Projections for the areas outside Florida involved an analysis of historical growth of the United States.

Under this factoring process the external vehicle trips increased from nearly 137,000 in 1964 to about 467,000 in 1985 for all trip purposes and categories. The 467,000 external vehicle trips in 1985 represent about 11 percent of the total vehicle trips expected daily in Dade County. (In 1964 about 7 percent of the total vehicle trips were external.) Over 84 percent of the future external trips are expected to begin or end in the Broward-Palm Beach County area.

1975 Travel

1975 travel was estimated using a process similar to that described for 1985 travel. Planning data for 1975 was estimated by the Metropolitan Dade County Planning Department using a modified interpolation between the 1964 and 1985 data. Internal person trip estimates, by trip purpose, were developed from the application of trip generation equations to these planning data and were analysed in comparison with corresponding 1964 and 1985 values. All apparent variations were solved and it was concluded that the estimated 4,488,003 internal person trips for 1975 were acceptable for use in analysis for staging the transportation plan development.

External trip estimates for 1975 were developed using the growth factor method described for 1985 external trips. This expansion process resulted in 306,236 external vehicle trips for 1975 which were later added to vehicle trips derived from internal person trips to form a total traffic assignment trip table to be used in testing stage development plans.

Summary

This Chapter has described the estimating of 1975 and 1985 travel, using forecasted land use data supplied by the County and the trip generation and distribution models derived during this study. The application of this travel, quantified as interzonal movements throughout the study area, to assumed future transportation systems will be discussed in the next Chapter.

¹² Ibid.

CHAPTER IV

DEVELOPMENT OF THE TRANSPORTATION PLAN

It is virtually impossible, even with a knowledge of the future land use configuration and the trips it will produce, to immediately define a recommended 1985 street and highway system. This is true, basically, because any such recommended system must meet the three following criteria:

1. It must provide an acceptable level of service for future travel.
2. It must be economically attainable.
3. It must be compatible with community desires.

Satisfaction of these criteria involves a plan development process in which alternate schemes are tested until one which best meets the criteria is identified.

The Study's Technical Advisory Committee was closely involved throughout the development and testing of future alternate transportation plans. The Technical Advisory Committee helped to insure that the community values of the various municipalities were met, as well as assisting the State Road Department and the Consultant by providing technical facts. To insure that the future thoroughfare system would be compatible with the development desired by the local area, the Technical Advisory Committee and the County Planning Department were continually involved in the development of the plan. This involvement in the analysis, and the improved knowledge of the inter-effects between land use and transportation, also led to improvements in the land use plan.

The remaining portions of this Chapter will present briefly the development process that has led to the Recommended 1985 Street and Highway Plan.

Plan Development Procedures

In initiating the testing process, 1985 trips (developed according to the procedures described in Chapter III) were assigned to the 1964 "existing-plus-committed" system of arterial streets.¹³ This system included all major existing facilities and those committed to be built. Committed projects were defined as those definitely programmed for construction, as determined from the budgets of the State Road Department and Metropolitan Dade County, and included the then approved Interstate Highway System. The assignment of 1985 trips to this system illustrated the locations and magnitude of the capacity deficiencies of traffic corridors.

¹³ These trips represent travel on an average weekday in the winter season.

The first future alternate arterial plan proposed for testing was prepared by starting with a base 1985 network which had been defined as part of the County's 1985 General Land Use Master Plan (GLUMP). Future (1985) trips were then assigned to the facilities on this initial future system, with subsequent evaluation and analysis to determine the need for additional improvements. Decisions were aided by noting weaknesses in the existing-plus-committed system.

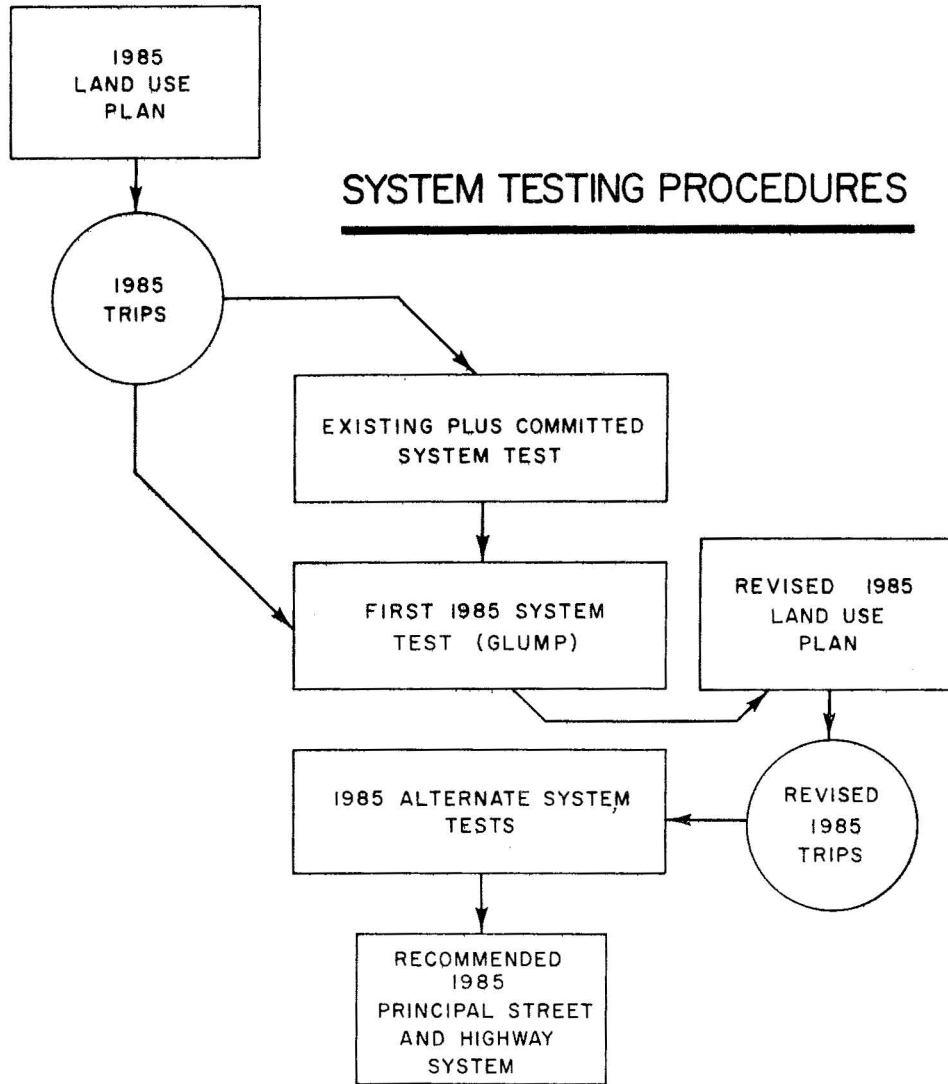
The recommendations for changes to the initial future system in some cases meant changes in land use plan estimates. The Dade County Planning Department incorporated these changes in the 1985 Plan when it was felt that revisions to the transportation system would affect the land use development within the study area. This process is often referred to as "feedback."

This process of testing alternate future transportation systems was repeated until a system was found which served the projected land use and resulting 1985 traffic. Figure 8 illustrates the transportation system testing and evaluating procedures used in the Miami Urban Area Transportation Study.

Evaluation Factors

Large urban areas normally experience trip lengths which, in terms of time and distance, are relatively long. It is desirable, though, that any proposed future transportation plan minimize trip lengths (in terms of time) as much as is economically practical. Of course, an extremely expensive system can be designed which will result in very short trip times, but capital costs would normally prohibit construction of such a system. On the other hand, it is conceivable that, even though it is normal for trip lengths to increase as a city grows, a feasible plan which reduces future trip times slightly below existing trip times can be developed, resulting in a higher level of service at reduced operating costs. It is also possible, since the distances between residential, shopping, working and recreational areas naturally affect the lengths of trips in an area, to exercise control of future trip lengths by virtue of the efficiency of the future land use plan itself.

Therefore, if a feasible plan providing an optimum level of service is to be attained, then total system miles, vehicle miles, plus person—and vehicle—hours must be minimized for the future highway network. As the vehicle-mile and vehicle-hour values for the alternate transportation systems are reduced, user



MIAMI URBAN AREA TRANSPORTATION STUDY
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FIGURE 8

costs are decreased. Similarly, as system miles (or system lane miles) increase, the vehicle hours and person hours will decrease as higher speeds and more direct routes between points are realized.

As will be illustrated in a later discussion in this Chapter, a balance between the increase in lane miles and the reduction of vehicle miles and hours must be reached. When increases in lane miles fail to significantly reduce the vehicle hours and person hours of travel, the point of diminishing returns will have been passed and such additional mileage is not justified.

Volume-to-capacity ratios for tested systems must also be examined to identify, in each alternate system, the amount of the highway network over capacity or under capacity. The most efficient system would have a very small percent of the system mileage operating either over or under capacity, including links whose volume/capacity ratios vary only slightly from 1.0.

Total system costs are examined to determine a realistic and efficient economic level of the future transportation system. The direct total system costs as used in this study are divided into two parts: (1) operating costs and (2) capital costs. Operating costs consist of costs for vehicular operation and operators' and passengers' time. Capital costs are those associated with construction, maintenance and financing of highway facilities.

The general rule is that as the capital costs increase, the operating costs will decrease. Therefore, just as a good balance between lane miles and vehicle-or person-hours is needed, a good balance between capital and operating costs is desirable. Naturally, the costs are related to and depend on the system-miles, vehicle-miles and person-hours.

One of the major goals stated earlier was that the desirable transportation plan must be economically attainable, therefore, estimated future revenue must be examined. Chapter VI will describe the cost and financing considerations related to the Recommended 1985 Principal Street and Highway Plan.

The desirable network provides a major unifying influence on the urban area, as well as restraining and separating various non-compatible land uses. The Metropolitan Dade County Planning Department and the Technical Advisory Committee assessed the community standards and determined the compatibility of the various land uses. Such decisions on land use were made at the local level and were reviewed by and found acceptable to the Technical Advisory Committee.

Preparation of Alternate Networks for Analysis

The initial step in each alternate system analysis was to specify the configuration of the transportation network to be evaluated. This step, of course, is dependent upon the results of the previous analysis (with the exception of the first test of the existing and committed system) and includes detailed changes to the previous system tested. These changes include the addition of new facilities and any deletions which are prescribed, as well as adjustment in capacities of existing facilities to account for proposed lane increases or other improvements in the level of service.

Capacity values for roadways on the future systems were developed on the basis of average values set forth in the 1950 Highway Capacity Manual Supplemented by the 1958 Curves¹⁴ and in the 1965 Highway Capacity Manual¹⁵, as well as with reference to local capacity characteristics detected in field studies. These general capacity values (level of service "C") are:

Arterial

Two-Lane (2-way) . . .	10,000 vehicles per day
Two-Lane (1-way) . . .	11,000 vehicles per day
Three-Lane (1-way) . . .	16,000 vehicles per day
Four-Lane (2-way) . . .	20,000 vehicles per day
Four-Lane divided (2-way)	24,000 vehicles per day
Six-Lane divided (2-way)	30,000 vehicles per day

Freeway

Four-Lane	48,000 vehicles per day
Six-Lane	72,000 vehicles per day
Eight-Lane	96,000 vehicles per day

Adjustments up and down from these values were necessary in order to account for special situations which might increase or lower the given service level. In some instances existing facilities are operating in excess of these values and are providing less than a desirable level of service. Because of this, capacity values representing "Level of Service C"¹⁵ were selected since traffic volumes associated with this service level permit stable traffic flow and appear to be suitable for design purposes.

Vehicle speeds on the facilities specified in each alternate plan were adjusted to coincide with the new capacities assigned. Realistic capacity-speed relationships were used for this phase, generally based on speed studies performed by the State Road Department.

¹⁴ Analysis was initiated prior to publication of Special Report 87, Highway Research Board.

¹⁵ Special Report 87, Highway Research Board.

Traffic Assignment

After defining the elements of each alternate system for testing, the estimated 1985 person trips (generated by the associated future land use plan) were distributed between traffic zones. This 1985 internal travel was distributed using the eight-purpose gravity model as developed with 1964 travel data for the Miami urban area. (See Chapter II.) Interzonal travel times for the Gravity Model (distribution model) were determined by computing times necessary to travel from zone to zone with the facilities (and associated speeds) provided by the thoroughfare system being tested.

Transit trips, auto driver trips and auto passenger trips were estimated from the total internal person trips via application of mathematical relationships determined with 1964 data. The resulting auto driver trips were added to the truck, taxi and external trips to provide a total vehicle trip interchange. The resulting matrix of total vehicle trips was then assigned to the road system, with the capacity value of each facility thereon acting as a restraining influence on trip loadings. This influence is effected in the following manner: when vehicle loadings on various elements of the network exceed the capacity values of the links involved, the assignment program reduces the speed values associated with these links, thereby increasing travel time for trip routings via these links. Because of this increased travel time, subsequent trip routings are directed away from the overloaded facilities.

Each network was subjected to three iterations of this capacity restraint assignment technique (each iteration seeking an improved volume-capacity ratio) with the assignments being evaluated in terms of over-loaded facilities, facilities with too few assigned trips, unrealistic travel speeds and other functional problems.

The final network, however, was subjected to two supplementary tests—a 1985 peak-hour assignment and a partial network analysis. These tests were aimed at providing a more detailed analysis of future needs, and also provided detailed traffic volume data for use as a reference in geometric design.

The peak-hour volumes developed in this test (a capacity restraint process utilizing hourly capacities) were noticeably longer in the areas of employment where work trips are generated. This is to be expected, since a larger percentage of work trips take place during the peak-hour than trips of other purposes. Since the peak-hour assignment was made

with directional loadings, many of the facilities were found to have heavy volumes in only one direction; mainly from places of large employment to residential areas. In some cases, these heavy directional volumes resulted in more critical volume-capacity ratios than were found from the 24-hour assignments which tested balanced traffic flow.

As with the 24-hour assigned volumes at a given location (but perhaps even more so with the peak-hour assigned volumes) some judgment and reasoning must be applied in the use of these peak-hour values, since the peak-hour analysis does not necessarily reflect local conditions but is more a demonstration of an area-wide effect of traffic on the major components of the system. As with other tests, the peak-hour assignment is only a tool to be used with other data (and judgment) as a guide in system development.

A partial network analysis was undertaken in order to (1) more accurately define the corridors of heavy, long-distance travel, (2) aid the determination of priorities in constructing certain expressways¹⁶ versus arterials in corridors where both types of facilities are proposed, (3) aid in defining the corridors where a significant transit service will be necessary, and (4) aid in quantifying the potential vehicle volumes (and, thus, person trips) which might be converted to transit usage.

The analysis was carried out by grouping 1985 zonal vehicle trips (external and internal) into analysis districts and assigning those whose trip times equaled or exceeded 13 minutes (representing the longer half of the total travel) to a partial network composed only of expressways and certain arterials in heavily traveled corridors. The network loadings which resulted were examined, and adjustments in the overall system were adopted.

Consideration of these test data, in conjunction with the 24-hour and peak-hour assignments, is reflected in elements of the recommended 1985 street and highway plan.

The economics of each test system were evaluated also; however, this analysis on initial networks was brief and less detailed than that employed for later systems. The recommended system, of course, was subjected to a thorough operational, economic, land

¹⁶ The term "expressway", as used in this report, includes freeways and expressways, the former having full control of access through interchanges. It has been recognized in developing the Miami "expressway" system that initial construction of the recommended facilities may involve less than complete control of access.

use and community value analysis which is reported later in this Chapter.

A total of five street and highway networks were tested with forecasted (1985) travel desires before a final, recommended system was defined. The following is a list of all these systems with the network number assigned to the map prepared for each.

Existing Plus Committed System—Network 2	
First 1985 Trial System*	—Network 3**
Second 1985 Trial System	—Network 4
Third 1985 Trial System	—Network 5
Final Test System	—Network 6**

Note: The existing (1964) System Map was designated as Network 1.

* "County Thoroughfare Plan", as defined prior to this analysis.

** System testing included rapid transit and bus networks.

Future Transit Trips

The modal split model for this study was used to split off distributed person trips to the transit mode for both the 24-hour and the peak-hour assignments to Network 6. This modal split model, discussed in Technical Report No. 4, predicted transit trips for areas to be served by a transit system in 1985. The Metropolitan Dade County Planning Department described the area of proposed future transit service and two alternate types of operation. One system represents an extension of the existing bus service, and was described in a manner similar to the highway system link-node maps. The other system represented a rapid transit-feeder bus network.

After the transit person trips were split off in the Network 6 tests for each of the two transit alternates, all purposes were summed to provide 24-hour and peak-hour 1985 transit trip tables. Assignments were made of each of these transit trip tables, and the results of these assignments were submitted to the County Planning Department for use in additional transit analysis. Table VI shows the number of trips associated with these assignments.

As shown in Table VI, the modal split resulted in a small difference in transit trips between the bus and the rapid transit systems on both the daily basis (0.8%) and the peak hour (1.4%). However, it seemed advisable to carry out all transit assignments to provide data which may prove useful to the County in its forthcoming comprehensive transit study. The fractional difference in highway trips in the 24-hour predictions (0.04%) and in the peak hour (0.09%) was too insignificant to have any effect on the highway plan analysis.

The Metropolitan Dade County Planning Department performed the transit analysis including the definition of a future transit system. That study has been described in their reports, particularly the series of technical memoranda on the "Public Transit Master Plan", and will be further refined in a planned comprehensive transit study.

Evaluation of Test Results

In evaluating the results of the test and assignment of the recommended principal street system, the goals outlined earlier in this Chapter are recalled. The first goal is that the plan provide a good level of service for the estimated 1985 traffic. The resulting trip lengths, shown in Table VII, are one measure of the level of service.

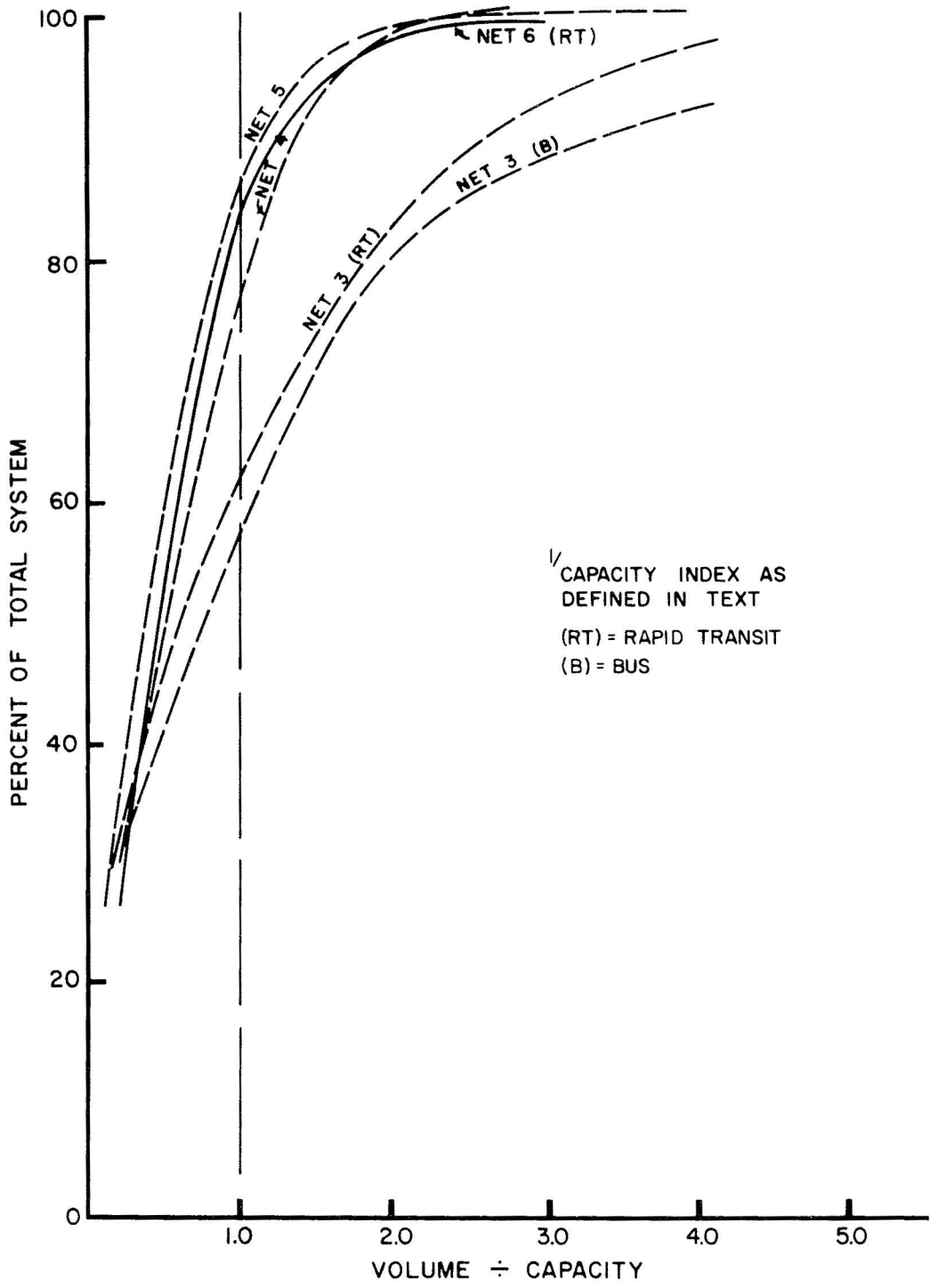
Since the average trip length is predicted to be only 15.6 minutes for the recommended 1985 system, compared to the 15.4 minutes determined in the 1964 survey, it can be concluded that, overall, an acceptable travel time level of service will be obtained for the study area in the future. Analysis by trip purpose revealed that forecasted travel times for all purposes are similarly acceptable. Most will not change significantly; however, it should be noted that work trips are the only ones being shortened in time.¹⁷

In evaluating the assignment of vehicle trips to the facilities of the recommended system, a comparison was made between the traffic volumes and the planned capacities for all the facilities on the Network. Figure 9 graphically depicts the volume-capacity index ratio for the systems tested with 1985 traffic. When traffic was assigned to Network 3, only about 60% of the system had volume-capacity-index ratios less than 1.0, while almost 20% of the system had ratios of 2.0 or greater. As testing of systems progressed, improvements were made until only about 13% of the system exhibited values greater than 1.2.

With the use of minimum time-path traffic assignments, it was found necessary to assume a capacity index (used as "capacity" in application of capacity restraint processing described earlier in this Chapter) for expressways at a level less than the actual traffic carrying capability of a highway. This counteracts the effect of the expressway initially being assigned extremely large volumes due to the speed differentials resulting from comparisons to arterial streets. Consistent with normal computer program operation, the

¹⁷ Technical Report No. 6, *Development of the Recommended 1985 Principal Street Plan*, Mel Conner & Associates, Inc.

1985
 VOLUME - CAPACITY^{1/2} RATIO
 VS.
 PERCENT OF TOTAL SYSTEM



MIAMI URBAN AREA TRANSPORTATION STUDY
 MEL CONNER & ASSOCIATES, INC.

FIGURE 9

TABLE VI
TRAVEL DATA BY MODE — NETWORK 6

System Tested	Internal Person Trips	Highway Vehicle Trips	Transit Trips
(1) 1985 Highway and Bus 24-Hour	6,051,600	3,829,300	243,400
(2) 1985 Highway and Rapid 24-Hour	6,051,600	3,827,700	245,400
(3) 1985 Highway and Bus Peak-Hour	532,600	336,900	27,200
(4) 1985 Highway and Rapid Peak-Hour	532,600	336,600	27,600

TABLE VII
1964 - 1985 TRIP LENGTH COMPARISON

System/Year of Traffic	Average Trip Length in Minutes
Network 1, 1964	15.4
Network 3, 1985	17.1
Network 4, 1985	15.8
Network 5, 1985	15.6
Network 6, 1985	15.6

TABLE VIII
VEHICLE HOURS—VEHICLE MILES—AVERAGE SPEEDS

Network	Vehicle Hours ¹	Vehicle Miles ¹	Average Speed ²
3 (1st Future Alternate)	2,243	39,249	18
4 (2nd Future Alternate)	1,021	28,047	27
5 (3rd Future Alternate)	965	28,099	29
6 (Recommended System)	859	26,824	31

¹ Value in thousands.

² Rounded to nearest whole mile per hour.

volumes assigned to expressways after capacity restraint were found to be 20% to 40% greater than the capacity indices used, but not much greater than the volumes that the expressways can be expected to carry without congestion. Figure 9 must, therefore, be viewed in light of a capacity index being less than the true capacity, particularly for expressways.

Further major refinements of the system did not seem feasible, from a system cost standpoint, as will be discussed in Chapter VI. This phase of the analysis gave further indication that Network 6 represented, subject to the additional analyses described on succeeding pages, an effective transportation system. Minor improvements made later were directed toward an improved level of service with nominal cost increases.

An investigation of vehicle-miles, vehicle-hours and average speed also indicated that the recom-

mended network is an efficient transportation system. Improvement in these values occurred as testing of networks progressed (see Table VIII).

Review of the traffic estimates resulting from the 24-hour assignment verified that Network 6, with a few changes in the recommended number of lanes, was adequate to handle the trips generated by the 1985 land use plan. For a more detailed analysis of future needs, an assignment was made of 1985 peak-hour traffic estimates.¹⁸ This disclosed certain needs for minor adjustments in the level of service and helped lead to the decision that Network 6, with minor modification, was the system to be recommended.

After definition of the recommended 1985 highway plan, an assumed 1975 network was delineated to

¹⁸ Ibid.

include those recommended improvements which, in the judgment of State, County and Consultant technical staffs, were considered the most critically needed. This was done in order to plan initial actions required to relieve today's traffic conditions, as well as to provide information helpful in programming the highway system development so that, in each stage, there will be system continuity and balance.

The Metropolitan Dade County Planning Department estimated 1975 land use activities and defined them in terms of variables similar to those in the trip generation equations which were used in estimating 1985 travel. The resulting 1975 internal person trips were distributed to the internal traffic analysis zones, utilizing gravity models and Network 7 travel times. After distribution, person trips were split by mode using the study's modal split model, the assumed future bus system (Network T 6), and the 1964 vehicle occupancy rates. The resulting internal vehicle trips were combined with truck, taxi and external trips and assigned to Network 7.

The analysis of this assignment provided guidance in determining priorities in the recommended highway program. It also provides an interim check-point or basis for later reviewing the accuracy of the travel forecasts and the adequacy of the transportation plan.

Other Studies Related to Plan Development

The State Road Department's Division of Traffic and Planning undertook a study of parking as it is related to this transportation study. The parking analysis results are preliminary since that phase of the study has not yet been completed. Obviously, it was not possible, without undue delay to the entire study, to utilize this information in order to determine the 1985 parking facilities required to accommodate the forecasted vehicle trips. It was concluded by the Technical Committee that this delay was not justified, and it was concurred that an assumption would be made at this time that the required parking will be made available as necessary. In summary, it was concluded and agreed by the Committee that at this time there is no evidence of any parking shortage in 1985 which would preclude development of land use as now projected. As a part of the continuing phases of this study, the final results of the parking study must be reviewed with particular attention to the land use and activity in the major critical areas of parking demand.

Throughout the transportation study excellent communication between the participating agencies via the Technical Advisory Committee has assured that

the findings of other current studies have been given due consideration.

During 1966-67 a "Comprehensive Plan for Downtown Miami"¹⁹ was prepared for the Downtown Development Authority of the City of Miami. That study identified existing conditions, recommended goals and policies, and presented a physical development plan for the year 2000. Growth trends as developed in the Miami Urban Area Transportation Study for the year 1985, and as generally described in this report, were acknowledged in the Doxiadis study; however, the latter plan assumes, for the year 2000, a much greater density and concentration of activity in the center city. The pattern of development considered in this 1985 transportation study is directed toward the Doxiadis plan, contingent on the attainment of proper balance in parking, transit and highways; i.e., a system which provides a good accessibility to downtown Miami.

All other known current plans of the cities and agencies within Dade County were also given consideration, directly or indirectly, in the analysis of growth. The plans of the Metropolitan Dade County Transit Authority and Public Works Department were directly accounted for through the active participation of staff members of those agencies as members of the Technical Advisory Committee. Communications with the municipalities, as a normal operating procedure of the Metropolitan Dade County Planning Department, has assured that their goals have not been ignored in the overall transportation planning effort. Among the numerous data, reports and plans referred to by the County Planning Department in preparing growth projections for this study, the following earlier documents published by that agency were reported as being substantially utilized:

- Dade County Economic Base Study, Summary Report, 1960
- Personal Income, Setting Dade County's Goals, 1960
- Urban Growth in Dade County, Florida; Planning Staff Report No. 2, 1960
- Economic Appraisal and Projections, 1960
- Population Change in Dade and Broward Counties, Published annually since 1950
- Population and Housing Estimates as of June 30, 1963
- Population and Housing Estimates as of June 30, 1966
- Proposed General Land Use Master Plan, 1963

¹⁹ Doxiadis Associates, Inc., June, 1967.

Project Plans and Costs

The determination of the precise location for the improved elements of the future principal street plan is a function of preliminary engineering and geometric design. A comprehensive planning study, on the other hand, must examine required improvements in some detail so as to insure feasibility of the plan.

In order to compare the total anticipated costs for the networks tested, it was necessary to make comparable estimates of user, capital and maintenance costs for each system. Table IX shows these costs for the recommended system (Network 6) and for the other networks tested. The user costs are related to the vehicle-miles and vehicle-hours assigned to the system as discussed above, while the capital and maintenance costs are related to the system itself.²⁰

It is not enough, however, to look only at the changes in costs. These cost trends must be evaluated with respect to the increase in system miles and changes in the trip lengths. The relationship noted in this analysis indicates that, with Network 6, a balance between the increase in lane-miles and the reduction in vehicle-miles and vehicle-hours has been reached. Increases in lane-miles beyond the size of the recommended system failed to significantly reduce the vehicle-miles and vehicle-hours of travel; in fact, the large Network 5 system resulted in more overall travel than did Network 6. These figures, equated to costs, indicated that the point of maximum benefit was reached for the urban area's travel. Total and user costs were reduced with the increased system lane-miles, until a system near the least-cost configuration was reached. The total mileage of the recommended system (Network 6) was practically the same as for Network 5; the principal difference was the reduction of expressway lane-miles for Net-

work 6 approaching a desired balance between arterial and expressway travel. Figure 10 demonstrates relationships that exist between total, user, and capital plus maintenance costs and system size (expressway-miles).

Project Plans

In order to specify the particular facilities required to develop the 1985 Principal Street and Highway Plan and to include their associated costs, an engineering examination and cost evaluation of each project was necessary. Initially, an analysis of existing roadway functional conditions was performed, after which design criteria were developed to provide the functional needs of future projects. Finally, estimates of right-of-way, roadway and structure costs were made for all projects reflected in the plan. The ensuing sections of this Chapter discuss the procedures followed in this phase of plan development.

Typical recommended cross-sections and other roadway standards were determined for the various types of road construction required to meet the demands of future traffic estimates. These cross-sections were drawn up in general accordance with the typical sections and details included in the Florida State Road Department's design manual. These typical cross-sections, used in the determination of specific projects and their associated costs, are shown in Appendix A. They are not intended to establish an exact criteria for design for any project within the Miami urban area, since the criteria for design may change in the future, or engineering design studies may indicate a different cross-section is more feasible. The latter is most likely to come about with late priority projects which will require change if the normal practice of a 20-year design period is maintained.

The development of an efficient network to handle

²⁰ Technical Report No. 6, **Development of the Recommended 1985 Principal Street Plan**, Mel Conner & Associates, Inc.

TABLE IX
TWENTY YEAR SYSTEM COSTS
(Millions of Dollars)

Network	Capital & Maintenance	User	Total
3	600	22,100	22,700
4	900	17,500	18,400
5	1,200	17,400	18,600
6	900 ¹	17,400	18,300

¹ Preliminary estimate. See Technical Report No. 7 for final costs.

SYSTEM COSTS vs. SYSTEM SIZE

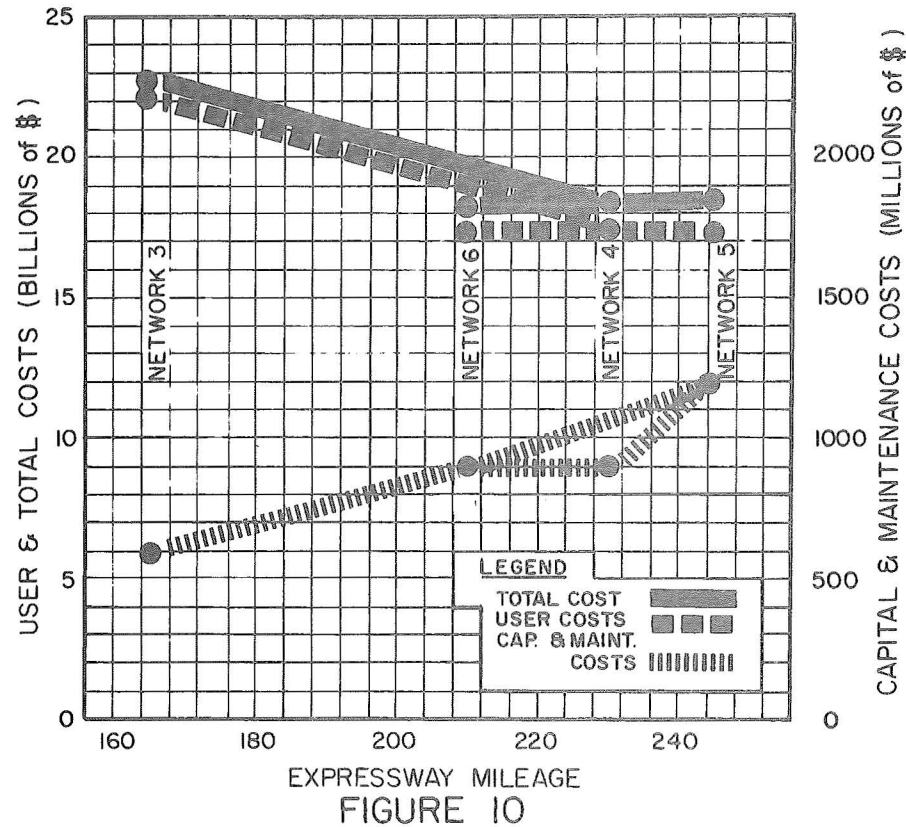


FIGURE 10

the 1985 traffic in Dade County includes widening and extension of the existing arterials, partial relocation of existing facilities and new alignments for new facilities. Although many controlling conditions had to be satisfied, topography and existing development will be the biggest determinant of physical location possibilities. The following are general alignment features that were given consideration:

1. Horizontal Curvature

- a. Design speeds of a facility establish the minimum radii that should be utilized.
- b. Larger radii curves present the more desirable and pleasant appearing alignment.

2. Safety Considerations

- a. Horizontal and vertical curvature should provide adequate passing and safe stopping sight distances.
- b. Speed change lanes should be provided on high type facilities to minimize vehicle conflicts resulting from speed reduction on through lanes.
- c. In view of traffic volumes and monies avail-

able, consideration should be given to the elimination of railroad grade crossings on principal streets.

- d. Consideration should be given to current safety criteria related to drainage canals and other topographical hazards.
- e. It is frequently desirable to make safety-related improvements which are not directly comparable to the priority dictated by traffic volumes only.

3. Penetration and Disruptions of an Area

- a. Alignments through or adjacent to existing subdivisions and neighborhoods should be located so as to minimize the disruption to these areas.
- b. The relocation of families, businesses and industries should be minimized.
- c. The use of any land from public parks, recreation areas, wildlife refuges and historical sites as right-of-way should be avoided if possible. However, use of such land may be considered, providing (1) that there

is no feasible alternative and (2) that any encroachment or harm to the land is kept to a minimum.

- d. Serious study should be directed toward multiple use of transportation rights-of-way; e.g., development of offices, stores, parking and other uses above and below a highway facility, including other modes of transportation.

4. Aesthetic Qualities

- a. Facilities should be located to avoid destruction of visually pleasing buildings, structures, and natural features. They also should avoid obstructing views to such features.
- b. Plans and sketches should be developed using good and visually pleasing geometric and structural features.

Project Cost Estimates

After the 1985 recommended plan was developed and improvements were proposed, estimates of costs in 1968 dollars for these improvements were prepared in the two following categories:

1. Right-of-Way Costs
2. Roadway and Structure Costs

Right-of-way costs were determined by using a cost-per-mile estimate based on recent acquisitions in the Dade County area. County right-of-way analysts provided some estimates of open acreage values throughout the area and some real estate values in terms of the property front-foot in developed areas. Right-of-way cost estimates include an anticipated 3% increase for administration.

A cost analysis was made of recent road and bridge construction in Dade County in order to

establish a typical unit cost for various types of facilities. This analysis provided a cost-per-mile figure for roadway construction for the various cross-sections and a cost-per-square foot for various types of structures. These unit costs were refined to insure accurate estimates of total costs for improvement projects. These refinements included allowances for sidewalks, median widths, and curb and gutter, as well as classification by area into downtown, intermediate, outlying and rural. The estimated project costs for roadway and structures were increased by 14% to include an estimated cost for engineering work associated with the project.

Appendix A, Part 2, summarizes the estimated unit costs for various types of facilities for the Miami urban area. The unit cost figures used in this study include more detail than illustrated in the Appendix A tabulation. Cost figures for improvement of existing facilities and one-way pairs were also developed.²¹

The feasibility of some expressways was determined through the preparation of preliminary geometric layouts of alignments and of interchange locations. A logical and feasible scheme for development of the facility was described on recent aerial photography. The assumed planning cost locations for critical portions of the expressway system are presented in Appendix B.

The results of the cost estimates for the entire system are summarized in Table X in the next Chapter. They are presented in detail later with the project listings in Table XII and in Appendix C. In addition, Appendix C shows the assumed cross-section for each project.

²¹ Technical Report No. 7, *The Highway Program, Cost and Financing*, Mel Conner & Associates, Inc.

CHAPTER V

THE RECOMMENDED HIGHWAY SYSTEM

The recommended Principal Street and Highway System for 1985 can be generally described as a "grid" system. As in most extensively developed urban areas, the framework of Miami's future street system has already been established; i.e., the existing streets comprise a large part of the 1985 network. Figure 11 is a graphic presentation of the recommended plan and identifies such features as expressways, express streets, arterials, interchanges, grade separations, and number of travel lanes.

General Description

Throughout the process of developing a workable 1985 highway plan it was considered imperative that the disruptive effect of new expressway construction in densely developed areas be minimized. The 213 miles of freeway in the recommended system is the minimum which can adequately serve the 1985 needs, assuming even the most extensive transit system. Other systems tested included as many as 246 miles of freeway. More than one-third of the new freeway mileage is located in areas not yet densely urbanized; through appropriate development controls and coordination, their disruptive impact can be minimized.

Exhaustive exploration was performed seeking means to avoid over-emphasis on the freeway as a solution. One important innovative concept which evolved was that of designing the freeway system so as to minimize usage by those making short trips and indirect trips. Certain inter-expressway connections are not provided for; system-testing revealed that this will result in greater efficiency and less overlapping of service and critical overloading. Further, it is believed that motorists will find this system less confusing in that generally the expressways serve particular corridors, rather than as connectors to other corridors. As a prime example, the Interama Expressway primarily serves those trips in the north-south corridor which go to and from the Miami business district, while the North-South Expressway serves parallel trips, many of which by-pass downtown Miami. Another example of this coordinated design is the South Dixie Expressway which has very few interchanges and thus will carry only long trips; adjacent U. S. 1, relieved of the longer trips, will adequately and better serve the shorter trips.

The concept of "express streets" was explored as a classification providing a level of service between that of the expressway and that of the signalized arterial street. There will be numerous engineering

and local impact problems associated with constructing the through-lane "fly-overs" for such facilities, but they will be less onerous than those associated with six-laning through commercial strip development. The express streets are better traffic-carriers, also, and are needed as an adjunct to a minimum, controlled expressway system.

While much is needed in the way of widening, fly-over construction, parking removal and other operational improvements to the existing arterial street system, very few extensions will be required. In contrast, the expressway program is far from complete. The Miami area was late in starting its expressway program, and, with the planning, programming and financing difficulties which have been experienced, expressway construction has not kept up with land development and traffic demands. Even with the minimum mileage recommended herein, however, this expressway system is expected to carry over one-half of the total 1985 travel. It is imperative that the expressway program be accelerated as rapidly as is economically possible.

The close involvement of the local technical committee helped to ensure that the recommended transportation plan is compatible with development desired by the local area. The organization of the Technical Advisory Committee in Dade County has provided continuous involvement of technical people from all levels of government and from private enterprise, engaged together in the solution of one major common problem—that of transportation. All activities of this study have been routed through this Committee for review, and the quality of the evolving plan has been materially enhanced by its involvement. This involvement and review process has caused the study to consume time and extend well beyond its original schedule, but there is no doubt that the product is more sound and workable because of it. The plan is not just a recommendation of a city, or the County, or the State, or a consultant; it is a plan jointly arrived at. By this means, therefore, there is a maximum assurance that it satisfies the presently defined community goals and values, while adequately providing for the transportation requirements of the 1985 community as it is presently envisaged.

Airport Accessibility

With reference to the U. S. Department of Transportation highway program designed to help solve the problems of airport access, special study was

TABLE X
HIGHWAY IMPROVEMENT SUMMARY TABLE

Facility	Limits	Length (Miles)	Cost (\$ Millions)
EXPRESSWAYS			
Interama Expressway	I-95 Connector to S. W. 29th Road (South Dixie Expressway)	17	92.1
South Dixie Expressway	I-95 (S. W. 29th Road) to S. W. 312 Street (Homestead)	25	95.8
LeJeune-Douglas Expressway	Broward County Line to U. S. 1	16	107.3
South Dade Expressway	Palmetto Expressway to S. Dixie Expressway	14	23.9
West Dade Expressway	Okeechobee Road to S. W. 232nd Street at Krome Avenue	27	33.0
Snake Creek Expressway	I-95 to Okeechobee Road	21	10.8
Opa Locka Expressway	Interama Expressway to West Dade Expressway	13	39.7
Hialeah Expressway (Including Beach Causeway)	Alton Road to West Dade Expressway	16	75.1
Snapper Creek Expressway	South Dixie Expressway to South Dade Expressway	3	5.8
East-West Expressway Extension	Palmetto Expressway to N. W. 137th Avenue	6	5.2
Improvements to Existing Expressways	-----	25	15.0
ARTERIALS-EXPRESS STREETS		Sub Total	183
N. W. 17th Avenue	Flagler Street to N. W. 79th Street	6	6.2
N. W. 27th Avenue (SR 9)	U. S. 1 to Golden Glades Interchange	16	10.2
S. W. 57th Avenue	U. S. 1 to East-West Expressway	5	5.8
N. W. 163rd Street (SR 826)	Collins Avenue (SR A-1-A) to Golden Glades Interchange	6	5.0
N. W. 20th Street	N. W. 7th Avenue to N. W. North River Drive	2	4.7
N. W. 7th Street	N. W. 17th Avenue to N. W. 57th Avenue	4	4.5
S. W. 40th Street	U. S. 1 to West Dade Expressway	8	5.5
OTHER ARTERIALS		Sub Total	47
South Beach Boulevard (Tunnel)	Biscayne Boulevard to Rickenbacker Causeway	3	21.1
195th Street Causeway	SR A-1-A to U. S. Route 1	2	1.8
U. S. 1 (6-Lane)	Broward County Line to N. E. 13th Street	13	9.3
U. S. 1 (6-Lane, Upgrading)	S. W. 4th Street to Cutler Ridge	18	7.4
Other 6-Lane and One-Way Pair Improvements	-----	56	38.3
Other 4-Lane Improvements	-----	233	135.1
New and Improved 2-Lane Facilities	-----	346	45.5
		Sub Total	671
		GRAND TOTAL	901
			258.5
			804.1

made of the facilities serving the Miami International Airport. This airport will be bounded on three sides by expressways. The Airport Expressway is to the northeast and serves the area east to Miami Beach. The East-West Expressway lying to the south serves the central part of Miami and provides a connection west to the Palmetto Expressway. The Palmetto Expressway carries north-south traffic past the western boundary of the airport, while the LeJeune-Douglas Expressway will be approximately one-half mile east of the airport. The primary passenger terminal connections will be to the Airport Expressway, via the LeJeune-Douglas Expressway, and to the East-West Expressway, via LeJeune Road (N. W. 42nd Avenue) and N.W. 32nd Avenue. Thus, the Miami International Airport will be properly accessible by expressways and major arterials. Other important general aviation airports within the study area are also well served by the arterial street system with quick access to expressways. These include (1) the Opa Locka Airport being served by the Opa Locka and LeJeune-Douglas Expressways, (2) the Tamiami Airport being served by the West Dade Expressway, and (3) Homestead Airport being served by the South Dixie and South Dade Expressways.

Construction recently began on an airport at the Dade-Collier County Line which is approximately 45 miles west of Miami. Initial use of this site will be for pilot training activities. Plans for more extensive activities have been advanced, but it was the position of the Technical Advisory Committee that they were not sufficiently defined to be reflected in this stage of the transportation planning process. This development should be watched closely, however, and adequate transportation incorporated in all plans. Should it develop according to some plans and become a major regional airport serving international supersonic jet transports, its total impact on the transportation picture will require extensive study. The additional facilities found to be required, probably including rapid transit to span the 45 miles in reasonable time, should then be incorporated in an updated transportation plan.

Special Features of the Highway Plan

Chapter IV included a discussion of the functions that expressways and arterials must serve if the recommended plan is to operate efficiently. The selective design and priority of development of the expressway system must be frequently reviewed as revisions may be dictated by unforeseen changes in land development. The following paragraphs describe certain special features which the Consultant recommends as essential to proper development of an area-

wide transportation plan having an optimum balance between automobile and transit travel.

Express Streets

Technical Report No. 5 described the growth of the Miami urban area between 1964 and 1985. It was pointed out that much of the future development is expected to occur in those areas which are already urbanized; i.e., an increase in land use density is planned. The estimate of travel associated with that future land use superimposes a great increase in automobile trips in corridors where a system of expressways and arterial streets already exists. The widening to four or six lanes of existing arterial streets and the addition of expressways have limitations. There must be a planned allocation of acreage to various types of land use, including streets and highways. Too much of the latter precludes other development. It is, therefore, desirable to obtain the maximum traffic-carrying capacity within the rights-of-way of the present major street system.

In Miami, as well as in other urban areas, extensive commercial development has occurred adjacent to many of the arterial streets. This often makes it undesirable, from an economic and community value standpoint, to widen a given arterial street. At the same time, dense residential and employment centers are built in these areas, thus generating traffic volumes in excess of the arterial capacities. The addition of an expressway to serve such a corridor may be impossible or at least undesirable, considering total land use as well as highway design and cost factors.

Areas as described above dictate the need for the development of another functional classification of streets—that being the “express street”.²² As considered and recommended in this transportation study, the express street involves the physical improvement of an existing arterial street, including the development of non-stop through lanes, in such a way as to obtain the maximum capacity within the existing right-of-way. The result is meant to be a facility that can carry more traffic (per hour) than an expressway with an equal number of lanes. This high volume is accomplished with urban speeds of perhaps 40 miles per hour with correspondingly closer spacing of moving vehicles than can normally be expected on a freeway functioning efficiently at higher speeds. At the same time, the express street retains many of the land service features of an arterial street.

²² “Express Street” term and concept advanced in “A Study of Traffic and Transportation in Metropolitan Dade County”, 1958, Metropolitan Dade County Department of Traffic and Transportation.

The primary improvements required to develop an express street result in elimination of conflict of through traffic with left turning and crossing traffic, by construction of medians through existing minor intersections and construction of through-lane overpasses ("fly-overs") at major intersections. Plan and profile drawings (located in data files) were prepared to demonstrate that utilization of such improvements can provide, within a 100 foot right-of-way, a facility capable of carrying in excess of 50,000 vehicles per day. Figure 12 depicts the major intersection improvement.

The balance of an "expressway-express street-arterial street" system should be planned to properly serve the various types of trips and trip lengths. An express street should not be developed merely as an isolated solution to an operational problem. It must be coordinated with present and planned improvements throughout the area. A comprehensive area-wide urban transportation planning study describes the highway needs for a target year—1985, in the case of the Miami base study. Expressway locations are established sufficiently to assure the geometric and economic feasibility of construction. In this study, exact expressway alignments were assumed for the purpose of obtaining representative estimates for right-of-way and construction costs. Cost estimates were also made for widening arterial streets or for developing express streets.

In this transportation study a general traffic need and cost analysis was performed in developing an express street system. Figure 11 shows the limited number of facilities recommended for development as express streets. These are shown where the need for movement of large volumes of traffic was evident and where it is recommended that express street construction, as a better alternative than simple six-lane construction, be investigated in the preliminary design phase. Fly-over grade separations should be constructed at each intersecting street shown on the plan, the latter being the proposed major arterials or "principal streets" in the area. Other minor streets not intended to be "principal streets" in the 1985 highway plan would not have through or left turn movements across the express streets. It may be possible, or even desirable, to permit right turns to or from the express street at some of these non-through streets, thus relieving the movements at the major intersections.

Careful, innovative planning of the actual construction of the fly-overs will be necessary to minimize disruption in traffic service. Consideration should be given to maximum use of precast members and "overnight" construction processes.

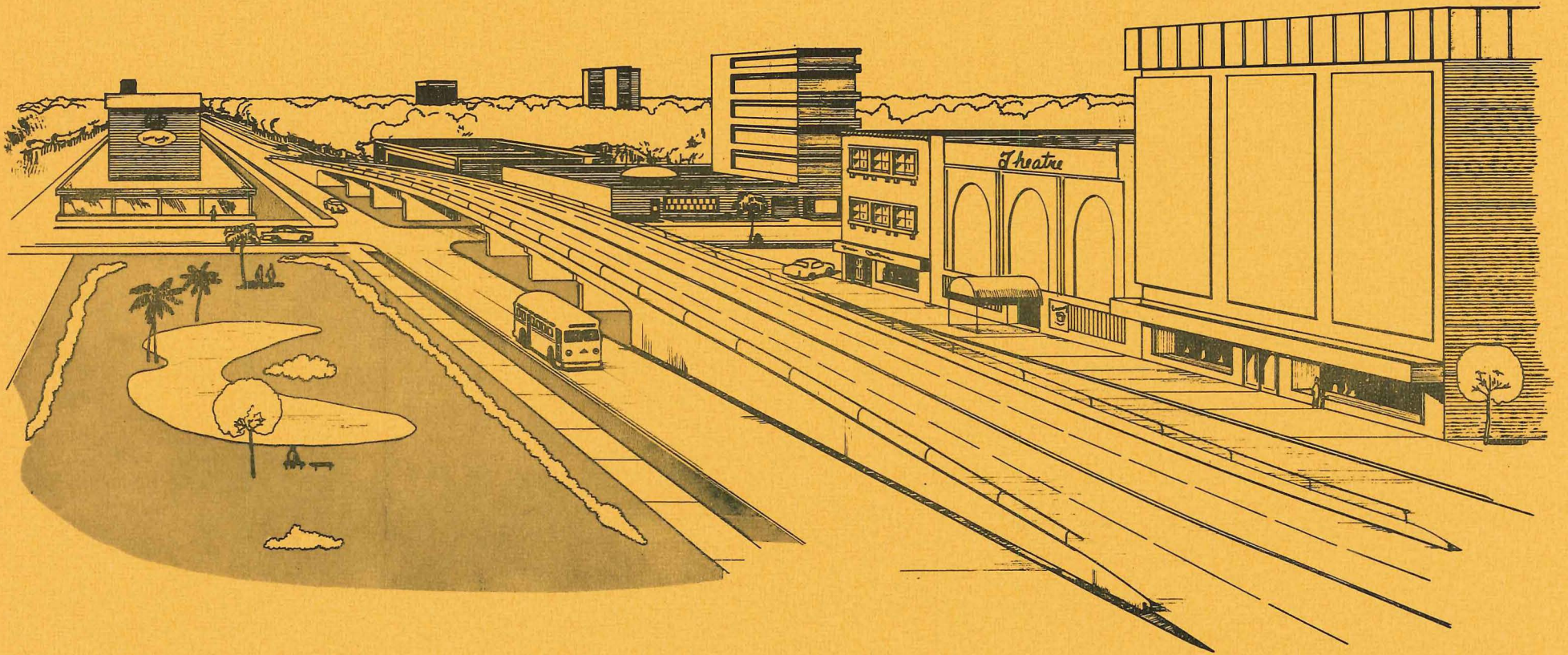
For each express street, as with an expressway, specific localized problems and solutions are applicable. In determining the ultimate exact design of an express street, it will be necessary to conduct an extensive preliminary engineering and socio-economic study which will consider community values and planning goals, as well as geometric and cost factors.

Integrated Auto-Transit System Development

As discussed elsewhere in this report and in Technical Report No. 5 on Growth Projections, the residential and employment densities are expected to increase to a great extent along presently heavily traveled corridors. Increased travel desires cannot go unsatisfied; if an acceptable travel mode and level of service are not provided the development will not occur as planned.

However, a transportation system with proper balance among modes of travel will permit almost any configuration of land development. Proper balance in this context includes an assumed public acceptance. In this base study it appeared that the balance of modes will change as transit service improves, but it will not be a rapid or radical change. It can be expected that transit usage, numerically, will increase substantially each year, but that the percent of person trips served by transit will decrease somewhat between now and 1985—a long-standing trend of the automobile-oriented Miami area—a trend which may diminish, but which is not likely to be reversed.

The usage of transit in the aforementioned dense corridors will increase greatly, primarily in those corridors serving the Miami Central Business District. It is necessary and has been assumed that much of the heavy travel experienced during the peak-hour will be relieved by high level transit service in the form of rapid transit or express buses on separate rights-of-way. The estimated amounts of 1985 travel in excess of the capacity provided by the recommended highway facilities have been assumed by proposed transit service, described more specifically in Dade County's reports on transit. If transit improvements required to provide this service are not accomplished, it is doubtful that the assumed future land use and related travel will be experienced. It has also been necessary to assume that development of the highway and transit physical facilities will be separate, although it might be desirable in certain areas to construct them using the same right-of-way. Because of this, the highway system cost estimates presented in this report do not account for joint construction of the two systems. However, the Consultant has, from his exploration of this concept, concluded that such joint



PERSPECTIVE
OF
EXPRESS STREET FLY-OVER CONCEPT

construction may be found feasible after detailed study and, in such event, the highway cost estimates herein could be used to indicate the amount of participation which could be expected from highway funds under existing policies.

Summary

The portion of the transportation study being presented in this report for the Florida State Road Department is primarily concerned with recommended highway improvements. However, these im-

provements should be made in view of, and in coordination with, transit development throughout all stages of the transportation program—including planning, design, and construction. Subsequent in-depth preliminary engineering-planning studies for specific expressways should include consideration of and provision for such things as separate bus lanes, bus pull-outs and stations, median or overhead rapid transit, and other factors which will lead to a joint design to best satisfy community values and goals, as well as the transportation needs.

CHAPTER VI IMPLEMENTATION

There is little use in recommending a 1969-1985 program for street and highway improvements if there is evidence that it is not realistically financible. As a part of this study, therefore, a cost-revenue analysis was performed to show whether or not the full program could reasonably be attained.

Initially, an estimate of funds available was made to determine the financial feasibility of the plan. The total costs of the program, as well as costs of improvements for the first seven years (1969-1975) were compared to revenues estimated to be available during these periods. Costs of the program, by assumed jurisdictional systems, were compared with the revenues available for each system. It is demonstrated that, while present allocations are inadequate to make the program entirely feasible, there is at least one course of cooperative action which appears reasonable and which would definitely make this program achievable.

Projection of Available Revenue

Before a projection of available revenue could be made, it was necessary that an in-depth analysis be performed related to the existing sources of revenue and their present allocation. Initially, it was necessary to identify and define the systems of roads and highways within the State. The two major types of highway networks considered are Federal-Aid Highways and State Highways, and these, in addition to county roads and city streets, comprise the State-wide highway network.

The Federal-Aid Highways are classified into the following systems:

1. National System of Interstate and Defense Highways
2. Federal-Aid Primary System
3. Federal-Aid Secondary System

The State Highways are classified as follows:

1. State Primary System
2. State Secondary System

Most Federal-Aid Highway routes are also State Highway routes.

A summary of State and Federal criteria for system classification is presented in Appendix B, Part 1.

Sources of Funds

The Federal and State governments each provide funds for road construction. On those routes which are designated as a part of both the Federal-Aid and

State systems, both levels of government participate in providing funds for right-of-way and construction. Usually participation is on a 50-50 basis, except for Interstate projects which are financed with 90 percent Federal and 10 percent State funds.

Federal funds including a four-cent gasoline tax, designated for use on the Federal-Aid Highway Systems are:

- | | |
|---------------------------------|------------------------------------|
| 1. Federal-Aid Interstate Funds | } Designated
as "ABC
Funds". |
| 2. Federal-Aid Primary Funds | |
| 3. Federal-Aid Secondary Funds | |
| 4. Federal-Aid Urban Funds | |

The seven cents per gallon Florida State tax on gasoline and other motor fuels is the largest source of revenue for use on State highways. Four cents of this tax, called "Unrestricted Funds", are used as the working capital for the Florida State Road Department. This fund is used for the administrative expenses of the Department and for the construction and maintenance of highways on the State Primary System.

The remaining three cents of the State gasoline tax is a "Restricted Fund". It is distributed to the 67 counties according to Constitutional and statutory formulae. After certain road bond debts are serviced, 80 percent of a county's allocation is authorized by the county for use by the State within that county for right-of-way purchase on the Primary and Secondary Systems and for highway construction and maintenance on the Secondary System. The remaining twenty percent is used by the county for its own local road purposes. In addition to the twenty percent portion from the gasoline tax, the county receives, for road purposes, race track receipts and income from other sources.

City funds are also used for construction and maintenance on city streets and for the expansion of the local street network.

A summary of State and Federal criteria for system funding is presented in Appendix B, Part 2.

Method and Assumptions Used in Projecting Revenue

A forecast of funds was made to determine the feasibility of accomplishing the 1985 Principal Street and Highway System for Dade County.

State funds were forecasted by referring to both (a) the State Road Department's ten-year projection of motor fuel consumption and (b) a projection deve-

loped by the engineering firm of Coverdale and Colpitts for the Florida State Road Department. Certain modifications and adjustments were made in this study by the Consultant to reflect a combined judgment as to revenue growth that could reasonably be anticipated in the years ahead. Further description of the projection used is contained in Appendix D, and the projected revenue is listed in Table D-1²³. This projection was extended to the year 1985, and monies accruing from the seven-cent gasoline tax and other sources were estimated in order to determine the funds which are likely to be available for Dade County. Expenses were deducted and allowances were made for the County's outstanding bond issues. Table D-2 lists projected net revenue available to the State for construction and right-of-way, after necessary expenses are deducted from the four-cent State wide Primary funds.

The Federal funds were estimated by using the State's five-year forecast and the American Association of State Highway Officials' (AASHO) ten-year forecast (1975-1984). AASHO's recommendations concerning a continuing highway construction program after the Interstate network is complete and their suggested reapportionment of Federal funds to the various Federal-Aid systems were used in the forecast of available Federal funds.

AASHO's recommendations to Committees of Congress were made in June, 1967.

It is not known what type of Federal program will be developed after 1975. However, AASHO is an organization that commands respect in highway matters, and their recommendations will be given serious consideration by Federal authorities.

It is clear that considerable continuing Federal financing will be necessary in the years ahead if urban transportation problems are to be alleviated. There is little opposition to the Federal financial role in helping states and their urban areas to solve transportation problems. Although there has been controversy as to how this can best be accomplished, the transportation studies undertaken should resolve much of this dilemma. It is therefore logical to assume that Federal funds will continue to be available, at least at their present level, for this purpose. Table D-3 shows the forecast of these funds to 1985. The figures in Column 1 of Table D-3 are projections by the State Road Department based on AASHO recommendations.

In order to extend projections to 1985, the following assumptions were made:

1. The State motor fuel tax projections estimated herein are correct and the present seven-cent tax will remain unchanged. The effect of inflation, not considered in the cost analysis, may require a tax increase, but such increase is not assumed in this projection. A discussion of the inflationary effect is included in a later section of this Chapter.
2. Major Interstate construction will end in 1975 in Dade County, based upon the current Federal-Aid Highway Act.
3. From 1968 to 1975, Federal-Aid Primary, Secondary and Urban funds allocated to Florida will remain approximately the same in total annual amount as that experienced during the past five years.
4. After the completion of the Interstate System, those funds now used for this construction will be allocated to finance remaining needed highways on a matching basis that will be compatible with available State and local funds.
5. The recommendations of AASHO concerning allocation of Federal-Aid funds to the states will be accepted by the Federal government. (Assumptions 4 & 5 are somewhat mutually inter-dependent.)
6. Dade County's share of State Primary and Federal highway monies will continue to be about 13%.²⁴
7. The distribution factor for the fifth and sixth cents of the gasoline tax to Dade County was assumed to remain at 8.3594 percent until 1985 in the initial computations related to the old Constitution. The effect of the new Constitution, now estimated by the Road Department to direct approximately 13.9 percent to Dade County, is also described in the tables. The distribution factor for the seventh cent was assumed to remain at 13.2520 percent until 1985. The basis for these distribution factors is described in Appendix B, Part 2.
8. The present debt service to bonds will continue and will be increased only to carry out construction recommended under the continuing planning process. Projects considered for full financing will be self-

²³ Detailed discussions and tabulations of projected revenues are contained in Appendix D.

²⁴ Based on current rate reported in Ten-Year Special Study by State Road Department Fiscal Division.

sufficient and will not add to the program any cost of bond debt service.

9. A new facility which replaces all or part of an existing facility presently on a designated State or Federal road system will be declared eligible for funding aid under that system, and maintenance of the older, replaced segment will revert back to the appropriate local jurisdictional agency.
10. There is no need to allocate Federal-Aid funds by Federal-Aid systems in arriving at total Federal-Aid available to each County since "tradeoffs" can be made with other counties in the State so that the proper proportions of F.A.P., F.A.S. and F.A.U. funds can be made available to the Study Area.

On the basis of these assumptions, all funds from present sources which should accrue to Dade County were projected. Figure 13 graphically displays this projection of the funds, depicting a total of \$606.6 million for the period 1969-1985, or \$678.4 million based on 13.9 percent representing the current Road Department interpretation of the new Constitution. Tables in Appendix D describe these funds. The details of this projection are discussed in the paragraphs which follow.

Gasoline Tax Revenue Trend Considerations

In forecasting funds which might be available for road construction in Dade County from existing sources, the first step was to assume some reasonable forecast of Statewide gasoline tax revenues. In arriving at such a forecast, reference was made to the most recent report on this subject, "A Report on Estimated Consumption of Motor Fuel in Florida"—December 15, 1967 by Coverdale and Colpitts, Consulting Engineers.

Analysis of this report and comparison of its trends of growth with those contained in another study, "Motor Fuel Tax Projections for the Calendar Years 1967-1976" by the Fiscal Division of the Florida State Road Department, indicate a yearly rate of growth ranging from 5.5 percent to 7.5 percent over the next five years. The Department's yearly rate of growth for the remaining five years to 1976, remains at approximately 7.5 percent, while the Coverdale and Colpitts study predicts a diminishing yearly growth rate.

Historically, during the past ten years, the yearly growth rate has fluctuated from 8.1 percent in 1959 to 2.0 percent in 1966. The years 1961, 1966, and 1967 have all been relatively low.

The Coverdale and Colpitts report indicates that they have introduced a moderately conservative bias into their estimates of motor fuel consumption. There is reason to believe that the conservatism becomes more marked in the later years of the forecast. Quoting directly from the Report, they state that "in arriving at the long range estimate of Florida motor fuel consumption, we are mindful that our estimate is to be used as a basis for support of revenue bond financing and, therefore, must have every expectation of being attained".

At the same time, it is clear that the average yearly rate of increase over the past ten years has averaged less than the 5.5% predicted by Coverdale and Colpitts for 1968 to 1972. However, the median value would be near this percentage, as there are five years with rates above, and five years with rates below 5.5%.

Long Range View re Gasoline Tax Revenue

It is not appropriate to predict future growth merely by extending past trends into future; such an extension can, at best, only provide a base line from which the forecaster may rationalize upward or downward deviations. We must therefore be concerned with the long range view and how it may be affected by governmental leadership which hopes to reflect the attitude of the taxpayers who must in the end, pay the bills. There is good reason to believe that this nation has entered into a significant period of social renaissance with a major concern for re-structuring our cities so that all citizens will have an opportunity to benefit from a satisfactory environment. Urban transportation is one of the elements that will require major improvement if the broad goals are to be accomplished. There are indications that tend to support the validity of the foregoing rationalities. The following are but a few that are applicable to the matter under discussion.

Most problem areas of our society that are directly or indirectly related to transportation are also those of primary domestic concern to our nation and we are on the threshold of a concentrated government effort to vastly improve the integration of all elements of our society; improved urban transportation is an important element of this program. It is therefore reasonable to assume that urban travel, as a function of the total social trend toward better communications, will increase at a faster rate in the future than has been experienced in recent years.

The attitude of government (Federal, State and Local) appears to favor a continuation of the Federal Highway Trust Fund after completion of the Interstate Highway System, with this revenue being used

PROJECTION OF FEDERAL AND STATE REVENUE AVAILABLE FOR DADE COUNTY HIGHWAY IMPROVEMENTS

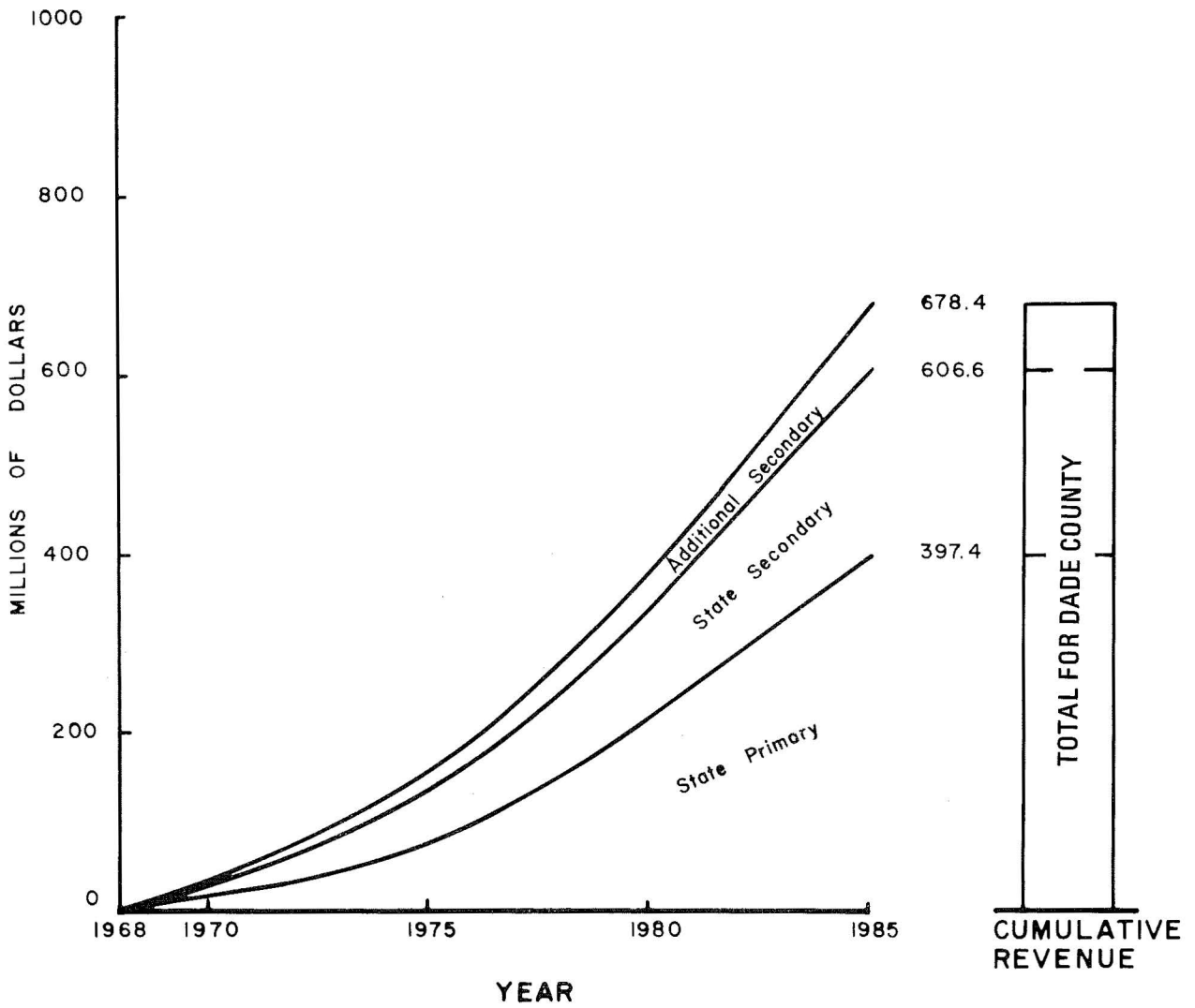


FIGURE 13

to build other badly needed transportation facilities, both rural and urban.

The relatively recent opening of important segments of rural and urban expressways, and their almost immediate saturation by traffic without a corresponding material relief of congestion on parallel highways and streets, indicates that travel has been rather severely suppressed by the traffic congestion. People appear to have changed their travel habits so as to minimize what has become an unpleasant experience. When corridors of land development are opened up by the construction of high-type transportation facilities, people seem to revert back to more spontaneous travel, and entirely new trips are generated that did not exist before. Whether this is good or bad is subject to debate, but almost undebatable is the fact that new modern expressways and streets generate new travel by the same people, and that this, in turn, generates added revenue from gasoline taxes.

The projection of revenues from State and Federal sources is described in detail and shown in tabular form in Appendix D.

Financial Feasibility

Comparisons were made between the above-described projections of State Primary, State Secondary, and County Secondary funds and the MUATS program costs.

Funding Under Existing Conditions

Inasmuch as State Primary funds are presently restricted to use on the State Primary system, the MUATS program costs for projects on the State Primary system were compared directly to the available State Primary funds. As shown in Figure 14, the Primary system costs of \$89.5 million will be more than adequately covered by the Primary funds which could accrue to Dade County, recognizing that there are also State Primary needs within the County but outside of the study area.

The State Primary funds shown here include Federal-Aid Urban, Federal-Aid Primary, and a portion of Federal-Aid Secondary²⁵, in addition to the State Primary funds. The funds labeled as State Secondary also include a portion of the Federal-Aid Secondary Funds.²⁶ The funds labeled as County

²⁵ Portion of Federal-Aid Secondary Funds that are matched with State Primary Funds.

²⁶ Portion of Federal-Aid Secondary Funds that are matched with State Secondary Funds.

Secondary consist of 20% of the surplus of the 5th and 6th cent gasoline tax revenues and 20% of the 7th cent revenue.

As further illustrated by Figure 14, if all of the State and County Secondary funds were applied to the MUATS program, some other funds would be required to cover the balance of \$456.9 million (or \$367.3 million per new Constitution). Certain of the freeway projects are of a type which could feasibly be financed by new Interstate and toll funds. The Federal Government has recently approved additional highway mileage for financing with Interstate Highway funds, and included in Florida's request for allocation of this mileage was an extension of Interstate 95 from Miami to Homestead. It is expected that this facility, identified as South Dixie Expressway in the Urban Area Transportation Study, still has a chance of receiving the requested funds.²⁷ The planning cost estimate for this facility derived in the study amounts to \$95.8 million.

Discussions and analyses performed by the membership of the Technical Advisory Committee have strongly indicated the possibility and need to finance some critically needed improvements by means of toll collection. Construction and improvements on these facilities, listed in Table XI, should be considered for toll financing.

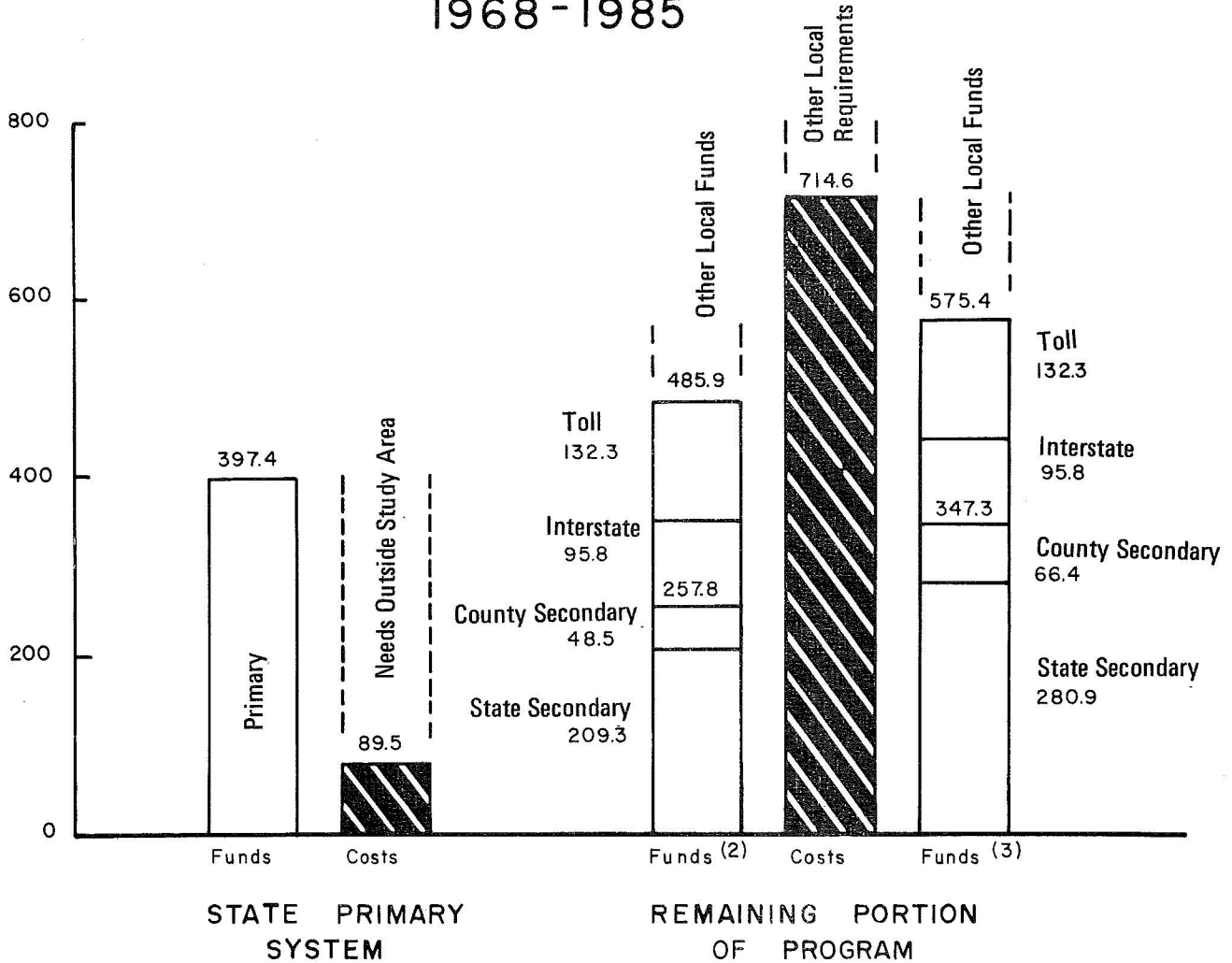
TABLE XI
POSSIBLE TOLL FACILITIES

Facility	Cost of Recommended Improvement (Thousands of Dollars)
Venetian Causeway	1,683
Rickenbacker Causeway	2,255
South Beach Boulevard (tunnel)	21,071
LeJeune-Douglas Expressway	107,275
Total	132,284

Again referring to Figure 14, a balance of \$228.7 million (on \$139.2 per new Constitution) of the MUATS program cost would remain to be funded from other sources. In addition to this will be the

²⁷ At the publication date of this report the approved Interstate mileage does not include this facility; however, the State Road Department is still pursuing its request. If approval is not received, it is anticipated that this high priority improvement will be toll financed.

COMPARISON OF ESTIMATED AVAILABLE FUNDS AND PROGRAM COSTS UNDER EXISTING CONDITIONS⁽¹⁾ 1968-1985



- Costs of MUATS Program
- (1) Without new sources except toll and interstate
 - (2) Secondary Funds based on old Constitution
 - (3) Secondary Funds based on S. R. D. interpretation of new Constitution

FIGURE 14

rather substantial requirement for funding the construction and maintenance of land service streets and other facilities not on the "principal" street system, and all other highway maintenance not covered by State maintenance. On the basis of the assumptions used in making the revenue forecasts, funds available from existing sources will be inadequate to finance the MUATS program. However, all of the urban areas in the State are experiencing similar difficulties, and considerable thought is currently being given to ways and means of increasing highway revenues, both local and State.

Funding With a State-Aid Program

An approach to financing urban and State-wide programs has been suggested by the Florida State Road Department as a result of their study and "Plan for Florida's Principal Highway and Street Systems, 1969-1985." To surmount this problem it has been concluded by the Department that a State-Aid program and increased revenues (such as more gasoline tax and/or an allocation from vehicle registration revenues) will be necessary. Further, in recognition of the local difficulties in increasing highway revenues, the Department has suggested that all of the 7th cent of the State gasoline tax be returned to the counties, and that State Primary funds, rather than Secondary or local funds, be used for the purchase of Primary rights-of-way.

This concept was applied in a further analysis of the feasibility of the \$804.1 million MUATS program. Figure 15 illustrates that the \$89.5 million State Primary portion of this program would be met. It is again assumed that the \$228.1 million program of new Interstate and toll facilities would also be met. The State would provide \$364.9 million as its 75% matching share of the remaining portion of the MUATS program. This money might come from such sources as surplus State Primary and State Secondary funds. County Secondary funds, increased by the return of 100% rather than 20% of the 7th cent revenue, would provide about \$134.1 million (or \$152.1 million under new Constitution). Assuming that other local funds would be forthcoming adequate to meet local maintenance and other local construction requirements, such a funding plan appears to make the MUATS program completely feasible.

Inflation Effect

As previously stated, the MUATS project costs (right-of-way and construction) are expressed in terms of constant 1968 dollars; no allowance was made for inflation. The Florida State Road Department has made recent studies of the effect of inflation on its

highway programs. For the past several years it has experienced a 4.5% increase in roadway construction, a 1% increase in structure cost, and an 8% increase in right-of-way costs each year, due entirely to inflation. It is clear that with a continuation of such large inflationary forces a great deal of additional revenue will be needed to maintain any significant program of highway improvement.

Applying these inflation factors, the Department has estimated that the MUATS program costs could increase to as much as \$1.07 billion.²⁸

The comparisons shown in Figure 16 were made to explore what effects the continuation of inflation of such magnitude might have on the feasibility of the MUATS program.

Using Road Department estimates, the \$118.2 million State Primary portion of the program would be met with State Primary funds. In addition, the program set forth in their report recommends that \$301.8 million and \$143.2 million of the program be designated as new toll and Interstate facilities, respectively.²⁹ State matching funds would then cover 75% (\$381.9 million) of the balance of the program. County Secondary funds, as estimated previously, should be adequate to cover the 25% matching requirement. Again, assuming that other local funds would be sufficient for maintenance and local construction needs, the MUATS program, even with a continuation of the present inflationary trend, would be feasible with such a State-Aid funding program. Inflating costs would have the effect of increasing the State and local matching requirements, thus increasing the need for additional gasoline tax or other new revenues.

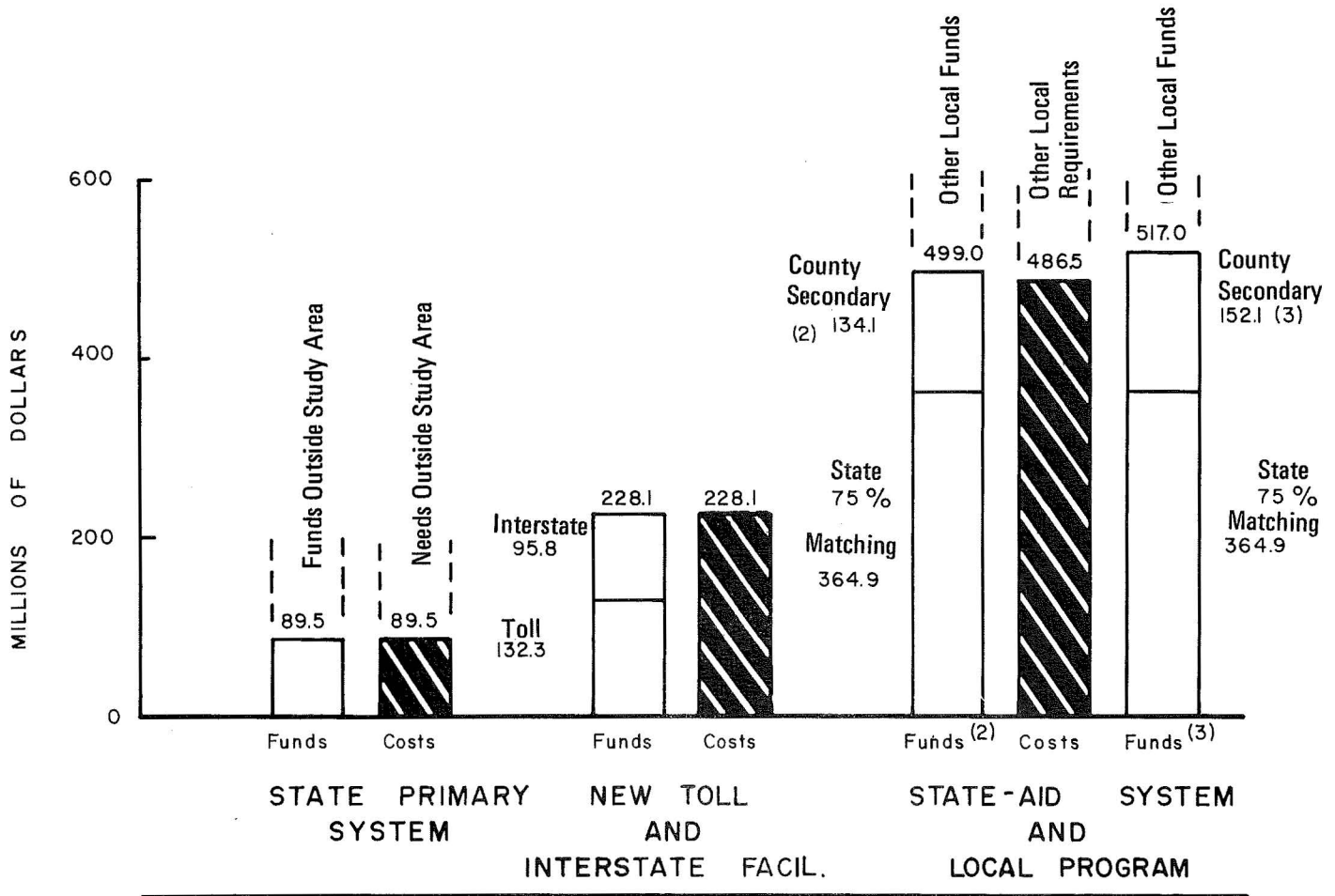
Feasibility Conclusions

The basic conclusion of the MUATS program financing feasibility analysis at this point is that it is not unreasonable to expect that it would be adequately financed, if the governmental bodies responsible for the allocation of highway funds carry out the

²⁸ It should be noted that the cost of highway projects in the 1968-69 fiscal year budget were reportedly not included in this estimate, and that for the purpose of comparison the estimated revenue for that year has been deducted.

²⁹ The additional toll facilities reportedly considered by the Department are Interama Expressway, Snake Creek Expressway, and West Dade Expressway (north of East-West Expressway). The Department's Interstate mileage included West Dade Expressway (south of East-West Expressway), South Dade Expressway, and the segment of the East-West Expressway west of the Palmetto Expressway.

COMPARISON OF ESTIMATED AVAILABLE FUNDS AND PROGRAM COSTS WITH 75-25 STATE AID ⁽¹⁾ 1968 - 1985

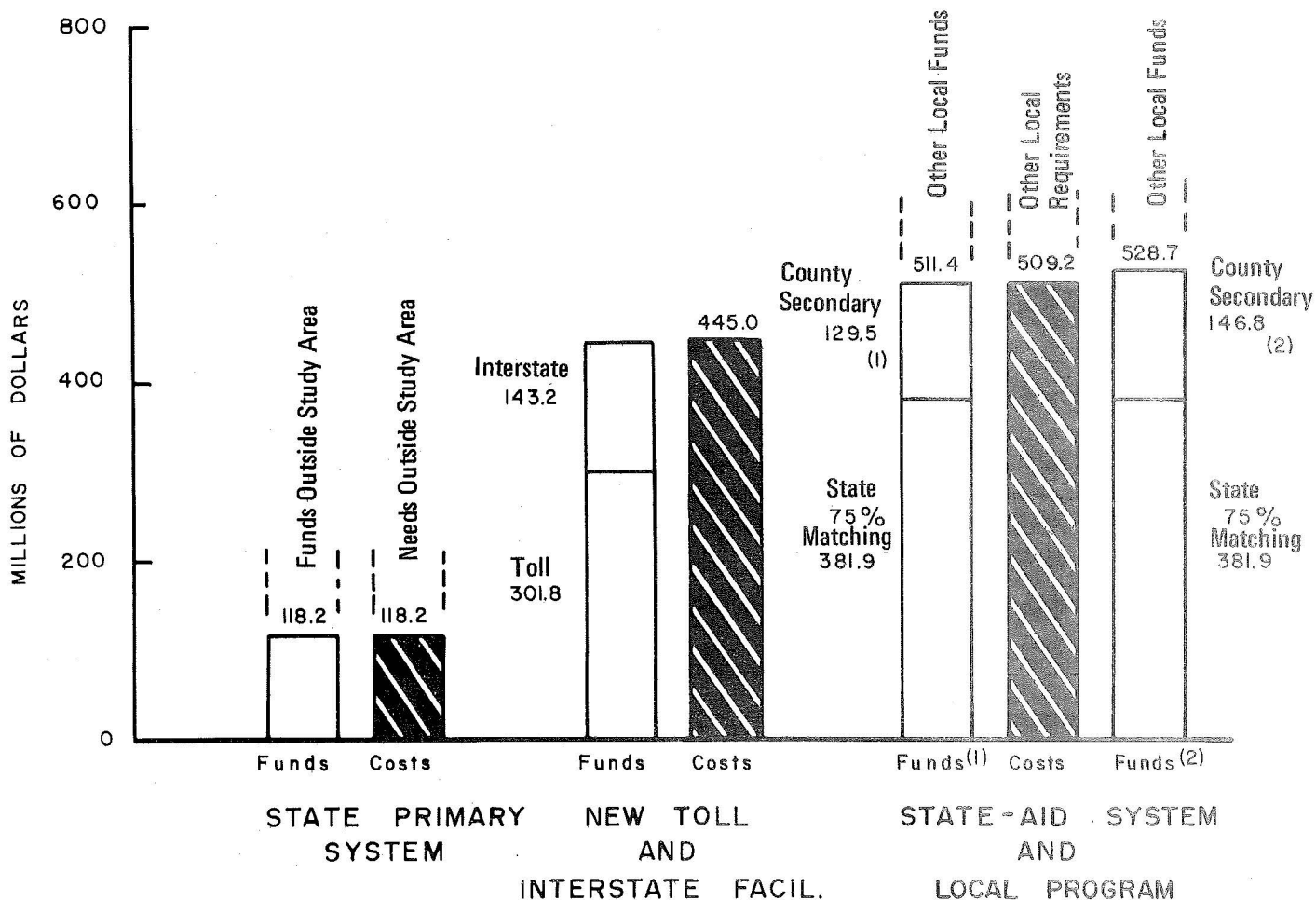


Costs of MUATS Program

- (1) State -- local participation as recommended by Florida State Road Department in "A Plan for Florida's Principal Highway and Street Systems, 1969 - 1985".
- (2) Assumes 100% of 7th cent revenue to County, per S. R. D. study; based on old Constitution.
- (3) Secondary Funds based on S. R. D. interpretation of new Constitution

FIGURE 15

COMPARISON OF ESTIMATED AVAILABLE FUNDS AND PROGRAM COSTS WITH 75-25 STATE AID AND INFLATED COSTS 1969 - 1985



Source: "A Plan for Florida's Principal Highway and Street Systems, 1969 - 85," by Florida State Road Department



Costs of MUATS Program

- (1) County Secondary Fund 16 year estimate by Consultant; includes 20% of 5th and 6th cent surplus and 100% of 7th cent, per S. R. D. study, also based on old Constitution.
- (2) Secondary Funds based on S. R. D. interpretation of new Constitution

FIGURE 16

necessary steps to implement the recommended program. It is apparent that such action must include policy, legislative, and possibly constitutional revisions.

It must be kept in mind that the estimate of anticipated revenues for this program is predicated on two major assumptions that may or may not be actually realized. It is first assumed that gasoline tax revenues will increase over the years as predicted herein, and secondly, that the Federal Trust Fund for the Interstate Highway program will be continued after 1975, with these funds then being allocated to other needed highway improvements substantially in accordance with the recommendations of the American Association of State Highway Officials.

Additionally, it should be recognized that this program is designed to satisfy only those needs projected to 1985. It is the practice today to construct major highway projects with a minimum life of twenty years. It would seem reasonable, then, that those facilities constructed in the years approaching 1985 will also be designed for traffic estimates that would extend beyond 1985. These traffic estimates could show considerable growth, which would mean that a facility on the 1985 plan, as now envisaged, would actually be constructed for greater capacity than proposed in this report at a cost greater than estimated in this base study.

Of the several assumptions presented in the above discussions, the most significant one is that highway funds will be allocated to areas based upon continuing, objective, factual studies of total highway needs within the jurisdiction of the funding agency. Serious consideration should be given to any financial program that can be jointly accepted by the State and local governments, with particular attention to the recommendations presented in the recent State Road Department "Plan for Florida's Principal Highway and Street Systems, 1969-1985."

Program of Improvements

In order to build the framework for implementation of the transportation plan, it is essential that a realistic priority schedule be established for its accomplishment. There are many factors which must be taken into consideration in the development of such a program. Initial considerations must be directed toward improving service and safety on existing portions of the transportation network; a substantial portion of the 1975 (Priority "I") program discussed in this Chapter have been directed toward this objective. When this has been accomplished, efforts must be

directed at providing service to future land development and traffic. These considerations, however, are affected by the funds available at various points in time over the programming period. A balance between the need for servicing traffic demands and land development and the availability of resources must be obtained.

1975 Program

The initial phase of the program analysis included selection of the projects to be recommended for implementation during the first seven years (July, 1968-July, 1975). The initial routes selected were aimed at relieving deficiencies in existing critical traffic flow areas.

An assumed 1975 highway system³⁰ was defined with the guidance of the Technical Advisory Committee, based upon their knowledge of the local area and upon knowledge obtained from analysis of the 1985 alternate system tests. Travel patterns, developed from the Metropolitan Dade County 1975 land use data, were assigned to the assumed 1975 highway system. The resulting traffic volumes were a major guide in refining the list of improvements needed by 1975.

The critical traffic locations were also reflected by the sufficiency ratings determined by the State Road Department for each existing major facility. Those ratings, as described earlier in this report, were determined by a numerical assignment of values for structural adequacy, safety and service, respectively. The highest rating possible under the system is 100, with values of 40, 30 and 30 being assigned to structural adequacy, safety and service, respectively. It was impossible, however, to use these ratings as the only criteria for selecting projects for the first five-year program. Since the time these facilities were appraised, Interstate 95 has been extended southward from Interstate 195 to U.S. 1 south of downtown Miami; also the East-West Expressway is being constructed. Both of these facilities (now partially open to traffic) will be completed within the next few months, thus removing much of the traffic deficiencies on adjacent routes.

However, there remains a need for more adequate service on other north-south facilities in the easterly portion of the study area. It is imperative that such improvements be included in the initial phases programmed to provide adequate service to the area's travelers. The areas of major deficiency include (1)

³⁰ Analysis described in Technical Report No. 6.

a connection between Interstate 95 and U.S. 1 in northeast Dade County, (2) a north-south corridor along LeJeune Road, and (3) the U.S. 1 corridor extending from downtown Miami through Coral Gables and South Miami.

Consideration was also given to the staged development of the proposed, complete system. It was necessary to extend some projects beyond their actual critical limits in order to ensure route continuity. This, of course, is another aspect of providing adequate service to the area's population.

Before the program could be finalized, the revenue available during the period had to be evaluated to determine the feasibility of actually implementing the program. The projection of these funds was discussed in a previous section of this Chapter.

An initial list of projects which might ideally be constructed by 1975 was prepared. Considerations of system continuity and fund availability by 1975 caused the list to be reduced somewhat. However, the seven-year program recommended herein does contain all the projects which analysis shows are critically needed.

Figure 17 indicates that this program is feasible, assuming that the South Dixie and LeJeune-Douglas Expressways can be financed with Interstate and toll funds as indicated. It should be noted that part of South Dixie is programmed for after 1975 with Interstate funds.

Figures 18 and 18A graphically present the total MUATS program, indicating the portion of the principal street network which can reasonably be expected to be accomplished in the seven-year program, the balance of the projects to be done after 1975. The projects to be completed by 1975 are listed in Table XII and designated priority one.

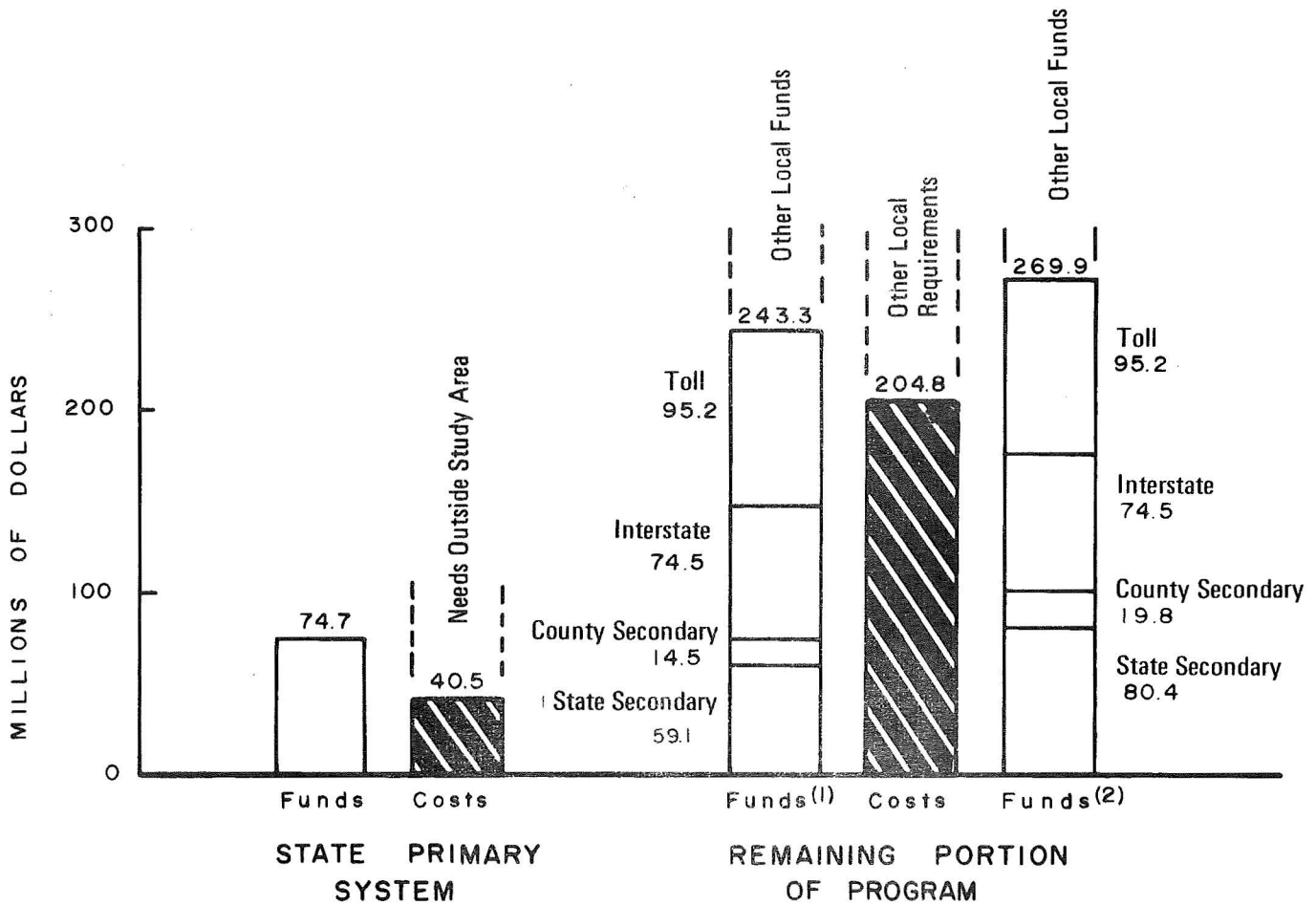
Program After 1975

Projects for the period 1976-1985 have been designated priority two and are also listed in Table XII.

The Consultant acknowledges the fact that some roadway improvements not included as recommendations of this study may become desirable in light of other considerations such as traffic safety, local traffic operations, maintenance expense, etc. These additions to or deviations from the plan recommended herein should, of course, be reviewed by and coordinated through the Technical Advisory Committee or other such agency which may be assigned responsibility for the continuing planning function.

It may also become desirable that some of the priority 2 projects recommended herein be carried out in stages not detailed by this study. These priority ratings define the relative importance, consistent with anticipated revenues, of projects in satisfying the future travel needs identified in the study. As newer travel needs information becomes available in future years, the relative importance of these projects may be changed.

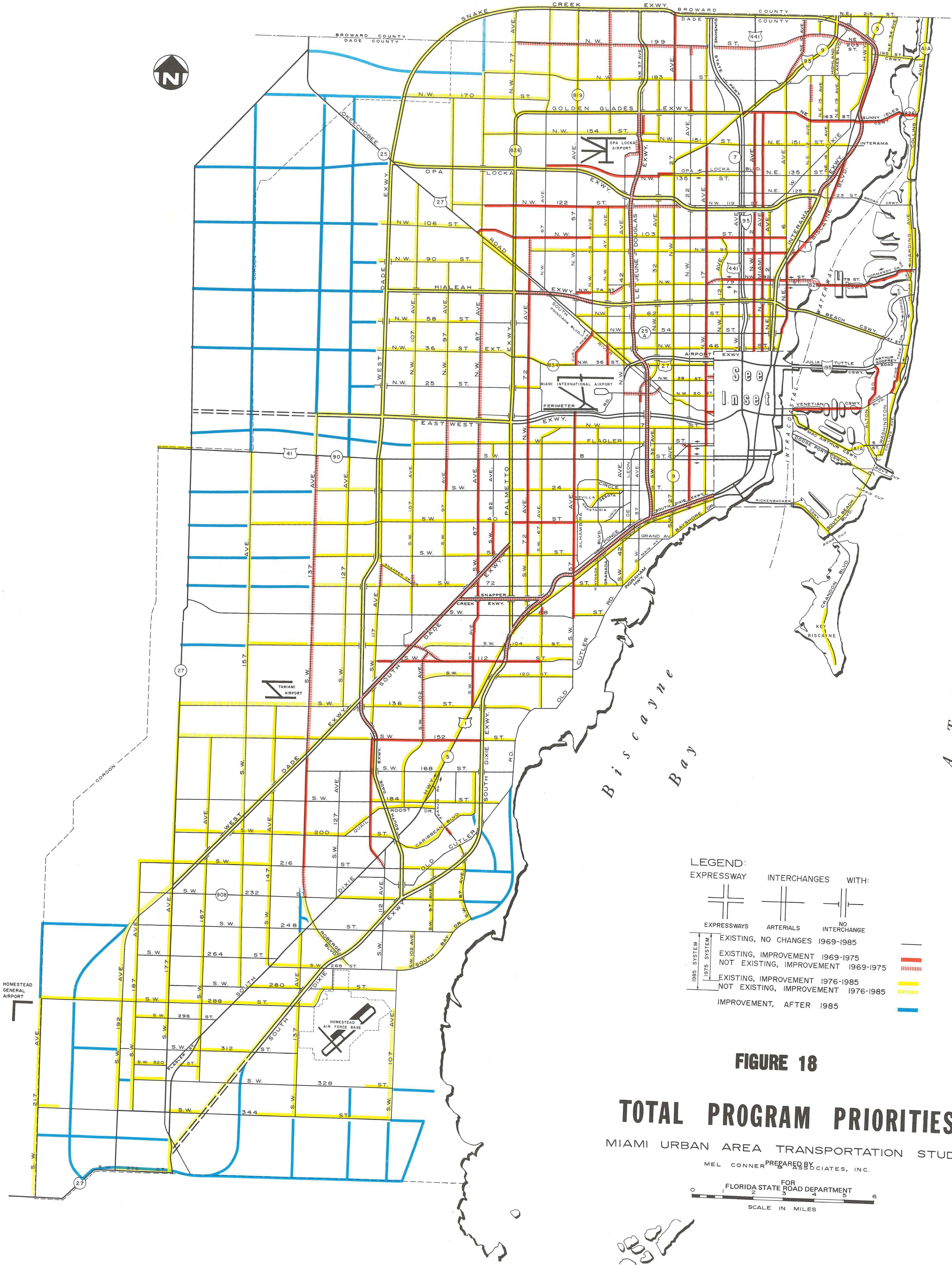
COMPARISON OF ESTIMATED AVAILABLE FUNDS AND PROGRAM COSTS UNDER EXISTING CONDITIONS⁽¹⁾ 1968-1975



Costs of MUATS Program

- (1) Secondary Funds based on old Constitution
- (2) Secondary Funds based on S. R. D. interpretation of new Constitution

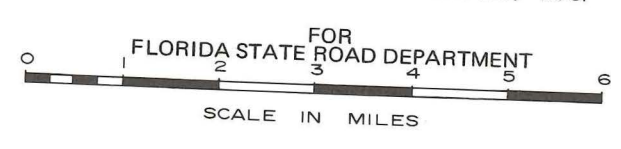
FIGURE 17

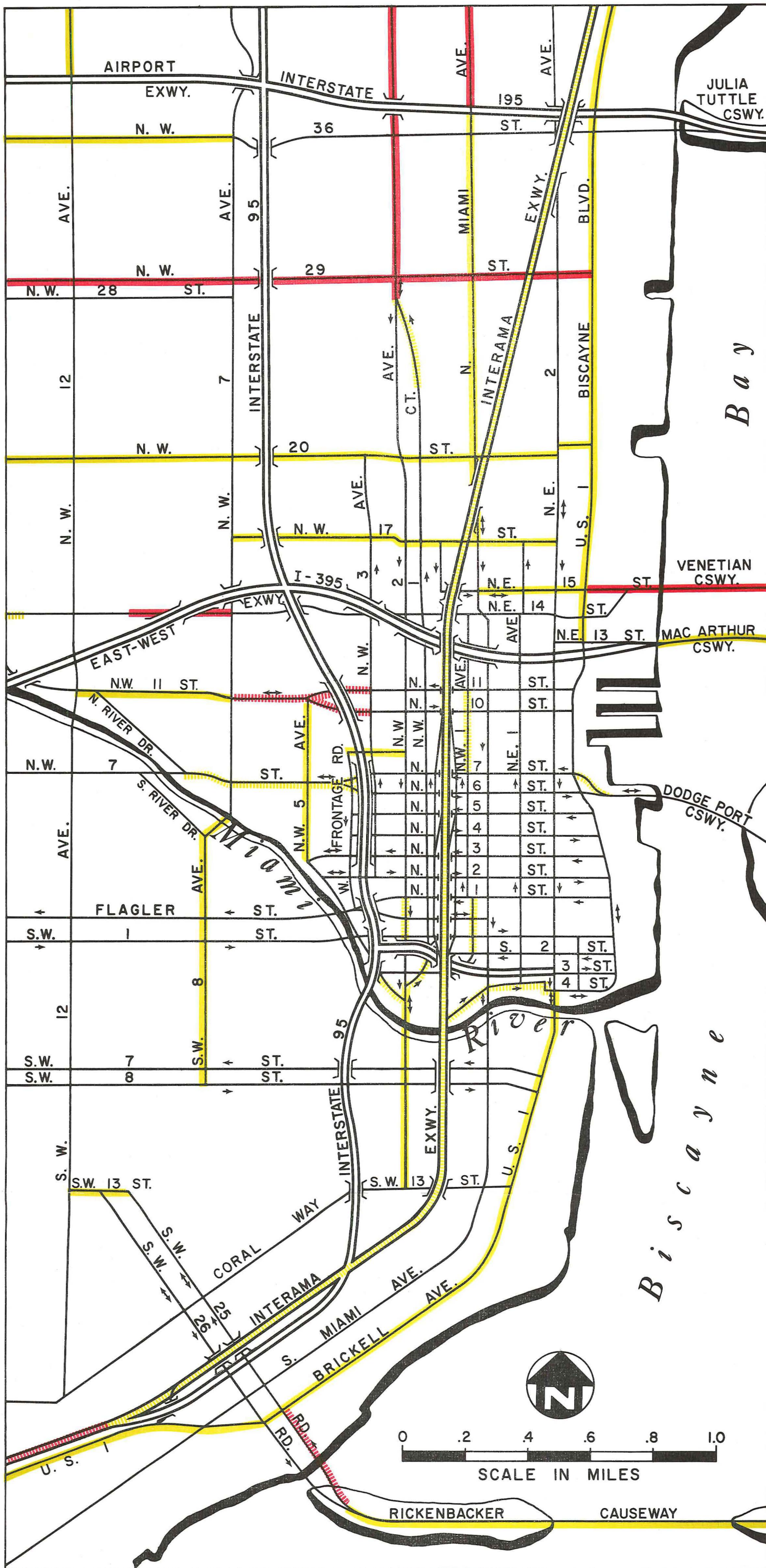


LEGEND:

EXPRESSWAY	INTERCHANGES WITH:	
EXPRESSWAYS	ARTERIALS	NO INTERCHANGE
EXISTING, NO CHANGES 1969-1985		
EXISTING, IMPROVEMENT 1969-1975		
NOT EXISTING, IMPROVEMENT 1969-1975		
EXISTING, IMPROVEMENT 1976-1985		
NOT EXISTING, IMPROVEMENT 1976-1985		
IMPROVEMENT, AFTER 1985		

FIGURE 18
TOTAL PROGRAM PRIORITIES
 MIAMI URBAN AREA TRANSPORTATION STUDY
 MEL CONNER ASSOCIATES, INC. PREPARED BY
 FOR FLORIDA STATE ROAD DEPARTMENT





TOTAL PROGRAM PRIORITIES INSET, FIGURE 18-A

PRIORITY I

TABLE XII
PRINCIPAL STREET PLAN - TABULATION OF 1975 IMPROVEMENTS
(THOUSANDS OF DOLLARS)

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
<u>****FREEWAYS AND EXPRESSWAYS****</u>						<u>****EAST-WEST TRAFFIC MOVEMENT FACILITIES****</u>					
<u>****EAST-WEST TRAFFIC MOVEMENT FACILITIES****</u>						<u>****EAST-WEST TRAFFIC MOVEMENT FACILITIES****</u>					
HIALEAH EXPRESSWAY					00000	S.W. 152ND STREET (CORAL REEF DRIVE)					10001
N.W. 52 AVE TO PALMETTO EXPRESSWAY	0 4	2.5	4520	L	00400	SOUTH DIXIE EXPRESSWAY TO U.S. 1	2 6	0.9	738	L	12002
SNAPPER CREEK EXPRESSWAY					00404	U.S. 1 TO SOUTH DADE EXPRESSWAY	2 4	2.5	1698	L	12003
SOUTH DIXIE EXPRESSWAY TO SOUTH DADE EXPRESSWAY	0 4	2.9	5835	L	00800	S.W. 112TH STREET					12300
<u>****NORTH-SOUTH TRAFFIC MOVEMENT FACILITIES****</u>						<u>****NORTH-SOUTH TRAFFIC MOVEMENT FACILITIES****</u>					
INFERAMA EXPRESSWAY					00801	S.W. 67TH AVENUE TO SOUTH DIXIE EXPRESSWAY	2 4	1.5	882	L	12302
I-95 (CONN TO SN CR EXPWY) TO N.E. 195 ST CAUSEWAY	0 4	1.9	4730	L	00899	SOUTH DIXIE EXPRESSWAY TO U.S. 1	2 4	0.3	155	L	12303
NE 195 STREET CAUSEWAY TO NE 186TH STREET	0 8	0.7	1220	L	00900	U.S. 1 TO S.W. 87TH AVENUE	2 4	0.7	363	L	12304
NE 186 STREET TO SNAKE CREEK CANAL	4 8	1.2	3180	UPP	00901	S.W. 87TH AVENUE TO S.W. 117TH STREET	2 2	3.1	99	L	12305
SNAKE CREEK CANAL TO SUNNY ISLES BLVD	0 8	0.3	2370	L	00902	JUNIOR COLLEGE DRIVE					12350
SUNNY ISLES BLVD TO OPA LOCKA EXPWY	0 8	3.2	11800	L	00903	S.W. 112TH STREET TO S.W. 102ND AVENUE	0 2	0.5	146	L	12351
SOUTH DIXIE EXPRESSWAY					00904	S.W. 102ND AVENUE TO S.W. 104TH STREET	0 4	0.5	420	L	12352
I-95 CUNN AT S.W. 26 RD TO LEJEUNE-DOUGLAS EXPWY	0 8	3.0	23322	L	00905	S.W. 104TH STREET					12400
LEJEUNE-DOUGLAS EXPWY TO SNAPPER CREEK EXPRESSWAY	0 8	4.0	37328	L	01200	JUNIOR COLLEGE DRIVE TO S.W. 107TH AVENUE	0 4	0.2	126	L	12405
SNAPPER CREEK EXPRESSWAY TO S.W. 112TH STREET	0 4	2.4	13820	L	01201	S.W. 40TH STREET (BIRD ROAD)					13000
LEJEUNE-DOUGLAS EXPRESSWAY					01202	S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	4 4	2.1	1537	U-S	13004
GOLDEN GLADES EXPRESSWAY TO OPA-LOCKA EXPRESSWAY	0 8	2.8	12980	L	01203	SOUTH 1ST STREET					14100
OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY	0 8	3.2	18240	L	01500	BEACOM BLVD TO FLAGLER STREET	0 2	0.1	157	L	14104
HIALEAH EXPRESSWAY TO AIRPORT EXPRESSWAY	0 8	2.2	19005	L	01502	N. 10TH STREET					15300
AIRPORT EXPRESSWAY TO AIRPORT ENTRANCE	0 8	1.0	7163	L	01503	N.W. 3RD AVE TO WEST 11TH STREET	0 2	0.2	31	L	15302
AIRPORT ENTRANCE TO EAST-WEST EXPRESSWAY	0 6	0.7	15356	L	01504	N. 11TH STREET					15400
EAST-WEST EXPRESSWAY TO SOUTH DIXIE EXPRESSWAY	0 6	3.0	20740	L	01505	N.W. 3RD AVE TO WEST 10 STREET	0 2	0.2	31	L	15402
SOUTH DADE EXPRESSWAY					01506	WEST 10 ST TO N.W. 7TH AVE	0 4	0.3	297	L	15403
PALMETTO EXPRESSWAY TO SNAPPER CREEK EXPRESSWAY	0 4	2.7	4400	UPP	01507	N. 14TH STREET					15699
SNAPPER CREEK EXPRESSWAY TO S.W. 104TH ST	0 8	1.9	4220	UPP	01800	N.W. 7TH AVENUE TO N.W. 10TH AVENUE	2 4	0.3	270	L	15703
S.W. 104TH ST TO WEST DADE EXPRESSWAY	0 6	2.6	5050	UPP	01801	N.W. 14TH AVENUE TO N.W. 17TH AVENUE	2 4	0.3	270	L	15705
WEST DADE EXPRESSWAY TO S.W. 152ND STREET	0 6	1.4	1710	UPP	01802	VENETIAN CAUSEWAY					15900
<u>****ARTERIAL STREETS****</u>						<u>****ARTERIAL STREETS****</u>					
					10000	OKEECHOBEE ROAD TO LEJEUNE-DOUGLAS EXPRESSWAY	0 4	0.9	1411	L	16006

TABLE I (1975) CONTINUED

PRIORITY I CONT.

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
	EXIST.	PROP.						EXIST.	PROP.				
LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 42ND AVENUE	0	6	0.6	795	L	16007	N.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	2	2	2.0	164	L	18106
N. 29TH STREET						16500	PALMETTO EXPRESSWAY TO N.W. 87TH AVENUE	0	2	1.0	179	RSS	18107
BISCAYNE BLVD TO N.W. 15 AVE	2	4	1.8	1202	L	16501	N. 135TH STREET						18400
N.W. 15 AVE TO N.W.17 AVE	0	4	0.2	188	L	16502	N.W. 32ND AVENUE TO LEJEUNE ROAD	2	4	1.0	373	L	18404
N.W. 74TH STREET						17300	LEJEUNE ROAD TO N.W. 57TH AVENUE	2	4	1.5	785	L	18405
N.W. 79TH STREET TO N.W. 47TH AVENUE	0	6	0.5	835	L	17301	N.W. 57TH AVENUE TO N.W. 67TH AVENUE	2	2	1.0	284	L	18406
N.W. 52ND AVENUE TO N.W. 57TH AVENUE	2	4	0.5	325	U-S	17303	OPA-LUCKA BOULEVARD						18500
79TH STREET CAUSEWAY						17500	N.W. 27TH AVENUE TO N.W. 32ND AVENUE	2	2	0.4	32	L	18503
N.E. 12TH AVENUE TO INTRACOASTAL BRIDGE	4	6	0.1	217	U-P	17501	N. 163RD ST (SUNNY ISLES CAUSEWAY) (SR 826)						18800
INTRACOASTAL BRIDGE TO HARBOR ISLAND	4	6	0.8	2045	U-P	17502	INTRACOASTAL WATERWAY BRIDGE TO U.S. 1	4	4	1.7	1655	UPP	18801
HARBOR ISLAND TO EAST SIDE OF TREASURE ISLAND	4	6	1.0	990	U-P	17503	U.S. 1 TO WEST DIXIE HIGHWAY	6	4	0.1	197	UPP	18802
TREASURE ISLAND TO NORMANDY ISLE (71ST ST)	4	6	0.2	1250	U-P	17504	WEST DIXIE HIGHWAY TO N.E. 6TH AVENUE	6	4	2.6	1090	UPP	18803
N. 82ND STREET						17600	N.E. 6TH AVENUE TO GOLDEN GLADES INTERCHANGE	4	4	1.3	760	UPP	18804
N.E. 79TH STREET TO BISCAYNE BLVD	0	3	0.6	480	U-S	17601	N. 199TH STREET (202-203RD STREET ALIGNMENT)						19200
N.E. 2ND AVENUE TO N.W. 5TH AVENUE	2	3	0.8	466	U-S	17603	BISCAYNE BLVD TO HIGHLAND LAKE BLVD	0	4	1.0	739	U-P	19201
N.W. 5TH AVENUE TO N.W. 12TH AVENUE	2	3	0.9	432	U-S	17604	HIGHLAND LAKE TO I-95	0	6	0.2	128	U-P	19202
N.W. 12TH AVENUE TO N.W. 17TH AVE AT 79TH STREET	0	3	0.3	136	U-S	17605	I-95 TO N.W. 2ND AVENUE	0	6	2.6	2106	U-P	19203
N. 95TH STREET						17800	N.W. 2ND AVENUE TO SUNSHINE STATE PARKWAY	0	4	1.5	805	L	19204
BISCAYNE BOULEVARD TO N.E. 6TH AVENUE	2	4	0.3	210	L	17801	SUNSHINE STATE PARKWAY TO N.W. 37TH AVENUE	0	4	2.0	1179	L	19205
N.E. 6TH AVENUE TO I-95	2	4	1.7	1141	L	17802	N.W. 37TH AVENUE TO N.W. 47TH AVENUE	0	4	0.9	563	L	19206
N. 103RD STREET						17900	N.W. 47TH AVENUE TO N.W. 77TH AVENUE	0	2	3.2	762	U-P	19207
N.E. 6TH AVENUE TO I-95	4	4	1.2	604	L	17901	*****ARTERIAL STREETS*****						20000
I-95 TO N.W. 22ND AVENUE	4	4	1.7	853	U-S	17902	*****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****						20001
N.W. 22ND AVENUE TO N.W. 32ND AVENUE	4	4	1.0	503	U-S	17903	N.E. 12TH AVENUE						20600
N.W. 52ND AVENUE TO N.W. 67TH AVENUE	4	4	1.5	588	U-S	17905	N.E. 179TH STREET TO N.E. 175TH STREET	0	4	0.1	268	L	20603
N.W. 67TH AVENUE TO PALMETTO EXPRESSWAY	4	4	1.0	393	U-S	17906	N.E. 125TH STREET TO N.E. 118TH STREET	0	4	0.6	652	L	20607
PALMETTO EXPRESSWAY TO OKEECHUBEE ROAD	4	4	1.4	793	U-S	17907	N.E. 10TH AVENUE						20700
N 119TH STREET(N.W. 122ND STREET)						18100	BROWARD COUNTY LINE TO N.E. 183RD STREET	0	2	2.3	443	L	20701
N.W. 27TH AVENUE TO LEJEUNE ROAD	0	2	1.6	381	L	18104	MIAMI AVENUE						21000
LEJEUNE ROAD TO N.W. 57TH AVENUE	2	2	1.5	145	L	18105	N.E. 167TH STREET TO N.W. 105TH STREET	2	4	4.4	2359	L	21001

PRIORITY I CONT.

TABLE XII (1975) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	EXIST.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	EXIST.
	EXIST.	PROP.							EXIST.	PROP.					
N.W. 79TH STREET TO N.W. 45TH STREET	2	4	2.5	1112	L	21003		N.W. 215TH STREET TO N.W. 183RD STREET	0	2	2.3	348	U-P	22601	
N.W. 45TH STREET TO N.W. 38TH STREET	2	4	0.3	481	L	21004		OKEECHOBEE ROAD TO N.W. 36TH STREET	2	4	0.6	416	L	22606	
<u>WEST 2ND AVENUE</u>						21100		<u>CURTIS PARKWAY (MIAMI SPRINGS)</u>						23100	
N.W. 167TH STREET TO N.W. 119TH STREET	2	4	2.9	2606	U-S	21101		OKEECHOBEE ROAD TO ROYAL POINCIANA BOULEVARD	4	4	0.2	84	U-S	23101	
N.W. 119TH STREET TO N.W. 79TH STREET	2	4	2.5	1932	U-S	21102		ROYAL POINCIANA BOULEVARD TO HUNTING LODGE DRIVE	2	4	0.8	73	U-S	23102	
N.W. 79TH STREET TO NORTH 36TH STREET	2	4	2.4	1938	U-S	21103		HUNTING LODGE DRIVE TO N.W. 36TH STREET	2	4	0.4	200	U-S	23103	
N. 36TH STREET TO N.W. 26TH STREET	2	4	0.8	1340	L	21104		<u>WEST 57TH AVENUE (RED ROAD)</u>						23200	
<u>S.W. 25TH ROAD</u>						21340		PERIMETER ROAD TO S.W. 8TH STREET	2	4	1.4	1678	U-S	23206	
RICKENBACKER CAUSEWAY TO U.S. 1	0	3	0.3	830	L	21341		S.W. 8TH STREET TO U.S. 1	2	4	4.0	4153	U-S	23207	
<u>WEST 17TH AVENUE</u>						21600		U.S. 1 TO S.W. 88TH STREET	2	4	1.3	1249	L	23208	
N.W. 151ST STREET TO OPA LOCKA EXPRESSWAY	2	4	2.1	1941	L	21604		<u>WEST 67TH AVENUE</u>						23400	
OPA LOCKA EXPRESSWAY TO 79TH STREET	2	4	2.6	1661	L	21605		U.S. 1 TO S.W. 88TH STREET	0	4	0.4	483	L	23411	
79TH STREET TO AIRPORT EXPRESSWAY	2	4	2.5	2720	L	21606		<u>WEST 72ND AVENUE</u>						23500	
AIRPORT EXPRESSWAY TO MIAMI RIVER	2	4	1.9	2160	L	21607		N.W. 103RD STREET TO OKEECHOBEE ROAD	0	4	1.3	1002	L	23501	
MIAMI RIVER TO N.W. 7TH STREET	6	4	0.4	250	L	21608		SOUTH RIVER DRIVE TO N.W. 74TH STREET	2	4	0.5	567	L	23502	
N.W. 7TH STREET TO S.W. 1ST STREET	2	4	0.6	1120	L	21609		N.W. 74TH STREET TO N.W. 36TH STREET EXTENSION	2	4	2.2	1507	L	23503	
<u>WEST 22ND AVENUE</u>						21700		N.W. 36TH STREET EXTENSION TO WEST FLAGLER STREET	2	4	2.3	2397	L	23504	
N.W. 199TH STREET TO N.W. 191ST STREET	0	2	0.2	58	L	21701		FLAGLER STREET TO S.W. 8TH STREET	2	4	0.5	517	L	23505	
N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	2	4	1.0	762	L	21703		S.W. 8TH STREET TO S.W. 24TH STREET	2	4	1.0	820	L	23506	
WEST FLAGLER STREET TO S.W. 8TH STREET	2	4	0.5	196	U-S	21710		S.W. 24TH STREET TO S.W. 56TH STREET	2	4	2.0	1092	L	23507	
S.W. 8TH STREET TO U.S. 1	2	4	1.6	266	U-S	21711		<u>WEST 82ND AVENUE</u>						23800	
<u>WEST 27TH AVENUE</u>						21800		S.W. 40TH STREET TO S.W. 56TH STREET	2	2	1.0	393	L	23803	
N.W. 215TH STREET TO N.W. 183RD STREET	2	4	2.3	1507	USS	21801		<u>WEST 87TH AVENUE</u>						24000	
<u>WEST 37TH AVENUE</u>						22300		N.W. 74TH STREET TO EAST-WEST EXPRESSWAY	0	2	4.2	980	L	24004	
GOLDEN GLADES EXPRESSWAY TO N.W. 154TH STREET	2	2	0.7	32	L	22302		EAST-WEST EXPRESSWAY TO FLAGLER STREET	0	2	0.7	174	L	24005	
NORTH RIVER DRIVE TO N.W. 20TH STREET	0	2	1.1	614	L	22303		FLAGLER STREET TO S.W. 8TH STREET	0	4	0.5	298	L	24006	
N.W. 20TH STREET TO N.W. 14TH STREET	2	2	0.6	435	L	22304		S.W. 8TH STREET TO S.W. 56TH STREET	2	4	3.2	1778	L	24007	
<u>WEST 42ND AVENUE (LEJEUNE ROAD)</u>						22500		S.W. 56TH STREET TO S.W. 72ND STREET	2	4	1.0	570	L	24008	
CONNECTOR FROM N.W. 151ST ST TO W. 42ND ST	0	2	0.7	276	L	22501		S.W. 72ND STREET TO S.W. 88TH STREET	2	4	1.0	619	L	24009	
<u>WEST 47TH AVENUE (EAST 4TH AVENUE)</u>						22600		S.W. 88TH STREET TO S.W. 112TH STREET	2	4	1.5	1388	L	24010	

TABLE I (1975) CONTINUED

PRIORITY I CONT.

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
S.W. 112TH STREET TO U.S. 1	2 4	1.5	885	L	24011	SUNNY ISLES BOULEVARD (SR826)					33000
FRANJO ROAD					24200	E END OF INTRACOASTAL WTR-WY BRIDGE TO COLLINS AVE	4 6	0.4	1340	UPP	33001
CARIBBEAN BOULEVARD TO 0.4 MILE SOUTH	2 2	0.4	49	L	24202	*****MIAMI BEACH FACILITIES*****					43200
WEST 97TH AVENUE					24300	*****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****					43201
EAST-WEST EXPRESSWAY TO S.W. 8TH STREET	0 4	1.3	558	L	24305	PINE TREE DRIVE-LA GORCE DRIVE					43600
S.W. 8TH STREET TO S.W. 24TH STREET	2 4	1.0	540	L	24306	ARTHUR GODFREY BOULEVARD TO DADE BOULEVARD	2 4	1.1	-	L	43605
WEST 102ND AVENUE					24400	ALTON ROAD					43800
S.W. 104TH STREET TO S.W. 112TH STREET	0 2	0.3	62	L	24401	ARTHUR GODFREY BOULEVARD TO DADE BOULEVARD	4 6	1.5	342	L	43802
S.W. 112TH STREET TO S.W. 152ND STREET	0 2	2.7	404	L	24402						
WEST 107TH AVENUE					24500						
S.W. 62ND STREET TO S.W. 72ND STREET	0 2	0.6	151	L	24505						
WEST 117TH AVENUE					24700						
SNAPPER CREEK TO S.W. 72ND STREET	0 2	0.9	276	L	24703						
S.W. 152ND STREET TO S.W. 168TH STREET	2 4	1.0	300	UPP	24705						
S.W. 168TH STREET TO S.W. 200TH STREET	2 4	2.1	1785	L	24706						
S.W. 200TH STREET TO U.S. 1	2 4	0.8	320	L	24707						
U.S. 1 TO S.W. 216TH STREET AT 112TH AVE	0 2	0.4	246	L	24708						
WEST 137TH AVENUE					24899						
S.W. 8TH STREET TO S.W. 88TH STREET	0 2	5.0	269	L	24901						
S.W. 88TH STREET TO WEST DADE EXPRESSWAY	0 2	4.5	396	L	24902						
WEST DADE EXPRESSWAY TO S.W. 216TH STREET	2 2	4.1	470	L	24903						
S.W. 216TH STREET TO S.W. 232ND STREET	0 2	1.0	224	L	24904						
U.S. 1					25799						
NE 186TH STREET TO SNAKE CREEK (SEE INTERAMA EXWY)					25801						
N.E. 146TH STREET TO N.E. 55TH TERRACE	4 6	6.6	7095	UPP	25803						
*****MIAMI BEACH FACILITIES*****					32200						
*****EAST-WEST TRAFFIC FLOW FACILITIES*****					32300						
NORMANDY DRIVE-71ST STREET ONE-WAY PAIR (SR828)					32800						
E END OF N BAY VILL BRIDGE TO INDIAN CR DR E BOUND	3 3	1.1	280	U-P	32801						
INDIAN CREEK DRIVE TO HARDING AVENUE	4 6	0.3	615	U-P	32803						

PRIORITY 2

TABLE XII
PRINCIPAL STREET PLAN - TABULATION OF 1985 IMPROVEMENTS
(THOUSANDS OF DOLLARS)

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES			TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES			TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
	EXIST.	PROP.	IN MILES					EXIST.	PROP.	IN MILES			
*****FREEWAYS AND EXPRESSWAYS*****							*****NORTH-SOUTH TRAFFIC MOVEMENT FACILITIES*****						
*****EAST-WEST TRAFFIC MOVEMENT FACILITIES*****							*****NORTH-SOUTH TRAFFIC MOVEMENT FACILITIES*****						
<u>SNAKE CREEK EXPRESSWAY</u>							<u>INTERAMA EXPRESSWAY</u>						
I-95 TO N.E. 12TH AVE	0	4	0.9	1105	L	00100	OPA LOCKA EXPWY TO HIALEAH EXPWY	0	6	3.7	20300	L	00906
N.E. 12TH AVE. TO SR 7 (U.S.441)	0	4	1.7	2101	L	00101	HIALEAH EXPRESSWAY TO I-195	0	6	1.9	14350	L	00907
SR 7 (U.S.441) TO N.W. 27TH AVE	0	4	2.3	1803	L	00102	I-195 TO N.W. 9TH STREET	0	6	1.6	14900	L	00908
N.E. 27TH AVE TO N.W. 57TH AVE	0	4	3.0	1591	L	00103	N.W. 9TH STREET TO S.W. 1 STREET	0	8	0.7	6310	L	00909
N.W. 57TH AVE TO COUNTY LINE	0	4	4.2	1781	L	00104	S.W. 1ST STREET TO I-95 (S.W. 29TH ROAD)	0	6	1.9	12900	L	00910
COUNTY LINE TO N.W. 170TH STREET	0	4	2.3	1313	L	00105	<u>I-95</u>						01000
N.W. 170TH STREET TO OPA LOCKA EXPRESSWAY	0	4	1.9	1137	L	00106	BROWARD COUNTY LINE EXPWY TO MIAMI GARDENS INTERCH	4	8	3.0	-	UPP	01001
<u>GOLDEN GLADES EXPRESSWAY</u>						00107	MIAMI GARDENS INTERCHANGE TO GOLDEN GLADES INTERCH	6	8	1.8	3340	UPP	01002
I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	4	6	3.0	1098	UPP	00200	<u>SOUTH DIXIE EXPRESSWAY</u>						01200
LEJEUNE-DOUGLAS EXPRESSWAY TO PALMETTO EXPRESSWAY	4	6	4.3	762	UPP	00201	S.W. 112TH STREET TO S.W. 184TH STREET	0	4	5.0	8090	L	01204
<u>OPALOCKA EXPRESSWAY</u>						00202	S.W. 184TH ST TO SOUTH DADE EXPRESSWAY	0	4	4.6	5451	L	01205
INTERAMA EXPRESSWAY TO I-95	0	6	2.3	14750	L	00300	SOUTH DADE EXPRESSWAY TO S.W. 268TH STREET	0	4	3.0	3740	L	01206
I-95 TO N.W. 27TH AVENUE	0	6	2.2	10820	L	00301	S.W. 268TH STREET TO S.W. 312TH STREET	0	4	3.4	4025	L	01207
N.W. 27TH AVE TO LEJEUNE DOUGLAS	0	6	1.3	3045	L	00302	<u>SUNSHINE STATE PARKWAY</u>						01400
LEJEUNE-DOUGLAS EXPRESSWAY TO PALMETTO EXPRESSWAY	0	4	3.5	8495	L	00303	SNAKE CREEK EXPRESSWAY TO GOLDEN GLADES EXPRESSWAY	4	6	3.5	-	T	01401
PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	4	4.0	2600	L	00304	<u>LEJEUNE-DOUGLAS EXPRESSWAY</u>						01500
<u>BEACH CAUSEWAY</u>						00305	SNAKE CREEK EXPRESSWAY TO GOLDEN GLADES EXPRESSWAY	0	8	3.2	13860	L	01501
ALTON RD TO BISCAYNE BAY	0	4	3.0	10318	L	00310	<u>PALMETTO EXPRESSWAY</u>						01600
BISCAYNE BAY TO INTERAMA EXPRESSWAY	0	6	0.5	9129	L	00311	GOLDEN GLADES EXPRESSWAY TO OPA-LOCKA EXPRESSWAY	4	6	1.6	912	UPP	01601
<u>HIALEAH EXPRESSWAY</u>						00312	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY	4	6	4.0	1680	UPP	01602
INTERAMA EXPRESSWAY TO I-95	0	6	1.0	16534	L	00400	HIALEAH EXPRESSWAY TO EAST-WEST EXPRESSWAY	4	8	4.3	3430	UPP	01603
I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	0	6	3.5	23353	L	00401	EAST-WEST EXPRESSWAY TO SOUTH DADE EXPRESSWAY	4	8	4.1	3193	UPP	01604
LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 52 AVE	0	4	1.2	8680	L	00402	<u>SOUTH DADE EXPRESSWAY</u>						01800
PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	4	4.0	2600	L	00403	S.W. 152ND ST TO SOUTH DIXIE HWY	0	4	3.3	4840	UPP	01805
<u>EAST-WEST EXPRESSWAY (INCLUDES I-395)</u>						00405	SOUTH DIXIE HIGHWAY TO SOUTH DIXIE EXPRESSWAY	0	4	2.1	3660	L	01806
PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	4	3.9	3810	L	00700	<u>WEST DADE EXPRESSWAY</u>						01900
WEST DADE EXPRESSWAY TO W 137 AVENUE	0	4	2.1	1391	L	00705	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY EXT	0	4	4.0	4243	L	01901
						00706	HIALEAH EXPRESSWAY EXT TO EAST-WEST EXPRESSWAY	0	4	4.2	4299	L	01902

TABLE XII (1985) CONTINUED

PRIORITY 2 CONT.

PRINCIPAL STREET SECTIONS	EXIST.	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	EXIST.	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
EAST-WEST EXPRESSWAY TO S.W. 8TH STREET		0 6	1.4	2703	L	01903	S.W. 107TH AVE TO THE CONNECTION WITH S.W. 288TH ST		2 2	2.0	166	L	10801
S.W. 8TH STREET TO S.W. 40TH STREET		0 6	2.0	3590	L	01904	CONNECTION W/S.W. 288TH ST TO S.W. 137TH AVE		0 2	1.0	133	L	10802
SW 40 STREET TO SW 88 STREET		0 4	3.4	4406	L	01905	S.W. 137TH AVENUE TO U.S. 1		2 2	1.7	39	L	10803
S.W. 88TH STREET TO SOUTH DADE EXPRESSWAY		0 4	2.8	3160	L	01906	S.W. 268TH STREET (MOODY DRIVE)						10900
SOUTH DADE EXPRESSWAY TO S.W. 137TH AVENUE		0 4	2.5	3595	L	01907	S.W. 102ND AVENUE TO S.W. 107TH AVENUE		0 2	0.5	56	L	10901
S.W. 137TH AVE TO S.W. 177TH AVE		0 4	6.2	7039	L	01908	SOUTH DIXIE EXPRESSWAY TO U.S. 1		4 4	1.6	123	RSS	10904
****ARTERIAL STREETS****						10000	S.W. 232ND STREET (SILVER PALM DRIVE)						11200
****EAST-WEST TRAFFIC MOVEMENT FACILITIES****						10001	S.W. 87TH AVENUE TO U.S. 1		2 2	4.0	409	L	11201
S.W. 376TH STREET - STATE ROAD 27						10100	S.W. 216TH STREET (HAINLIN MILL DRIVE)						11300
U.S. ROUTE 1 TO S.W. 192ND AVENUE		0 2	1.5	274	L	10101	S.W. 87TH AVENUE TO SOUTH DIXIE EXPRESSWAY		2 2	1.0	111	L	11301
S.W. 344TH STREET (PALM DRIVE)						10200	SOUTH DIXIE EXPRESSWAY TO S. DADE EXPRESSWAY		2 2	1.0	154	L	11302
S.W. 107TH AVENUE TO S.W. 147TH AVENUE		2 2	4.9	197	R-P	10201	S.W. 147TH AVENUE TO S.W. 177TH AVENUE		2 2	3.1	159	RSS	11305
S.W. 167TH AVENUE TO U.S. 1		2 2	0.9	40	R-P	10203	S.W. 177TH AVENUE TO S.W. 187TH AVENUE		2 2	1.0	53	L	11306
S.W. 207TH AVENUE TO S.W. 217TH AVENUE		2 2	0.9	79	L	10207	CARIBBEAN BOULEVARD						11500
S.W. 328TH STREET (NORTH CANAL DRIVE)						10300	S.W. 84TH AVENUE TO FRANJO ROAD		2 4	1.3	563	L	11501
S.W. 107TH AVENUE TO S.W. 117TH AVENUE		2 2	1.0	23	L	10301	FRANJO ROAD TO S.W. 107TH AVENUE		2 4	1.7	460	U-S	11502
S.W. 177TH AVENUE TO S.W. 187TH STREET		2 2	1.0	46	L	10305	S.W. 107TH AVENUE TO U.S. 1		4 4	0.3	24	U-S	11503
S.W. 320TH STREET						10400	S.W. 200TH STREET						11600
S.W. 167TH AVENUE TO U.S.-1		2 2	0.7	125	L	10401	U.S. 1 TO S.W. 117TH AVENUE		2 2	0.8	18	L	11601
S.W. 177TH AVENUE TO S.W. 187TH AVENUE		2 2	1.0	180	L	10402	QUAIL ROOST DRIVE TO S.W. 137TH AVENUE		2 2	1.2	27	L	11603
S.W. 312TH STREET (CAMPBELL DRIVE)						10500	S.W. 137TH AVENUE TO S.W. 177TH AVENUE		2 2	4.1	94	L	11604
SOUTH DIXIE EXPRESSWAY TO U.S. 1		2 4	1.5	983	L	10502	QUAIL ROOST DRIVE						11700
S.W. 296TH STREET (AVOCADO DRIVE)						10600	FRANJO ROAD TO SOUTH DADE EXPRESSWAY		2 2	1.6	36	L	11701
S.W. 177TH AVENUE TO S.W. 187TH AVENUE		2 2	1.0	148	L	10602	SOUTH DADE EXPRESSWAY TO S.W. 200TH STREET		2 2	1.6	36	L	11702
S.W. 288TH STREET (BISCAYNE DRIVE)						10700	S.W. 184TH STREET (EUREKA DRIVE)						11800
S.W. 280TH STREET TO SOUTH DIXIE EXPRESSWAY		2 2	1.2	124	R-P	10701	OLD CUTLER ROAD TO S.W. 84TH AVENUE		2 4	0.8	444	L	11801
SOUTH DIXIE EXPRESSWAY TO U.S. 1		2 2	2.2	184	R-P	10702	S.W. 84TH AVENUE TO U.S. 1		2 2	1.6	109	L	11802
U.S. 1 TO S.W. 192ND AVENUE		2 2	3.5	160	L	10703	U.S. 1 TO 117TH AVENUE		2 2	1.6	303	L	11803
S.W. 192ND AVENUE TO S.W. 217TH AVENUE		2 2	2.5	275	L	10704	S.W. 192ND STREET (CORAL REEF DRIVE)						12000
S.W. 280TH STREET (WALDIN DRIVE)						10800	OLD CUTLER ROAD TO SOUTH DIXIE EXPRESSWAY		2 4	1.1	539	L	12001

PRIORITY 2 CONT.

TABLE XII (1985) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	EXIST.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	EXIST.
	EXIST.	PROP.							EXIST.	PROP.					
SOUTH DADE EXPRESSWAY TO WEST DADE EXPRESSWAY	2	4	1.6	1070	L	12004		SOUTH DADE EXPRESSWAY TO S.W. 92ND AVENUE	2	4	1.4	687	L	12804	
WEST DADE EXPRESSWAY TO S.W. 147TH AVENUE	2	4	1.6	974	L	12005		S.W. 92ND AVENUE TO S.W. 97TH AVENUE	2	4	0.5	234	L	12805	
S.W. 147TH AVENUE TO S.W. 177TH AVENUE	0	2	3.1	408	L	12006		S.W. 117TH AVENUE TO S.W. 137TH AVENUE	2	2	2.1	222	L	12807	
S.W. 136TH STREET						12100		S.W. 40TH STREET (BIRD ROAD)							13000
OLD CUTLER ROAD TO U.S. 1	2	2	2.1	76	L	12101		S.W. 27TH AVENUE TO U.S. 1	2	4	1.1	532	L	13001	
U.S. 1 TO S.W. 117TH AVENUE	2	2	3.1	129	L	12102		U.S. 1 TO PONCE DE LEON BOULEVARD	4	4	0.3	326	U-S	13002	
S.W. 117TH AVENUE TO S.W. 137TH AVENUE	0	2	2.0	316	L	12103		PONCE DE LEON BOULEVARD TO S.W. 57TH AVE	4	4	1.9	992	U-S	13003	
S.W. 137TH AVENUE TO S.W. 177TH AVENUE	0	2	4.2	427	L	12104		PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	4	4	4.1	2690	U-S	13005	
S.W. 120TH STREET						12200		WEST DADE EXPRESSWAY TO S.W. 127TH AVENUE	2	4	1.1	260	L	13006	
OLD CUTLER ROAD TO SOUTH DIXIE EXPRESSWAY	2	2	2.4	55	L	12201		S.W. 127TH AVENUE TO S.W. 157TH AVENUE	2	2	3.2	66	L	13007	
SOUTH DIXIE EXPRESSWAY TO U.S. 1	2	2	0.4	9	L	12202		BILTMORE WAY-DESOTA BLVD (CORAL GABLES)							13300
S.W. 87TH AVENUE TO S.W. 102ND AVENUE	0	2	1.4	236	L	12203		ANDERSON ROAD TO GRANADA BLVD.	2	4	0.4	233	L	13302	
S.W. 112TH STREET						12300		GRANADA BLVD. TO ANASTASIA AVENUE	2	2	0.4	32	L	13303	
S.W. 57TH AVENUE TO S.W. 67TH AVENUE	2	2	1.1	25	L	12301		RICKENBACKER CAUSEWAY - CRANDON PARK BOULEVARD							13400
S.W. 104TH STREET						12400		CAPE FLORIDA PARK TO KEY BISCAYNE VILLAGE	2	4	1.2	614	L	13401	
S.W. 57TH AVENUE TO SOUTH DIXIE EXPRESSWAY	2	2	2.1	48	L	12401		SOUTH BEACH BLVD TO 25TH-26TH ROAD ONE-WAY PAIR	4	6	3.0	2255	T	13404	
S.W. 87TH AVENUE TO JUNIOR COLLEGE DRIVE	0	2	1.5	213	L	12404		CORAL WAY(SW 13 ST, SW 3 AVE, SW 22 ST, SW 24 ST)							13500
S.W. 117TH AVENUE TO S.W. 157TH AVENUE	2	2	4.3	378	L	12407		LEJEUNE ROAD TO S.W. 57TH AVENUE	2	4	1.6	1265	L	13506	
S.W. 88TH STREET (NORTH KENDALL DRIVE)						12500		S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	2	4	1.9	910	L	13507	
OLD CUTLER ROAD TO S.W. 57TH AVENUE	2	2	1.0	34	L	12501		S.W. 117TH AVENUE TO S.W. 137TH AVENUE	0	2	2.1	251	L	13510	
S.W. 67TH AVENUE TO U.S. 1	2	4	0.5	339	L	12503		S.W. 13TH STREET							13650
S.W. 72ND STREET						12600		S.W. 25TH ROAD TO S.W. 12TH AVENUE	2	4	0.2	128	L	13651	
S.W. 42ND AVENUE TO S.W. 57TH AVENUE	2	4	1.5	912	L	12601		S. 8TH STREET (TAMIAMI TRAIL, U.S. 41)							13700
S.W. 87TH AVENUE TO S.W. 107TH AVENUE	2	4	2.0	1388	L	12605		S.W. 177 AVE TO CORDON LINE	2	4	0.9	208	RPP	13710	
S.W. 107TH AVENUE TO S.W. 137TH AVENUE	0	2	3.3	290	L	12606		S. 4TH STREET							13800
SNAPPER CREEK DRIVE						12700		S.E. 2ND AVE TO S.E. 1ST AVE	0	4	0.2	821	L	13802	
S.W. 72ND STREET TO S.W. 117TH AVENUE	2	2	1.3	30	L	12701		S.E. 1ST AVE TO MIAMI AVE	0	2	0.1	206	L	13803	
S.W. 56TH STREET (MILLER)						12800		MIAMI AVENUE TO INTERAMA	0	2	0.2	377	L	13804	
S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	2	4	2.0	970	L	12802		FLAGLER STREET							14298
PALMETTO EXPRESSWAY TO SOUTH DADE EXPRESSWAY	4	4	0.3	40	L	12803		LEJEUNE EXWY TO 72ND AVENUE	4	4	3.4	1484	U-S	14305	

TABLE XII (1985) CONTINUED

PRIORITY 2 CONT.

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
72ND AVENUE TO PALMETTO EXPRESSWAY	2 4	0.5	266	U-S	14306	N.E. 2ND AVENUE TO INTERAMA EXPRESSWAY	2 4	0.2	464	L	16002
PALMETTO EXPRESSWAY TO W. 87 AVE	2 4	1.1	437	L	14307	INTERAMA EXPRESSWAY TO N.W. 7TH AVENUE	2 6	0.8	1835	L	16003
W. 87TH AVENUE TO W. 107TH AVENUE	2 2	2.0	45	L	14308	N.W. 7TH AVENUE TO N.W. 22 AVENUE	2 4	1.5	3469	L	16004
<u>N. 6TH STREET</u>					14900	N.W. 22 AVE TO OKEECHOBEE ROAD	2 4	0.5	1210	L	16005
W. FRONTAGE ROAD (I-95) TO WEST 7TH STREET	0 2	0.1	13	L	14903	<u>NORTH RIVER DRIVE</u>					16199
<u>N. 7TH STREET</u>					14999	N.W. 22 AVE TO N.W. 27 AVE	2 2	0.8	19	L	16204
DODGE PORT CAUSEWAY TO BISCAYNE BLVD	0 2	0.1	360	L	15000	<u>N.W. 25TH STREET</u>					16300
W. FRONTAGE RD TO WEST 6TH STREET	0 2	0.1	154	L	15002	N.W. 67 AVE TO N.W. 72 AVE	2 2	0.6	14	L	16301
WEST 6TH STREET TO N.W. 7 AVE	0 4	0.5	245	L	15003	N.W. 72ND AVENUE TO PALMETTO EXPRESSWAY	2 2	0.6	14	L	16302
N.W. 7 AVE TO N.W. 10 AVE	0 4	0.3	797	L	15004	<u>N.W. 28TH STREET</u>					16400
N.W. 17TH AVENUE TO LEJEUNE ROAD	4 4	2.6	2940	U-S	15007	N.W. 17 AVE TO N.W. 27 AVE	2 2	1.0	91	L	16402
LEJEUNE ROAD TO N.W. 57TH AVENUE	4 4	1.6	1560	U-S	15008	<u>N. 36TH STREET</u>					16599
N.W. 57TH AVENUE TO N.W. 72 AVE	2 4	1.5	2002	L	15009	N.W. 7 AVE TO N.W. 22ND AVENUE	4 4	1.5	629	UPP	16602
<u>DODGEPORT CAUSEWAY</u>					15100	N.W. 22ND AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	4 4	1.4	583	UPP	16603
SOUTH BEACH BLVD TO PORT OF MIAMI	0 2	1.5	3655	L	15101	LEJEUNE DOUGLAS EXPRESSWAY TO LEJEUNE ROAD	4 4	0.7	315	UPP	16604
<u>N. 8TH STREET</u>					15200	CURTIS PARKWAY TO PALMETTO EXPRESSWAY	4 6	1.9	1386	U-P	16606
N.W. 2 AVE TO FRONTAGE RD	2 4	0.2	20	L	15201	PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0 2	3.2	813	L	16607
<u>N. 11TH STREET</u>					15400	<u>SOUTH RIVER DRIVE - ROYAL POINCIANNA BOULEVARD</u>					16700
N.W. 7TH AVENUE TO N.W. 12TH AVENUE	2 4	0.5	284	L	15404	N.W. 36TH STREET TO EAST DRIVE	4 4	0.8	64	L	16701
MACARTHUR CAUSEWAY (STATE ROAD A1A)					15500	EAST DRIVE TO CURTIS PARKWAY	2 4	0.8	64	L	16702
MIAMI BCH COAST LINE TO MIAMI COAST LINE	6 6	3.1	405	UPP	15501	74TH STREET TO PALMETTO EXPRESSWAY	2 2	1.1	25	L	16704
<u>N. 14TH STREET</u>					15699	PALMETTO EXPRESSWAY TO N.W. 87 AVE	2 2	1.3	224	L	16705
N.E. 2ND AVENUE TO N.W. 7TH AVENUE	2 2	1.0	421	L	15702	<u>OKEECHOBEE ROAD (HIALEAH)</u>					16800
<u>N. 15 TH STREET</u>					15910	LEJEUNE ROAD TO N.W. 57TH AVENUE	4 4	1.5	136	UPP	16802
BISCAYNE BLVD TO N.W. 1ST AVE	2 2	0.5	57	L	15911	PALMETTO EXPRESSWAY TO N.W. 103 ST	2 4	1.2	510	RPP	16805
<u>N. 17TH STREET</u>					15930	<u>N. 46TH STREET</u>					16900
N.E. 2ND AVENUE TO N.W. 2ND AVENUE	2 4	0.5	57	L	15931	BISCAYNE BLVD TO N.W. 7TH AVE	2 2	1.1	100	L	16901
N.W. 2ND AVENUE TO N.W. 7TH AVENUE	2 4	0.5	225	L	15932	N.W. 7TH AVE TO N.W. 27 AVE	2 4	2.0	1559	L	16902
<u>N. 20TH STREET</u>					16000	N.W. 27TH AVE TO N.W. 42ND AVE	2 4	1.4	1136	L	16903
BISCAYNE BOULEVARD TO N.E. 2ND AVENUE	2 4	0.1	117	L	16001	N.W. 42ND AVE TO OKEECHOBEE ROAD	2 4	0.3	237	L	16904

PRIORITY 2 CONT.

TABLE XII (1985) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
<u>N.W. 58TH STREET</u>					17100	N.E. 6TH AVENUE TO NORTH MIAMI AVENUE	2 2	0.8	257	L	18602
N.W. 87 AVE TO N.W. 97 AVE	2 2	1.3	166	L	17103	NORTH MIAMI AVENUE TO SOUTH BISCAYNE RIVER DRIVE	0 2	0.3	195	L	18603
N.W. 97 AVE TO WEST DADE EXPRESSWAY	0 2	1.9	329	L	17104	SOUTH BISCAYNE RIVER DRIVE TO N.W. 5TH AVENUE	2 2	0.2	57	L	18604
<u>N. 62ND STREET</u>					17200	N.W. 7TH AVENUE TO SOUTH RIVER DRIVE	2 4	0.5	220	L	18606
BISCAYNE BOULEVARD TO N.E. 2ND AVENUE	2 4	0.5	370	L	17201	SOUTH RIVER DRIVE TO N.W. 17TH AVENUE	0 4	0.6	592	L	18607
N.E. 2ND AVENUE TO I-95	4 4	0.9	136	L	17202	N.W. 17TH AVENUE TO N.W. 27TH AVENUE	2 4	1.0	440	L	18608
N.W. 7TH AVENUE TO N.W. 27TH AVENUE	4 4	2.1	282	L	17204	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	2 4	1.0	365	L	18609
N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	4 4	1.3	175	U-S	17205	<u>N.W. 154TH STREET</u>					18700
N.W. 45 AVE TO OKEECHOBEE ROAD	4 4	1.4	128	U-S	17207	N.W. 32ND AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	2 2	0.3	123	L	18701
<u>N.W. 74TH STREET</u>					17300	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 67TH AVENUE	0 2	3.3	603	L	18702
N.W. 47TH AVE TO N.W. 52ND AVE	4 6	0.5	485	U-S	17302	N.W. 67TH AVENUE TO PALMETTO EXPRESSWAY	0 2	1.0	123	L	18703
<u>N. 79TH STREET</u>					17400	PALMETTO EXPRESSWAY TO N.W. 87TH AVENUE	0 2	1.0	123	L	18704
N.W. 17 AVENUE TO N.W. 42ND AVENUE	4 6	3.1	1750	U-P	17404	<u>N.W. 170TH STREET</u>					18900
<u>N.W. 90TH STREET</u>					17700	N.W. 67TH AVENUE TO N.W. 87TH AVENUE	0 2	2.1	245	RSS	18901
N.W. 87TH AVENUE TO WEST DADE EXPRESSWAY	0 2	3.0	279	L	17701	N.W. 87TH AVENUE TO SNAKE CREEK EXPRESSWAY	0 2	2.2	193	RSS	18902
<u>N. 95TH STREET</u>					17800	<u>N. 183RD STREET (MIAMI GARDENS DRIVE)</u>					19000
I-95 TO N.W. 27TH AVENUE	4 4	2.1	1423	U-S	17803	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	2 4	0.9	445	L	19004
N.W. 27TH AVENUE TO N.W. 42ND AVENUE	2 4	1.6	2548	L	17804	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 47TH AVENUE	2 4	0.9	427	L	19005
N.W. 42ND AVENUE TO N.W. 62ND AVENUE	2 4	2.0	1672	L	17805	N.W. 47TH AVENUE TO N.W. 57TH AVENUE	2 4	1.1	546	L	19006
N.E. 62ND AVENUE TO N.W. 72ND AVENUE	0 4	1.0	830	L	17806	N.W. 57TH AVENUE TO N.W. 87TH AVENUE	0 2	2.8	302	L	19007
<u>N. 103RD STREET</u>					17900	<u>N.E. 195TH STREET CAUSEWAY</u>					19100
N.W. 32ND AVENUE TO N.W. 52ND AVENUE	4 6	2.0	1160	U-S	17904	A-1-A TO N.E. 34TH AVENUE	0 4	1.3	1388	L	19101
<u>N.W. 106TH STREET</u>					18000	N.E. 34TH AVENUE TO INTERAMA EXPRESSWAY	0 6	0.4	368	L	19102
U.S. 27 TO WEST DADE EXPRESSWAY	0 2	2.5	175	L	18001	INTERAMA EXPRESSWAY TO U.S. 1	0 4	0.1	32	L	19103
<u>N 119TH STREET (N.W. 122ND STREET)</u>					18100	<u>N. 215TH STREET</u>					19300
N.W. 87TH AVENUE TO N.W. 97TH AVENUE	0 2	1.0	179	RSS	18108	N.E. 34TH AVE TO U.S. 1	0 2	0.5	85	L	19301
<u>N. 135TH STREET</u>					18400	U.S. 1 TO DIXIE HIGHWAY	0 4	0.6	227	L	19302
N.W. 7TH AVENUE TO N.W. 32ND AVENUE	2 2	2.5	114	L	18403	DIXIE HIGHWAY TO I-95	2 4	1.0	283	L	19303
<u>N. 151ST STREET</u>					18600	I-95 TO SNAKE CREEK EXPRESSWAY	0 4	0.8	212	L	19304
U.S. 1 TO N.E. 6TH AVENUE	2 2	2.0	570	L	18601	<u>*****ARTERIAL STREETS*****</u>					20000

PRIORITY 2 CONT.

TABLE II (1985) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	
												EXIST. PROP.
*****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****						20001	MIAMI AVENUE					21000
<u>N.E. 34TH AVENUE</u>					20100	N.W. 38TH STREET TO N.W. 17TH STREET	4	4 1.5	419	L	21005	
N.E. 215TH STREET TO N.E. 195TH STREET CAUSEWAY	0	4 1.6	1224	L	20101	<u>WEST 1ST AVENUE</u>					21039	
<u>WEST DIXIE HIGHWAY</u>					20200	N. 12TH STREET TO N. 5TH STREET	0	2 0.5	1784	L	21042	
N.E. 215TH STREET TO N.E. 203RD STREET	2	6 0.8	947	U-S	20201	N. 1ST STREET TO S. 2ND STREET	0	2 0.2	373	L	21044	
N.E. 203RD STREET TO SNAKE CREEK CANAL	2	4 2.7	3074	U-S	20202	<u>WEST 1ST COURT</u>					21070	
<u>HIGHLAND LAKE BOULEVARD - 18TH AVENUE-19TH AVENUE</u>					20300	W. 2ND AVENUE TO N. 23RD STREET	0	2 0.3	651	L	21071	
N.E. 203RD STREET TO N.E. 199TH STREET	0	2 0.4	297	L	20302	N. 1ST TO W. 2ND AVENUE	0	2 0.3	651	L	21074	
N.E. 185TH STREET TO 163RD STREET	4	4 1.4	400	L	20304	<u>WEST 2ND AVENUE</u>					21100	
<u>N.E. 16TH AVENUE</u>					20400	3RD STREET TO S.W. 13TH STREET	2	4 0.7	1632	L	21106	
N.E. 163RD STREET TO N.E. 143RD STREET	2	2 1.3	377	L	20401	<u>WEST FRONTAGE ROAD (I-95)</u>					21140	
N.E. 143RD STREET TO U.S. 1	2	2 1.7	153	L	20402	N. 8TH STREET TO N. 1ST STREET	0	3 0.5		L	21141	
<u>N.E. 15TH AVENUE</u>					20500	<u>NGRTH RIVER DRIVE</u>					21160	
N.E. 187TH STREET TO N.E. 183RD STREET	0	2 0.1	36	L	20501	N.W. 5TH AVENUE TO S.W. 2ND AVENUE	0	2 0.6	100	L	21161	
N.E. 183RD STREET TO N.E. 163RD STREET	2	2 1.3	182	L	20502	<u>NORTH WEST 5TH AVENUE</u>					21180	
<u>N.E. 12TH AVENUE</u>					20600	N.11TH STREET TO N. RIVER DRIVE	2	2 0.5	33	L	21181	
N.E. 215TH STREET TO N.E. 203RD STREET	2	4 0.6	286	L	20601	<u>WEST 8TH AVENUE</u>					21400	
N.E. 183RD STREET TO N.E. 179TH STREET	2	4 0.1	98	L	20602	N.W. 5TH STREET TO S.W. 8TH STREET	4	4 0.9	414	L	21401	
N.E. 175TH STREET TO N.E. 163RD STREET	2	4 0.8	516	L	20604	<u>WEST 12TH AVENUE</u>					21500	
N.E. 163RD STREET TO WEST DIXIE HIGHWAY	2	4 1.5	1154	L	20605	N.W. 103RD STREET TO N.W. 82ND STREET	2	4 1.6	1578	L	21502	
WEST DIXIE HIGHWAY TO N.E. 125TH STREET	2	4 0.9	634	L	20606	N.W. 82ND STREET TO N.W. 71ST STREET	2	6 0.5	672	U-S	21503	
N.E. 118TH STREET TO U.S. 1	2	4 0.6	418	L	20608	N.W. 71ST STREET TO N.W. 62ND STREET	2	6 0.6	582	U-S	21504	
<u>N.E. 6TH AVENUE</u>					20800	N.W. 62ND STREET TO AIRPORT EXPRESSWAY	2	6 1.6	1374	U-S	21505	
N.W. 183RD STREET TO N.E. 163RD STREET	4	4 0.9	46	U-S	20801	<u>WEST 17TH AVENUE</u>					21600	
N.E. 163RD STREET TO OPA LOCKA EXPRESSWAY	4	4 2.7	145	U-S	20802	N.W. 215TH STREET TO N.W. 183RD STREET	2	2 2.2	415	L	21601	
OPA LOCKA EXPRESSWAY TO BISCAYNE BOULEVARD	4	4 2.2	122	L	20803	N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	2	2 1.0	56	L	21602	
<u>N.E. 2ND AVENUE</u>					20900	GOLDEN GLADES EXPRESSWAY TO N.W. 151ST STREET	2	2 1.0	386	L	21603	
N.E. 119TH STREET TO N.E. 105TH STREET	4	4 0.9	41	U-S	20901	S.W. 1ST STREET TO S.W. 8TH STREET	4	4 0.5	110	L	21610	
N.E. 77TH STREET TO N.E. 62ND STREET	4	4 1.0	46	U-S	20903	S.W. 8TH STREET TO BAYSHORE DRIVE	2	4 1.9	887	L	21611	
N.E. 58TH STREET TO N.E. 41ST STREET	4	4 1.1	50	UPP	20905	<u>WEST 27TH AVENUE</u>					21800	

PRIORITY 2 CONT.

TABLE II (1985) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	EXIST.	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	EXIST.	CODE NO.
	EXIST.	PROP.							EXIST.	PROP.					
STATE ROAD 9 TO OPA LOCKA BOULEVARD	4	4	0.4	630	UPP		21804	U.S. 1 TO OLD CUTLER ROAD	2	4	1.4	760	L		22510
OPA LOCKA BOULEVARD TO OPA LOCKA EXPRESSWAY	4	4	1.0	430	UPP		21805	WEST 47TH AVENUE (EAST 4TH AVENUE)							22600
OPA LOCKA EXPRESSWAY TO N.W. 103RD STREET	4	4	1.1	1360	UPP		21806	GOLDEN GLADES EXPRESSWAY TO NW. 154TH STREET	2	2	0.8	144	L		22603
N.W. 103RD STREET TO N.W. 79TH STREET	4	4	1.5	1544	UPP		21807	N.W. 119TH STREET TO N.W. 74TH STREET	4	4	2.8	671	L		22604
N.W. 79TH STREET TO N.W. 36TH STREET	4	4	2.5	2291	UPP		21808	N.W. 74TH STREET TO OKEECHOBEE ROAD	4	4	1.6	375	U-P		22605
N.W. 36TH STREET TO EAST-WEST EXPRESSWAY	4	4	1.7	1437	UPP		21809	WEST 49TH AVENUE-GRANADA BOULEVARD (CORAL GABLES)							22700
EAST-WEST EXPRESSWAY TO U.S. 1	4	4	3.2	1571	UPP		21810	N.W. 7TH STREET TO FLAGLER STREET	2	2	0.5	335	L		22701
U.S. 1 TO BAYSHORE DRIVE	2	4	0.8	266	L		21811	S.W. 8TH STREET TO SEVILLA AVENUE	2	2	1.2	82	L		22703
STATE ROAD 9							21900	MAYNADA (CORAL GABLES)							22800
GOLDEN GLADES INTERCHANGE TO N.W. 27TH AVENUE	4	4	2.7	980	UPP		21901	PONCE DE LEON BOULEVARD TO S.W. 72ND STREET	2	2	0.9	458	L		22801
BAYSHORE DRIVE (SEE SOUTH MIAMI AVENUE)							22000	WEST 52ND AVENUE							23000
S.W. 17TH AVENUE TO GRAND AVENUE	2	4	1.6	1936	L		22002	N.W. 119TH STREET TO N.W. 74TH STREET	4	4	2.8	128	L		23001
MAIN HIGHWAY-INGRAM HIGHWAY (COCONUT GROVE)							22100	WEST 57TH AVENUE (RED ROAD)							23200
S.W. 37TH AVENUE TO S.W. 42ND AVENUE	2	4	1.0	715	L		22102	N.W. 215TH STREET TO N.W. 183RD STREET	2	2	2.2	309	U-P		23201
WEST 32ND AVENUE							22200	N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	2	4	1.0	491	L		23202
N.W. 183RD STREET TO N.W. 151ST STREET	2	2	2.0	137	L		22201	OLD CUTLER ROAD							23300
OPA LOCKA BLVD TO OPA LOCKA EXPRESSWAY	0	4	1.0	711	L		22202	S.W. 72ND STREET TO S.W. 57TH AVENUE	2	4	3.3	1995	L		23301
OPA LOCKA EXPRESSWAY TO N.W. 106TH STREET	2	4	0.8	650	L		22203	S.W. 57TH AVENUE TO S.W. 152ND STREET	2	4	3.3	1784	L		23302
N.W. 106TH STREET TO N.W. 95TH STREET	2	4	0.7	405	L		22204	WEST 67TH AVENUE							23400
N.W. 95TH STREET TO N.W. 62ND STREET	2	6	2.0	1240	L		22205	N.W. 215TH STREET TO N.W. 199TH STREET	0	2	1.0	219	L		23401
N.W. 62ND STREET TO AIRPORT EXPRESSWAY	2	4	1.3	1488	L		22206	N.W. 199TH STREET TO N.W. 170TH STREET	0	2	2.0	326	L		23402
AIRPORT EXPRESSWAY TO N.W. NORTH RIVER DRIVE	2	4	0.4	489	L		22207	WEST FLAGLER STREET TO S.W. 64TH STREET	2	4	4.1	2011	L		23407
N.W. 7TH STREET TO S.W. 8TH STREET	2	4	1.0	988	L		22208	S.W. 64TH STREET TO S.W. 72ND STREET	2	4	0.5	278	L		23408
S.W. 8TH STREET TO S.W. 40TH STREET	2	4	2.0	1975	L		22209	S.W. 72ND STREET TO S.W. 76TH STREET	2	4	0.3	171	L		23409
WEST 37TH AVENUE							22300	S.W. 76TH STREET TO U.S. 1	2	4	0.4	228	L		23410
U.S. 1 TO GRAND AVENUE	2	4	0.3	40	L		22307	S.W. 88TH STREET TO S.W. 112TH STREET	2	4	1.5	958	L		23412
WEST 42ND AVENUE (LEJEUNE ROAD)							22500	S.W. 112TH STREET TO OLD CUTLER ROAD	2	4	1.5	935	L		23413
N.W. 103RD STREET TO N.W. 79TH STREET	2	6	1.5	932	U-S		22505	WEST 72ND AVENUE							23500
N.W. 79TH STREET TO N.W. 36TH STREET	4	6	2.5	1895	U-S		22506	S.W. 56TH STREET TO S.W. 88TH STREET	2	2	2.1	543	L		23508

PRIORITY 2 CONT.

TABLE II (1985) CONTINUED

PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
<u>TAMIAMI CANAL ROAD</u>					23600	HIALEAH EXPRESSWAY TO EAST-WEST EXPRESSWAY	0 2 4.0	533	L		24502
N.W. 7TH STREET TO WEST FLAGLER STREET	2 4	0.8	413	L	23601	EAST-WEST EXPRESSWAY TO S.W. 8TH STREET	2 2 1.4	136	L		24503
<u>SOUTH BAY DRIVE</u>					23650	S.W. 8TH STREET TO S.W. 62ND STREET	2 2 3.6	192	L		24504
S.W. 87TH AVENUE TO S.W. 102ND AVENUE	0 2	2.5	487	L	23651	S.W. 72ND STREET TO S.W. 88TH STREET	2 2 1.0	23	L		24506
<u>WEST 77TH AVENUE</u>					23700	S.W. 152ND STREET TO S.W. 184TH STREET	2 2 2.5	492	L		24508
N.W. 215TH STREET TO N.W. 199TH STREET	0 2	1.0	292	L	23701	S.W. 184TH STREET TO QUAIL ROOST DRIVE	2 2 0.1	2	L		24509
N.W. 199TH STREET TO GOLDEN GLADES EXPRESSWAY	0 4	2.6	1760	L	23702	S.W. 296TH STREET TO S.W. 328TH STREET	0 2 2.0	795	RSS		24511
<u>WEST 82ND AVENUE</u>					23800	S.W. 328TH STREET TO S.W. 344TH STREET	0 2 1.9	243	L		24512
FLAGLER STREET TO S.W. 8TH STREET	2 2	0.5	99	L	23801	<u>WEST 117TH AVENUE</u>					24700
<u>WEST 84TH AVENUE</u>					23900	S.W. 8TH STREET TO S.W. 40TH STREET	2 2 2.0	205	L		24701
S.W. 168TH STREET TO S.W. 184TH STREET	2 2	1.0	158	L	23901	S.W. 40TH STREET TO SNAPPER CREEK	2 2 2.5	228	L		24702
S.W. 184TH STREET TO CARIBBEAN BOULEVARD	2 4	0.3	297	L	23902	S.W. 72ND STREET TO S.W. 152ND STREET	2 2 5.0	521	U-P		24704
<u>WEST 87TH AVENUE</u>					24000	<u>WEST 127TH AVENUE</u>					24800
N.W. 183RD STREET TO OPA LOCKA EXPRESSWAY	0 2	3.2	339	L	24001	S.W. 8TH STREET TO S.W. 40TH STREET	2 2 2.1	90	L		24801
OPA LOCKA EXPRESSWAY TO OKEECHOBEE ROAD	0 2	2.3	307	L	24002	S.W. 40TH STREET TO S.W. 136TH STREET	0 2 6.6	1038	L		24802
OKEECHOBEE ROAD TO N.W. 74TH STREET	0 2	1.7	363	L	24003	<u>WEST 137TH AVENUE</u>					24899
OLD CUTLER ROAD TO S.W. 232ND STREET	2 2	1.8	293	L	24012	EAST WEST EXPRESSWAY TO SW 8TH STREET	0 4 1.3	724	L		24900
S.W. 232ND STREET TO SOUTH BAY DRIVE	2 2	0.7	106	L	24013	U.S. 1 TO S.W. 288TH STREET	2 2 2.4	55	L		24905
<u>WEST 97TH AVENUE</u>					24300	S.W. 288TH STREET TO S.W. 344TH STREET	2 2 3.4	104	R-P		24906
170TH STREET TO OPA LOCKA EXPRESSWAY	0 2	2.1	246	L	24301	<u>ROBERGE BOULEVARD</u>					24950
OPA LOCKA EXPRESSWAY TO OKEECHOBEE ROAD	0 2	1.4	220	L	24302	S.W. 232ND STREET TO U.S. 1	0 2 0.8	170	L		24951
90TH STREET TO N.W. 74TH STREET	0 2	0.9	114	L	24303	U.S. 1 TO S.W. 268TH STREET	0 4 1.8	1166	L		24952
N.W. 74TH STREET TO EAST-WEST EXPRESSWAY	0 2	4.2	767	L	24304	<u>WEST 147TH AVENUE</u>					25000
S.W. 24TH STREET TO S.W. 40TH STREET	2 4	1.0	342	L	24307	S.W. 136TH STREET TO S.W. 184TH STREET	2 2 3.0	97	L		25001
S.W. 40TH STREET TO S.W. 56TH STREET	2 4	1.1	469	L	24308	S.W. 184TH STREET TO U.S. 1	2 2 5.6	239	L		25002
S.W. 216TH STREET TO S.W. 248TH STREET	2 2	2.0	132	L	24310	<u>WEST 157TH AVENUE</u>					25100
<u>WEST 102ND AVENUE</u>					24400	S.W. 8TH STREET TO S.W. 88TH STREET	0 2 5.3	97	L		25101
S.W. 248TH STREET TO SOUTH BAY DRIVE	0 2	1.2	159	L	24403	S.W. 88TH STREET TO WEST DADE EXPRESSWAY	0 2 6.7	97	L		25102
<u>WEST 107TH AVENUE</u>					24500	WEST DADE EXPRESSWAY TO S.W. 280TH STREET	2 2 5.2	557	L		25103
OKEECHOBEE ROAD TO HIALEAH EXPRESSWAY	0 2	3.5	421	L	24501	<u>WEST 167TH AVENUE</u>					25200

PRIORITY 2 CONT.

TABLE II (1985) CONTINUED

PRINCIPAL STREET SECTIONS	EXIST. PROP.	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.	PRINCIPAL STREET SECTIONS	EXIST. PROP.	NO. TRAFFIC LANES	LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
S.W. 152ND STREET TO WEST DADE EXPRESSWAY	2	2	3.8	434	L	25201	CARD SOUND ROAD TO S. CORDON LINE	4	4	0.9	185	RPP	25202
WEST DADE EXPRESSWAY TO S.W. 248TH STREET	2	2	2.3	98	L	25202	*****MIAMI BEACH FACILITIES*****						32200
S.W. 248TH STREET TO U.S. 1	2	2	3.5	115	L	25203	*****EAST-WEST TRAFFIC FLOW FACILITIES*****						32300
U.S. 1 TO S.W. 328TH STREET	2	2	1.4	207	L	25204	BISCAYNE STREET						32400
WEST 177TH AVE (KROME AVE) AND KROME AVE EXTENSION						25400	ALTON ROAD TO COLLINS AVENUE	2	4	0.3	115	L	32401
S.W. 136TH STREET TO S.W. 264TH STREET	2	2	8.0	137	RSP	25402	47TH STREET						32720
S.W. 264TH STREET TO S.W. 300TH STREET	2	2	2.4	44	RSP	25403	ALTON ROAD TO PINE TREE DRIVE	2	6	0.6	3140	L	32721
WEST 187TH AVENUE						25500	PINE TREE DRIVE TO COLLINS AVENUE	0	6	0.3	1894	L	32722
S.W. 216TH STREET TO S.W. 248TH STREET	2	2	2.0	42	L	25501	96TH STREET (SURFSIDE)						32900
S.W. 248TH STREET TO S.W. 328TH STREET	2	2	8.1	173	L	25502	E END OF BAY HARBOR ISLAND BRIDGE TO HARDING AVE	2	4	0.2	-	L	32901
S.W. 328TH STREET TO S.W. 344TH STREET	2	2	1.0	37	L	25503	HARDING AVENUE TO COLLINS AVENUE	2	4	0.1	-	L	32902
WEST 192ND AVENUE						25600	*****MIAMI BEACH FACILITIES*****						43200
177TH AVENUE TO S.W. 187TH AVENUE	0	4	1.5	1153	L	25601	*****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****						43201
S.W. 187TH AVENUE TO S.W. 288TH STREET	0	2	3.0	514	L	25602	COLLINS AVENUE (SR 1A)						43300
S.W. 288TH STREET TO S.W. 344TH STREET	2	2	3.8	651	L	25603	BROWARD COUNTY LINE TO N.E. 195TH STREET BRIDGE	4	6	1.3	519	UPP	43301
WEST 217TH AVENUE						25700	N.E. 195TH STREET BRIDGE TO SUNNY ISLES BOULEVARD	4	6	1.8	-	UPP	43302
S.W. 288TH STREET TO SR 27	2	2	6.5	110	L	25701	SUNNY ISLES BOULEVARD TO HAULOVER CUT BRIDGE	4	6	2.1	838	UPP	43303
U.S. 1						25799	HAULOVER CUT BRIDGE TO 96TH STREET	4	6	0.7	160	UPP	43304
BROWARD C/L TO NE 186TH STREET	4	6	2.0	618	UPP	25800	88TH STREET TO 71ST STREET	2	3	1.3	-	UPP	43306
SNAKE CREEK CANAL TO NE 146TH STREET	4	6	1.9	682	UPP	25802	INDIAN CREEK DRIVE TO 44TH STREET	4	6	1.8	-	UPP	43308
N.E. 55TH TERRACE TO N.E. 13TH STREET	6	6	2.8	925	UPP	25804	26TH STREET TO 23RD STREET	4	6	0.4	160	UPP	43311
S.E. 2ND AVENUE-BRICKELL AVENUE						25816	23RD STREET TO SOUTH 5TH STREET	2	4	1.7	-	UPP	43312
SE 4TH STREET TO SE 5TH STREET	4	6	0.1	181	UPP	25817	SOUTH 5TH STREET TO BISCAYNE STREET	2	4	0.3	-	L	43313
SE 5TH STREET TO S. MIAMI AVENUE	4	6	1.9	1057	UPP	25818	HARDING AVENUE + ABBOTT AVENUE						43400
SOUTH DIXIE HIGHWAY						25819	96TH STREET TO 71ST STREET	2	3	2.1	-	L	43401
S. MIAMI AVENUE TO S.W. 67TH AVENUE	6	6	7.3	2238	UPP	25820	71ST STREET TO 68TH STREET	2	3	0.2	-	L	43402
S.W. 67TH AVENUE TO S.W. 168TH STREET	4	6	6.6	2246	UPP	25821	INDIAN CREEK DRIVE						43500
S.W. 168TH STREET TO SW. 184TH STREET -SB	2	3	1.0	800	UPP	25822	ABBOTT AVENUE TO 63RD STREET	4	6	0.5	57	L	43502
S.W. 184TH STREET TO S.W. 168TH STREET - NB	2	3	1.0	800	UPP	25823	63RD STREET TO COLLINS AVENUE	2	3	0.2	-	L	43503
S.W. 184TH STREET TO QUAIL ROOST DRIVE	4	6	0.2	62	UPP	25824	44TH STREET TO 26TH STREET	2	3	0.8	101	L	43504

PRIORITY 2 CONT.

PRINCIPAL STREET SECTIONS

	NO. TRAFFIC LANES		LENGTH IN MILES	TOTAL ESTIMATED IMPROVEMENT COST	SYSTEM CLASS	CODE NO.
	EXIST.	PROP.				
<u>WASHINGTON AVENUE</u>						43700
1ST STREET TO BISCAYNE STREET	2	4	0.1	-	L	43703
<u>ALTON ROAD</u>						43800
DADE BOULEVARD TO SOUTH 5TH STREET	4	6	1.3	-	L	43803
SOUTH 5TH STREET TO BISCAYNE STREET	4	6	0.3	-	L	43804
<u>SOUTH BEACH-KEY BISCAYNE CONNECTOR</u>						43900
BISCAYNE STREET TO DODGEPORT ROAD EXTENSION	0	4	0.6	17418	L	43901
DODGEPORT ROAD EXTENSION TO RICKENBACKER CAUSEWAY	0	4	2.3	3653	L	43902

CHAPTER VII

THE CONTINUING PLANNING PROCESS

The development of the proposed 1985 Principal Street and Highway Plan for Metropolitan Dade County completes the Study's primary goal. There is, however, yet another major goal of this Study to be considered—inauguration of the continuing planning process which is vitally necessary in assuring the orderly development of Dade County's fast-growing urban complex.

The importance of this concept is reflected by the Federal Aid Highway Act of 1962 which established the requirement that federal participation in highway construction within urban areas of 50,000 or more population be confined to those where a continuing, cooperative transportation planning process is underway and provides a sound basis for such investments.

The completion of this current study represents only the beginning of such a planning process, and the phases (or steps) shown in Figure 3 from which this 1985 Principal Street and Highway Plan has evolved must be kept up to date via such a process. The entire transportation planning process includes consideration of the following elements.³¹

1. Economic factors affecting development
2. Population
3. Land use
4. Transportation facilities including those for mass transportation
5. Travel patterns
6. Terminal and transfer facilities
7. Traffic control features
8. Zoning ordinances, subdivision regulations, building codes, etc.
9. Financial resources
10. Social and community-value factors

The critical need for these continuing study activities has been further stressed in a recent U. S. Department of Transportation (Bureau of Public Roads) memorandum (I. M. 50-4-68) which states ". . . all studies will be required to have an approved continuing operations plan before they can be considered to be in the continuing phase." The Bureau's memorandum also provides general guidelines for the conduct of such a continuing operations plan.

The basic functions and considerations inherent

in such an operations plan are presented on the following pages for use as a guide in the plan's formulation. Actual plan formulation should be a cooperative effort on the part of all agencies involved.

There are two basic functions in the continuing planning process:

1. Periodic revision of the Plan to include the effect of unanticipated changes in development, travel habits, or technology.
2. Periodic revision of the Plan to maintain a 20-year program of street and highway needs.

These functions are described briefly in the following paragraphs and in detail in the remaining sections of this chapter.

"Unanticipated growth" refers to the possible development of the area in a different pattern or at a different rate than projected during the base study. Travel patterns and habits may change within the urban area; if such changes are important enough, they will require a thorough re-evaluation of the plan proposed in the base study. Maintaining a continuing planning process, if effectively implemented, satisfies the transportation demands of the area in spite of these changes. This assumes, of course, commensurate effective control of land development as guided by the land use plan.

It must also be assumed that, as time elapses, planning will be required to establish needs beyond the year of 1985. For this purpose, the study should be updated periodically. In such "updates", growth is evaluated and future systems (beyond 1985) are tested with traffic related to the new growth projections and the travel characteristics anticipated for the new target year.

Evaluating And Updating The Plan

There is a need for a periodic re-projection of land and socio-economic development and its associated travel desires, even if there are no changes other than expected in the development of an area and even if travel habits do not change. There must be a plan developed and an extension of the program to meet these demands for the new design year. Of course, if there are changes in expected growth, travel patterns or technology, these would be incorporated in the methods and techniques utilized in arriving at the plan for the new target year.

By using a "data bank" which is continually and

³¹ Bureau of Public Roads Policy and Procedure Memorandum PPM 50-9.

periodically updated to represent current conditions, new growth projections and new zonal estimates of travel-related characteristics may be made to reflect modifications in the land use plan which are to be recommended or explored. Using these new forecasts, review of the study's transportation proposals may be made yearly (or even more often) to check the adequacy of the proposed future system. Such an annual review should consider the magnitude and location of growth by analysis area which can be readily translated and quantified by zones utilized for transportation system analysis. Routine and continuing surveillance procedures should be established to cover specific summaries of existing administrative records such as building permits, school enrollment, new utility connections and other data which reflect the area's growth. An updating of the data is required for periodic analyses of the transportation system.

The U. S. Department of Transportation (Bureau of Public Roads) indicates that "major" reviews should be performed at least every five years and major Plan re-evaluation undertaken at 10-year intervals. These reviews and updates should incorporate re-study of growth trends, travel patterns and projection to a new design year to determine transportation needs beyond the base study or last major update.

There is another important aspect of the continuing planning study which must not be overlooked. There are many sectors of the public and private economy which are closely involved in the development of the community and which could benefit from the study's ability to provide a continuing output of current and forecasted socio-economic, land use and travel data. Because of this, and since the study's value is limited until its output is applied to the decision-making process, the findings of the continuing program should be made public. This may be done under auspices of an Annual Report and through periodic publication of data summaries.

Figure 19 graphically displays the fundamental functions and methods constituting the continuing planning process. In order to continue the planning process from the point to which it was brought by the base study, reference must be made to the study's input and output data. For this reason, the study's Data Files have been assembled by the Consultant and submitted to the Florida State Road Department for safe-keeping. Details of the methods involved in the various activities required in the proper function of the continuing process are discussed in the sections of this Chapter which follow.

Although this report deals with the Miami Urban Area Transportation Study activities, it is fitting to

note at this point that similar studies are underway in the neighboring counties of Broward and Palm Beach. Inasmuch as these three Counties are rapidly developing into a single urban complex containing, currently, nearly 31% of the State's population, there is a growing need to supplement these existing studies with a single tri-county program. Such a program could be developed in the continuing phase of each existing study.

Yearly Procedures (Routine Review)

It is recommended that the following procedures be carried out at least as often as once each year in the continuing planning process in order that significant changes can be promptly detected and so that updating can be more easily accomplished.

1. Keep existing land use, and socio-economic data current by traffic analysis zone.
2. Keep transportation facility inventories current, including those for mass transportation.
3. Maintain an adequate volume count program to provide coverage of area (screenline, cordon and coverage counts).
4. Review growth indices to determine if area is growing as anticipated. This should include consideration of social and community value factors, and the area's goals and objectives.
5. Make routine analyses of deviations from land use and transportation plan.
6. Review program of implementation and financing to re-evaluate immediate priorities (new 5-year programs). This should include an evaluation of current and proposed zoning ordinances, sub-division regulations, building codes, etc.
7. Review operational improvements that might aid in providing a better roadway system.
8. Review the development of terminal and transfer facilities to assure compatibility with the transportation and land use plan.
9. Prepare and publish an Annual Report, summarizing study activities and findings.

During the base study, the primary responsibilities for carrying out procedures corresponding to the above were assigned to the several participating agencies as follows:

Metropolitan Dade County Planning Department:	Items 1, 2*, 4, 5, 6*, 8
Florida State Road Department:	Items 2*, 3, 6*
Technical Advisory Committee:	Items 6*, 7, 9

* Joint responsibility with one or more other agencies.

GUIDELINES FOR THE CONTINUING TRANSPORTATION PLANNING PROCESS

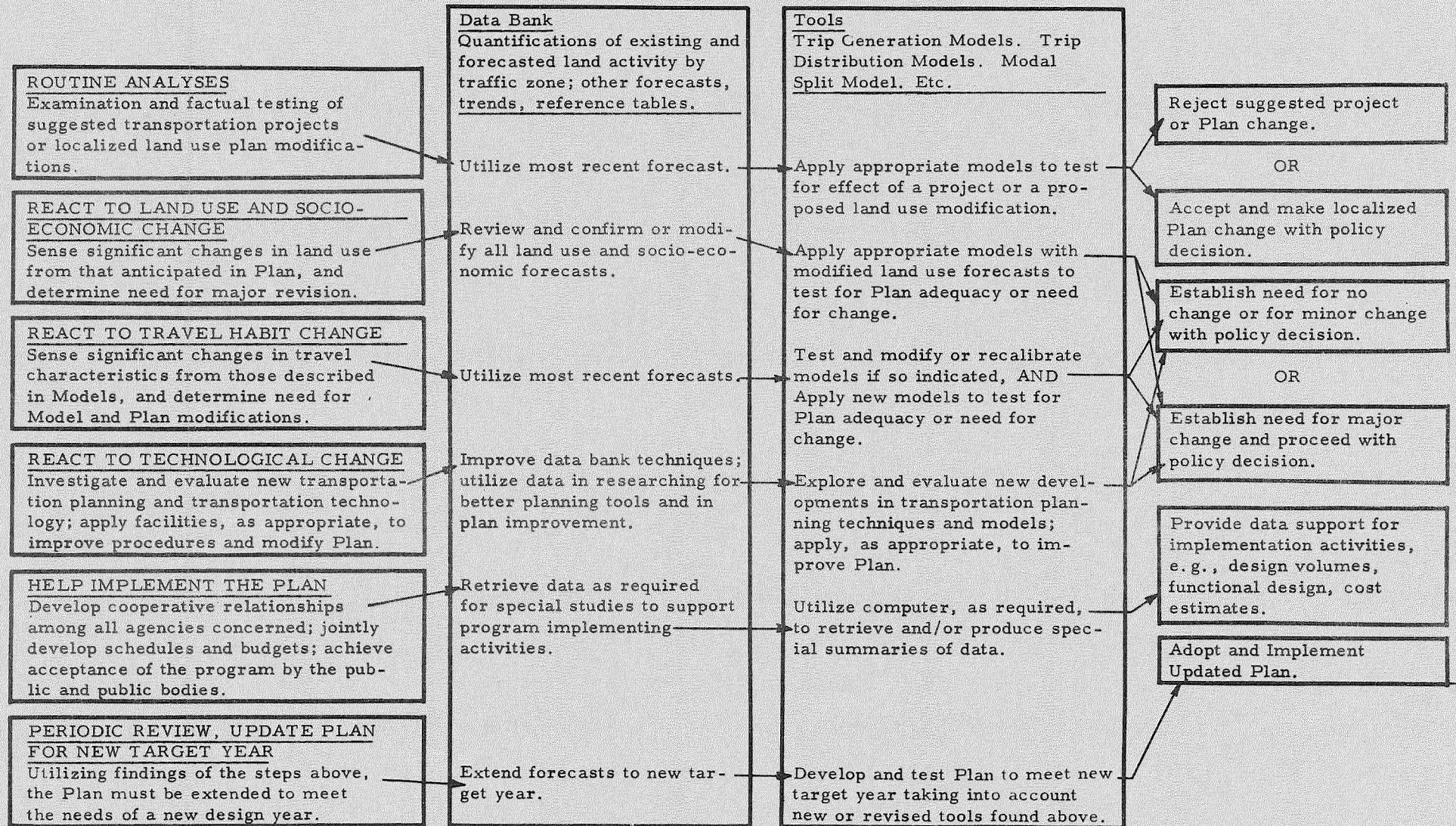


FIGURE 19

It is suggested that, in establishing the operations plan for the continuing study, consideration be given to a similar assignment of responsibility as a starting point for policy discussion. Consideration may also be given to the continuance of the same organizational relationships (see Figure 2) established in the base study.

Major Five-Year (or More Frequent) Review

The following is an outline of procedures to be followed at five-year (maximum) intervals.

1. If not previously done, determine adequacy of base study models using one of the methods described later in this report.
2. If necessary, develop new travel models.
3. Extend land development forecasts to new design year.
4. Predict travel desires for design year using base study or updated models.
5. Assign these desires to transportation plan developed during base study or last major update.
6. Take into account any technological development in transportation systems or transportation planning techniques.
7. Develop new plan to meet new demands.
8. Assign travel desires to new plan.
9. Develop cost estimates, priorities and program for new plan.
10. Prepare and publish a special report presenting the updated plan.
11. Adopt and implement updated plan.

The responsibility for performing corresponding functions during the base study suggests that consideration be given to assigning these tasks as follows:

- Metropolitan Dade County Planning Department:
 Items 3, 6*, 7*, 11*
- Florida State Road Department:
 Items 1, 2, 4, 5, 6*, 7*, 8, 9, 11*
- Technical Advisory Committee:
 Items 6*, 7*, 10, 11*

* Joint responsibility with one or more other agencies.

Major Ten-Year (or More Frequent) Re-evaluation

At ten-year maximum intervals, the study organization should:

1. Assess changes in technology, growth assumptions and new sources or distribution policies for public funds.
2. Initiate a major review of the transportation and land use plan, including planning goals and objectives.
3. Review population, economic and employment

forecasts.

4. Re-analyze the full transportation network, including re-examination of the role assumed for mass transit facilities. This analysis should also include examination of the relationships between parking and land use densities.
5. Re-evaluate financial resources available for improvement needs and extension of the priority project program.
6. Prepare and publish a special report presenting the new plan and program.

The handling of corresponding responsibilities during the base study suggests that the following delegation of the above tasks be considered:

- Metropolitan Dade County Planning Department:
 Items 1*, 2*, 3, 4*, 5*
- Florida State Road Department:
 Items 1*, 2*, 4*, 5*
- Technical Advisory Committee:
 Items 1*, 2*, 4*, 5*, 6

* Joint responsibility with one or more other agencies.

Reaction to Change in Area Development

The development of the area must be continuously evaluated to determine if growth and change is proceeding as predicted during the basic or last major update phase of the process. This should become a routine activity. As changes develop that could affect transportation, measures of their effect on traffic forecasts must be made by utilizing existing travel models. Changes in land development may necessitate minor changes in the system, or may require major revision and updating of the proposed system. At intervals not to exceed five years, new projections of area development should be made for a new design year. Using these projections, travel should be forecasted with the existing or revised models, and a revised plan developed to meet the newer demands. When changes in area development are to be tested, the corresponding data in the Study Files must be updated.

Since it is impossible to predict the exact growth of an area, there will be modifications to the predicted features of land use development that will occur at points in time between scheduled updates. In addition, there will be requests for minor modifications or variances made to the transportation plan. It is necessary that these changes and modifications be evaluated as they affect the entire transportation system. The majority of these cases can be evaluated using an engineering approach without the need for detailed quantitative analysis. However, it will be

desirable, even necessary in some instances, to immediately evaluate quantitatively the effect of these changes on the total plan. A significant change in anticipated land development, such as the unexpected introduction of a new large industry or shopping center, must be quantified (expressed in employment, square footage, etc.) and entered into the files of related data in prescribed format (the "data bank"). With the revised data, new forecasts of trips may be made, distributed and assigned to the network representing the Plan. The results of such an assignment must then be compared to the original assignment, the effect of the change evaluated and, if necessary, the Plan revised.

Even though such routine analyses are done from time to time in the continuing planning process to determine the effect of minor land use and socio-economic change from that which has been anticipated, a close watch must be kept on the total picture of this development. Changes which will have a great effect on the required transportation system, such as the industrialization of a large area previously planned as residential, must be anticipated at the earliest possible stages in the process. Once these changes have been sensed, the task of determining their effect is much the same as the routine analysis. Such analysis, if done in time, substantially improves the factual basis required for enlightened decisions pertaining to access provisions, zoning and other regulatory matters.

Indicators of Land Use and Socio-Economic Change

Numerous methods are available for sensing changes in the development of the area. These will not be discussed in detail in this report but are outlined generally below:

1. Area-wide analysis of predicted versus actual growth for the following variables:
 - a) Population
 - b) Employment
 - c) Automobiles
2. The same type analysis can be performed for various sub-divisions of the urban area—at least on a district by district basis.
3. Visual comparison of existing general land use with that existing in base year and that predicted for design year to ensure same general development as predicted.

Steps To Be Taken When Major Development Change Is Sensed

The following steps should be taken when an indication of major change in land use and socio-economic development is detected:

1. Complete the review and confirm or re-forecast all land use and socio-economic quantities contained in the data bank that are used in trip generation equations.
2. Utilizing the re-forecasted data from above and the models developed in the base study or most recent revision thereof, determine the trip generation and distribution for those conditions.
3. Assign these travel desires to the network representing the plan and determine deficiencies (or facilities no longer warranted).
4. Should plan changes be required in the transportation plan, develop a plan, estimate of costs and a new program for implementation of the revised plan.

Reaction to Travel Pattern Change

Another major activity requiring close attention in the continuing planning process is the periodic determination of whether travel models developed under the base study are still valid representations of current travel habits. If such a condition is found not to exist, it is then necessary to revise the models, re-forecast the design year travel and determine what effect this has on the plan. Revisions might range from minor adjustment to major revamping of the plan.

Major changes in travel habits would require revisions of the mathematical models for estimating trip generation, trip distribution and modal split. Analysis of the adequacy of the travel models must be checked at intervals as a part of the continuing planning process.

Where it is suspected that travel characteristics in a certain part of the area (e.g. the beach) or for all of the area differ substantially from those described by existing models, a sampling of travel should be designed which is statistically adequate to check the models, and, if necessary re-calibrate them or develop new ones. The need for such model improvement will most likely become evident through future applications of the models; i.e., in the event they begin producing solutions which appear unreasonable in comparison with observed values. If the models are found to need revision and new or re-calibrated models are developed, new forecasts of design year travel must be made and the effect on the plan evaluated.

There are several methods available to determine whether travel habits have changed significantly. These methods can range from a complete origin and destination survey and subsequent model adequacy

checks, to a relatively simple application of models to existing conditions with a comparison of assignment results to volume counts throughout the area.

Methods not involving the collection of new origin and destination data are listed below:

1. Estimate existing travel using trip generation and distribution models and existing land use data. Assign the resulting travel desires to the existing system and compare to volume counts throughout the area.
2. Re-estimate existing travel by trip generation and distribution models and, instead of assigning these trips to the existing system, synthesize their screenline crossings and compare results to the existing screenline volumes.
3. Test trip generation models by estimating trips to and from certain areas and comparing to volume counts entering and leaving each area.

Any method of testing model adequacy which involves collection of O-D data will be much more involved and expensive than those methods described above; however, several such more complex methods available are outlined below:

1. Complete external cordon and internal home interview and truck and taxi surveys such as conducted in the base study. With this O-D data the models previously developed could be tested utilizing present land use data and the travel desires determined from the O-D survey. If existing models are found to need revision, new models could be developed from the data available.
2. Interview of small sample of dwellings from all zones in the study area utilizing one of the following methods:
 - a) Telephone
 - b) Mailed Questionnaire
 - c) Dwelling Unit Interview
 Selection of the appropriate method may be made at the time the study design is prepared.
3. Interview of cluster sample of zones using one of the methods mentioned above.
4. Roadside interview of sample on screenlines and cordon.

Travel desires shown by the O-D data collected must be compared to those predicted by the models developed during the base study using updated existing land use and socio-economic data. If the models are found to require revision, appropriate procedures must be followed to make the revisions and to determine the effect on the transportation plan.

Steps To Be Taken If Models Shown Inadequate

The following general procedures are necessary if the travel models are found to not represent existing travel patterns:

1. Using new O-D data and updated land use and socio-economic data, develop new trip generation, distribution and modal split models.
2. Utilizing most recent forecast of socio-economic and land use data for design year, predict design year travel patterns.
3. Assign these desires to the present plan and determine changes necessary.
4. Develop revised plan, estimate of costs, program, etc., to adequately serve new forecasted demands.

Transportation System Modification

An analysis similar to the one outlined for development change can be used for testing any proposed modification to the transportation network, such as the construction of an unplanned waterway crossing. Trip tables developed during the base study or last major update would simply be assigned to the system with the proposed change and this change evaluated as it affects the entire Plan. With these data available, a decision could be made as to whether the change would be accepted or rejected, and, if accepted, what other system modifications would be necessary to ensure an adequate plan.

Reaction to Technological Change

An equally important consideration, requiring close attention in the continuing planning process, is that of technological change. This change will occur both in transportation systems available for use (new or improved modes of transportation), and in the techniques and processes available for transportation planning. As technological changes occur and become accepted, their effect on the existing plan should be quantified and necessary revisions to the Plan made.

Transportation Planning Techniques

The techniques used in the transportation planning process for this base study have been described in the technical reports published prior to this report. These methods were accepted by the Technical Advisory Committee, the Florida State Road Department and the U. S. Department of Transportation (Bureau of Public Roads) and generally define the "state of the art" during the study period. The state of the art of transportation planning will change as research brings about new "discoveries". These might include new procedures for determining trip generation, distribution, modal split, and assignment. Re-

search to keep abreast of such developments should, itself, be a continuing activity of the planning process. The techniques used in the process should always be the most improved ones available.

Transportation Systems

It is possible that in the future new modes of transportation or improvements in operating various modes may invalidate the use of various mathematical models. Actually, technological improvements in transportation systems can cause a change in travel habits as discussed in the previous section of this chapter. With the advent of such changes, it will, of course, be necessary to thoroughly explore the effects on the models and on the Plan.

Summary

Throughout the several sections of this chapter the need for a continuing, cooperative transportation planning process has been defined. Meeting this need is vital if traffic problems, so noticeable today, are not to be compounded in the future.

The community must recognize also that failure to effect a continuing program could result in the loss of Federal (and State) highway construction funds, placing a tremendous financial burden on local government. The basic functions which constitute

the continuing transportation planning process have been outlined herein. It is clear that some sizable effort will be required to delegate responsibilities for organizing and performing these functions. The legal, political and financial ramifications involved with this should be reconciled in the immediate future.

As described earlier, the agencies which were responsible for various parts of the base study are the logical agencies to be considered in delegating responsibilities for the necessary immediate continuing efforts. The financing of these efforts must be established; consideration should be given to sharing these as they were for the base study. Although there has been no formal budget for the entire study, work responsibilities were assigned through agreements which, in effect, allocated the burden of cost.

It is fitting to reiterate a point which was made at the beginning of this chapter: completion of the Miami Urban Area Transportation Base Study is only the first of many steps which can lead to the orderly development of the urban area. The considerations and procedures outlined on the preceding pages have pointed the way toward the objective—the next step is up to citizens of Dade County, represented by their local governing bodies, and in cooperation with the permanent study committees which exist.

APPENDIX A
TYPICAL CROSS-SECTIONS
ROADWAY UNIT COSTS

TYPICAL SECTIONS

FREEWAYS AND EXPRESSWAYS

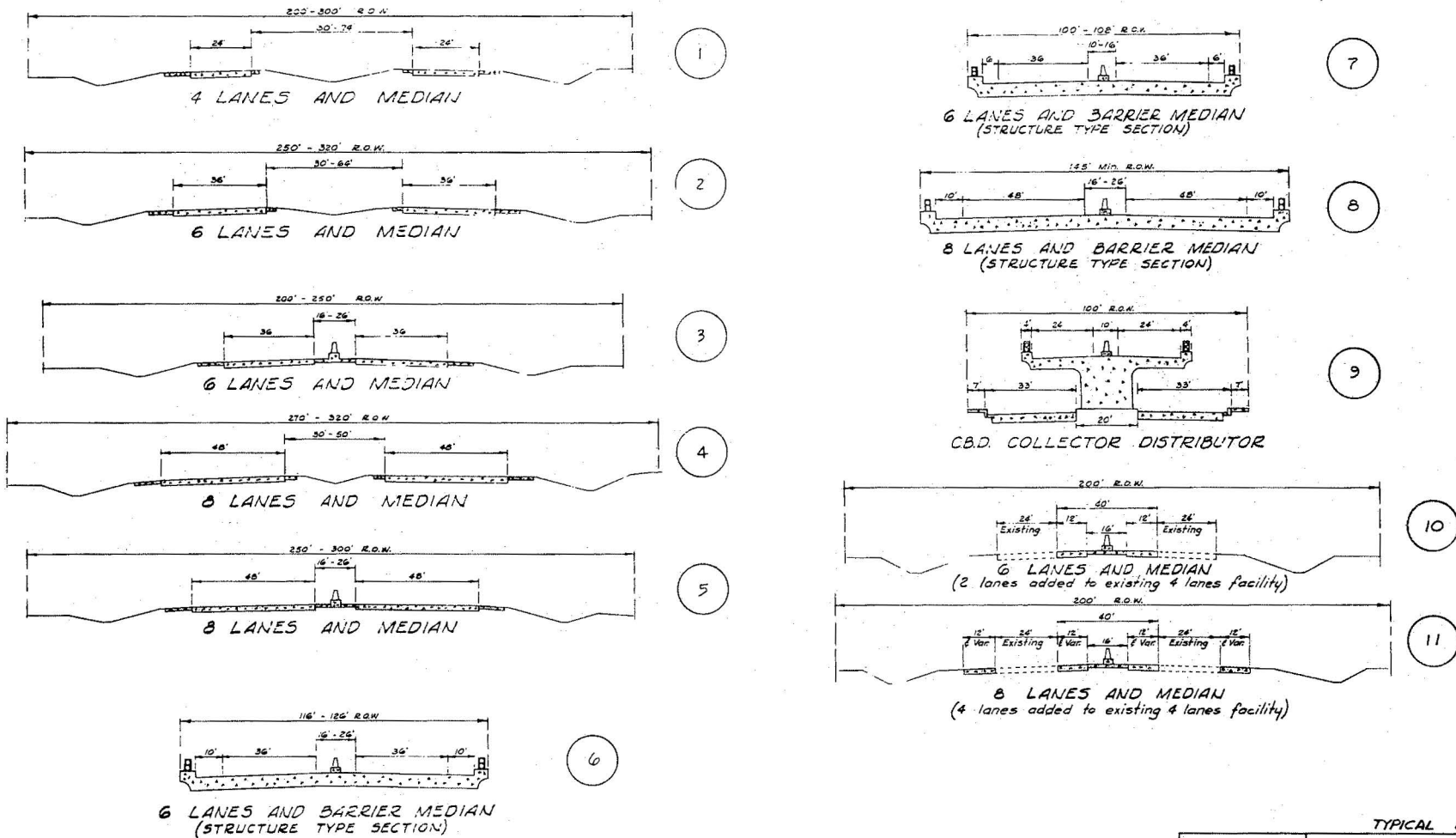
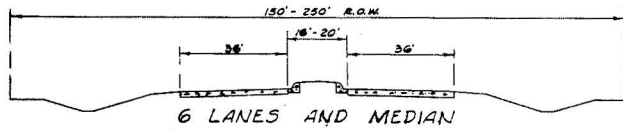


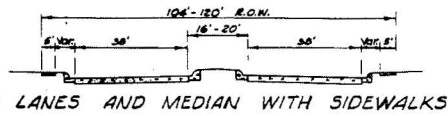
FIGURE 1A

TYPICAL SECTIONS	
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DRAWN: S. S. S. L. B. CHECKED: M. F. S. IN CHARGE: M. F. S.	MIAMI URBAN AREA TRANSPORTATION STUDY DADE COUNTY, FLORIDA
DRAWING NO. FIG. 1-A	

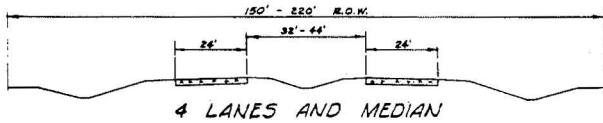
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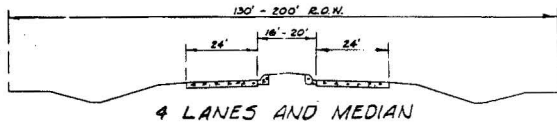
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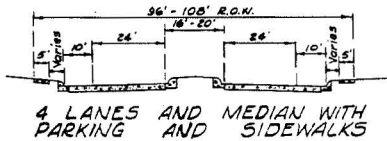
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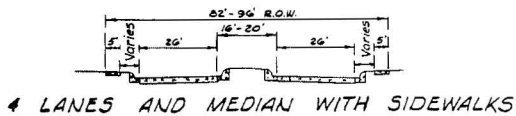
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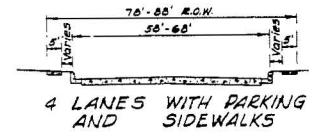
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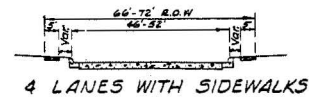
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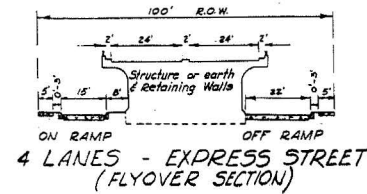
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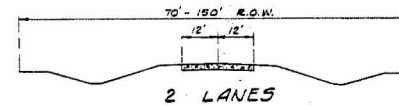
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FIGURE 1B

TYPICAL SECTIONS	
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DATE: 5/27/68	
SCALE: 1/4" = 1'-0"	
DATE: 11/22/67	
DESIGN: E.S.	
DRAWING NO.:	FIG. 1-B

TYPICAL SECTIONS ARTERIALS

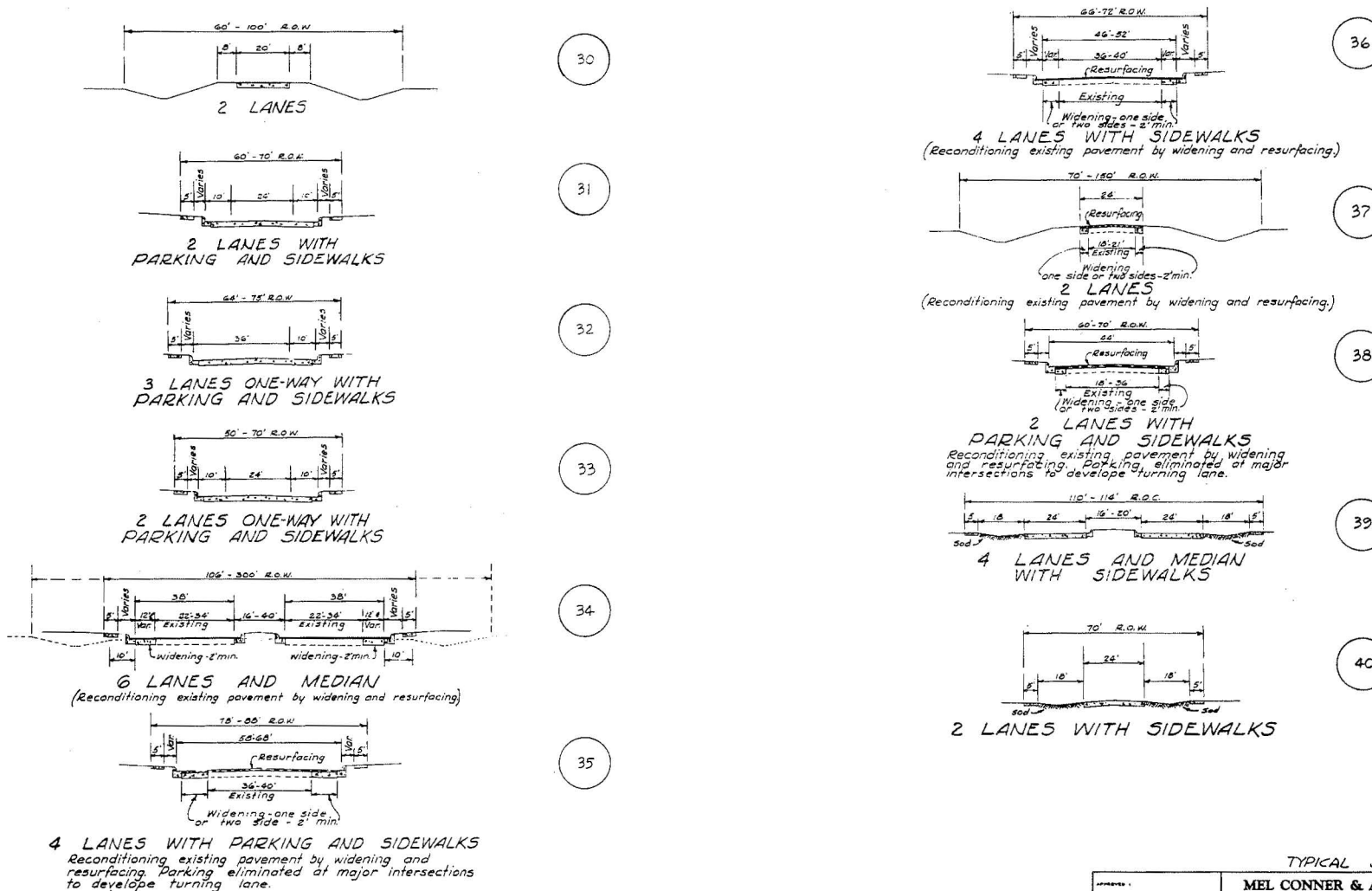


FIGURE 1-C

TYPICAL SECTIONS	
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BY: Sert, GB	
CHECKED: NTS	
DATE: 11/2	
SCALE:	
DRAWING NO. FIG. 1-C	P&P

TABLE OF ESTIMATED UNIT COSTS

Type of Facility	Number of Lanes	Right-of-Way in Feet ¹	Cost/Mile in Thousands of Dollars	Typical Section No.	Remarks
FREEWAYS					
Rural	6	320-250	530	2	
	4	300-200	422	1	All Freeways—Additional costs to be included for interchanges, grade separations and structures.
Outlying & Intermediate	6	320-250	486	2	
	4	300-250	412	1	
Downtown, 8-Lane & other Certain Facilities	SPECIAL CONSIDERATIONS			4-11	
EXPRESSWAYS					
Rural	6	320-250	475-450	2	
	4	300-200	412-390	1	All Expressways — Additional costs to be included for interchanges, grade separation and structures.
Outlying	6	320-250	455-430	2	
	4	300-200	400-375	1	
Intermediate	6	250-200	500-475	3	
	4	300-200	450-425	1	
Downtown, 8-Lane & other Certain Facilities	SPECIAL CONSIDERATIONS			4-11	
6-LANE DIVIDED ARTERIALS					
Outlying	6	250-150	470	20	New construction
	6	300-106	270	34	2 new lanes and resurfacing existing

¹ Range indicates desirable—acceptable; dependent on median, etc.

Table of Estimated Unit Costs (Continued)

Type of Facility	Number of Lanes	Right-of-Way in Feet	Cost/Mile in Thousands of Dollars	Typical Section No.	Remarks
Intermediate	6	120-104	500	21	New construction
	6	300-106	290	34	2 new lanes and resurfacing existing
4-LANE DIVIDED ARTERIALS					
Rural	4	220-150	370	22	New construction
	4	220-130	180	22, 23	2 new lanes and resurfacing existing
Outlying	4	220-150	340	22, 23	New construction
	4	108-100(96)	438-412	24	New construction, 20' - 15' median with parking
	4	220-130	150	22, 23	2 new lanes and resurfacing existing
Intermediate	4	108-100(96)	449-422	24	New construction
	4	114- 82	396-370	25, 39	New construction
Downtown	4	108-100(96)	460-432	24	New construction
	4	96- 82	410-380	25	New construction, 20' - 15' median, no parking and special consideration
SPECIAL MULTI-LANE					
Special Consideration				28	
4-LANE UNDIVIDED ARTERIALS					
Intermediate	4	88(78)	343	26	New construction
	4	72(66)	327	27	New construction
Downtown	4	88(78)	360	26	New construction
	4	72(66)	350	27	New construction

() indicates minimum Right-of-Way for pavement section

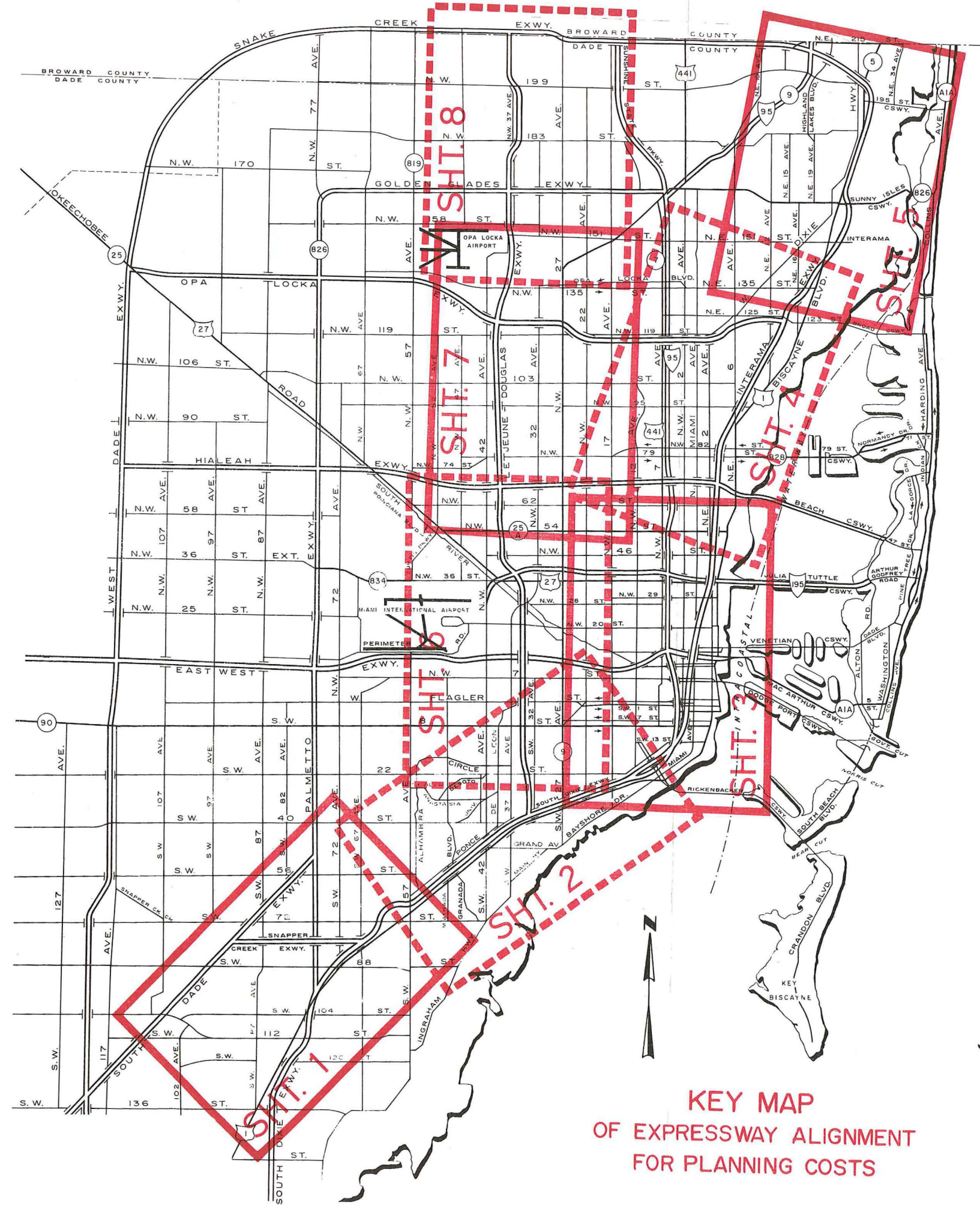
Table of Estimated Unit Costs (Continued)

Type of Facility	Number of Lanes	Right-of-Way in Feet	Cost/Mile in Thousands of Dollars	Typical Section No.	Remarks
2-LANE ARTERIALS					
Rural	2	150- 70	158	29	Primary rural highway
	2	150- 60	130-100	29, 30	Rural highway or road
Outlying	2	150- 70	158	29, 40	New construction, rural type area
	2	70(60)	250	31	New construction
Intermediate & Downtown	2	70(60)	315-280	31	New construction
ONE-WAY PAIRS					
Intermediate	3	75- 64	306	32	New construction
	2	70- 50	230	33	New construction
Downtown	3	75- 64	317	32	New construction
	2	70- 50	250	33	New construction
SERVICEABLE 4-LANE ARTERIALS					
	4	Use Existing R.O.W.	40	36	Resurfacing only
	4	Min. R.O.W. Acquisition	45	36	Resurfacing and widening
	4	Min. R.O.W. Acquisition	70	35	Resurfacing and widening
SERVICEABLE 2-LANE ARTERIALS					
Rural					
Type a	2	Use Existing R.O.W.	20	37	Resurfacing only
Rural & Outlying					
Type b	2	150- 70	40	37	Widening and Resurfacing
Intermediate & Downtown	2	70- 60	60	38	Widening and Resurfacing

Type Facility	Number of Lanes	Unit	Cost Per Unit	Typical Section No.	Remarks
INTERCHANGE RAMPS					
Diamond	1 (16')	Per-Quadrant	\$50,000		
Cloverleaf	2 (16')	Per-Quadrant	\$110,000		
Directional	1 (16')	Per Foot	\$50.00		
STRUCTURES					
Over Canal					
General	2	Per Structure	\$25,000		Assumed 50' length and 44' roadway
	4	Per Structure	\$52,000		Assumed 50' length and 2 @ 42' roadway
	4	Per Structure	\$46,000		Assumed 50' length and 74' roadway
At Interchanges					
2-lane over 4-lane	20' med.	Per Crossing	\$90,000		150' length, 44' roadway
4-lane over 4-lane	20' med.	Per Crossing	\$170,000		150' length, 2 @ 42' roadway
2-lane over 4-lane	40' med.	Per Crossing	\$95,000		170' length, 44' roadway
4-lane over 4-lane	40' med.	Per Crossing	\$180,000		170' length, 2 @ 42' roadway
Over Canals & Rivers					
Special	2		See Remarks		Cost = 44' x \$13 x Length of Crossing
	4	Structure 60'-200'	See Remarks		Cost = 2 x 42' x \$13 x Length of Crossing
	4	Structure 200'-250'	See Remarks		Cost = 74' x \$13 x Length of Crossing
	4	Over 250'*	See Remarks		Cost = 2 x W* x \$13 x Length of Crossing
	6		See Remarks		Cost = 2 x 54' x \$13 x Length of Crossing
Intracoastal Waterway	4	Special*	See Remarks		Cost = 2 x W* x Z x Length of Crossing Z = unit cost varies \$20 to \$85

* Special consideration given to long structures as to width (W) and safety requirements.

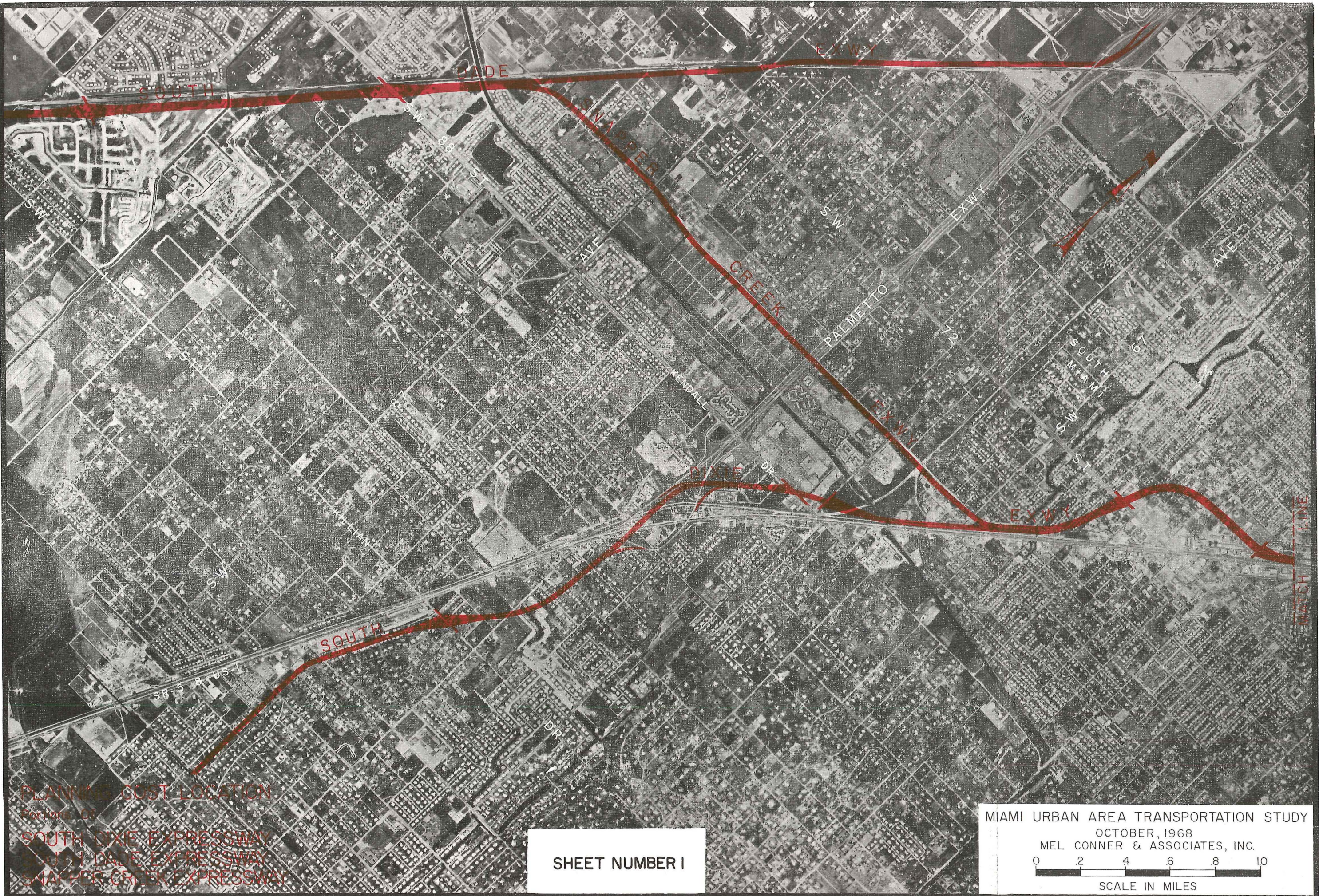
APPENDIX B
PLANNING COST LOCATIONS
MAJOR EXPRESSWAY IMPROVEMENTS



MIAMI URBAN AREA TRANSPORTATION STUDY
 OCTOBER, 1968
 MEL CONNER & ASSOCIATES, INC.
 0 1 2 3 4 5 6
 SCALE IN MILES

KEY MAP
 OF EXPRESSWAY ALIGNMENT
 FOR PLANNING COSTS

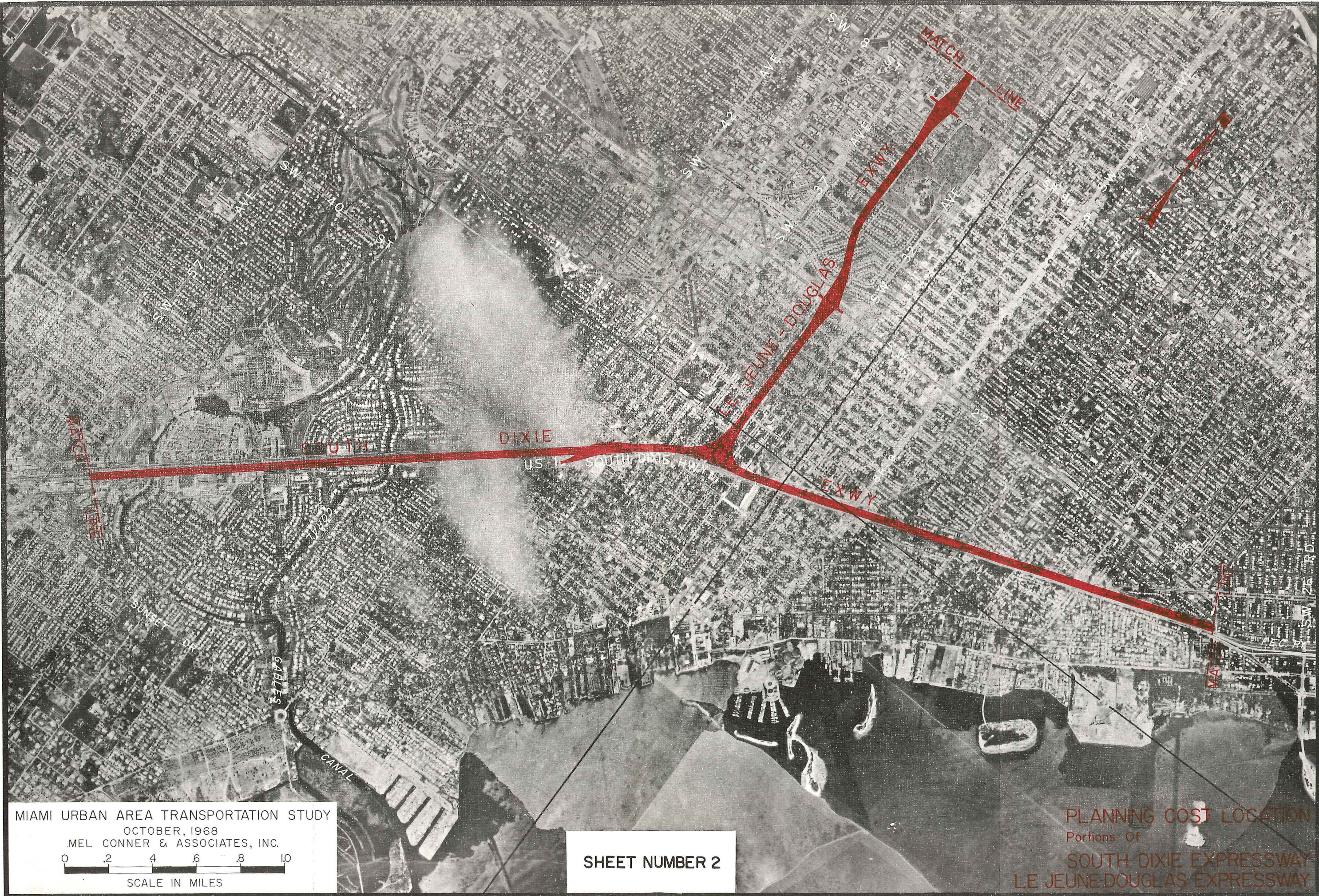
A T L A N T I C O C E A N



PLANNING COST LOCATION
FOR
SOUTH DIXIE EXPRESSWAY
SOUTH DADE EXPRESSWAY
SHAFFER CREEK EXPRESSWAY

SHEET NUMBER I

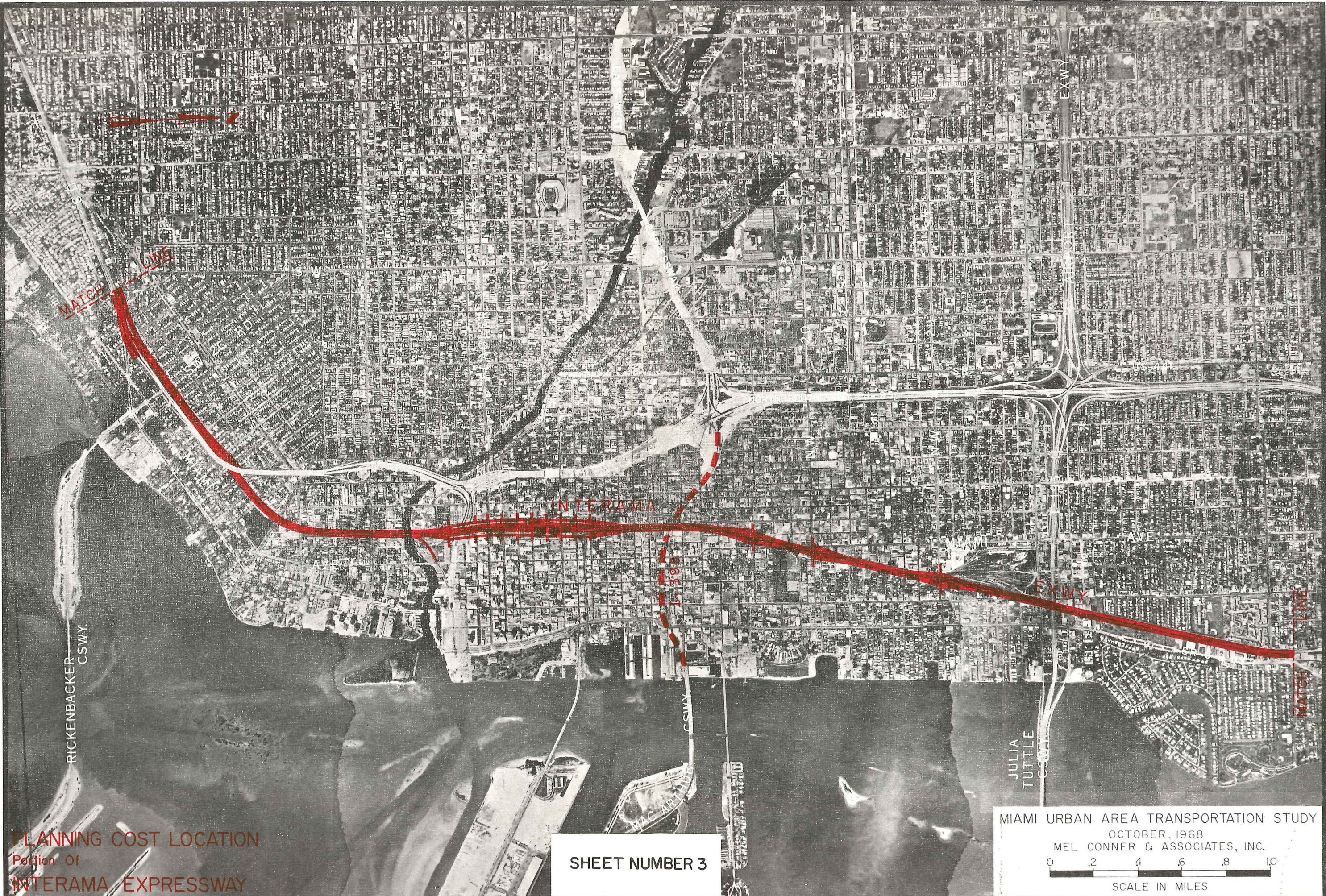
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OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
0 .2 4 6 8 10
SCALE IN MILES



MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
0 2 4 6 8 10
SCALE IN MILES

SHEET NUMBER 2

PLANNING COST LOCATION
Portions Of
SOUTH DIXIE EXPRESSWAY
LE JEUNE-DOUGLAS EXPRESSWAY



PLANNING COST LOCATION
Portion Of
INTERAMA EXPRESSWAY

SHEET NUMBER 3

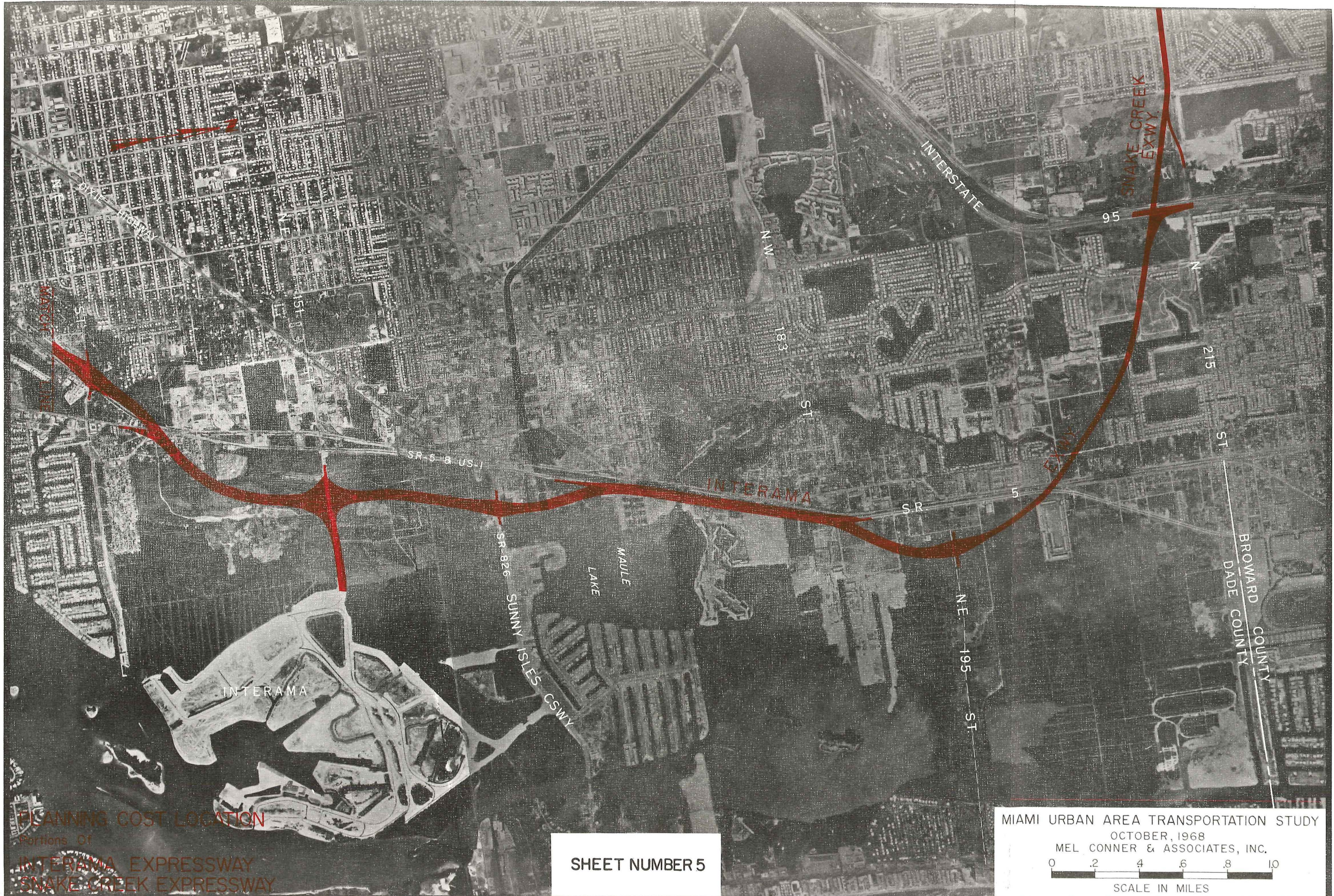
MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
0 .2 4 6 .8 1.0
SCALE IN MILES



MIAMI URBAN AREA TRANSPORTATION STUDY
 OCTOBER, 1968
 MEL CONNER & ASSOCIATES, INC.
 0 .2 .4 .6 .8 1.0
 SCALE IN MILES

SHEET NUMBER 4

PLANNING COST LOCATION
 Portions of
 INTERAMA EXPRESSWAY
 HIALEAH EXPRESSWAY
 BEACH CAUSEWAY
 OPA LOGKA EXPRESSWAY

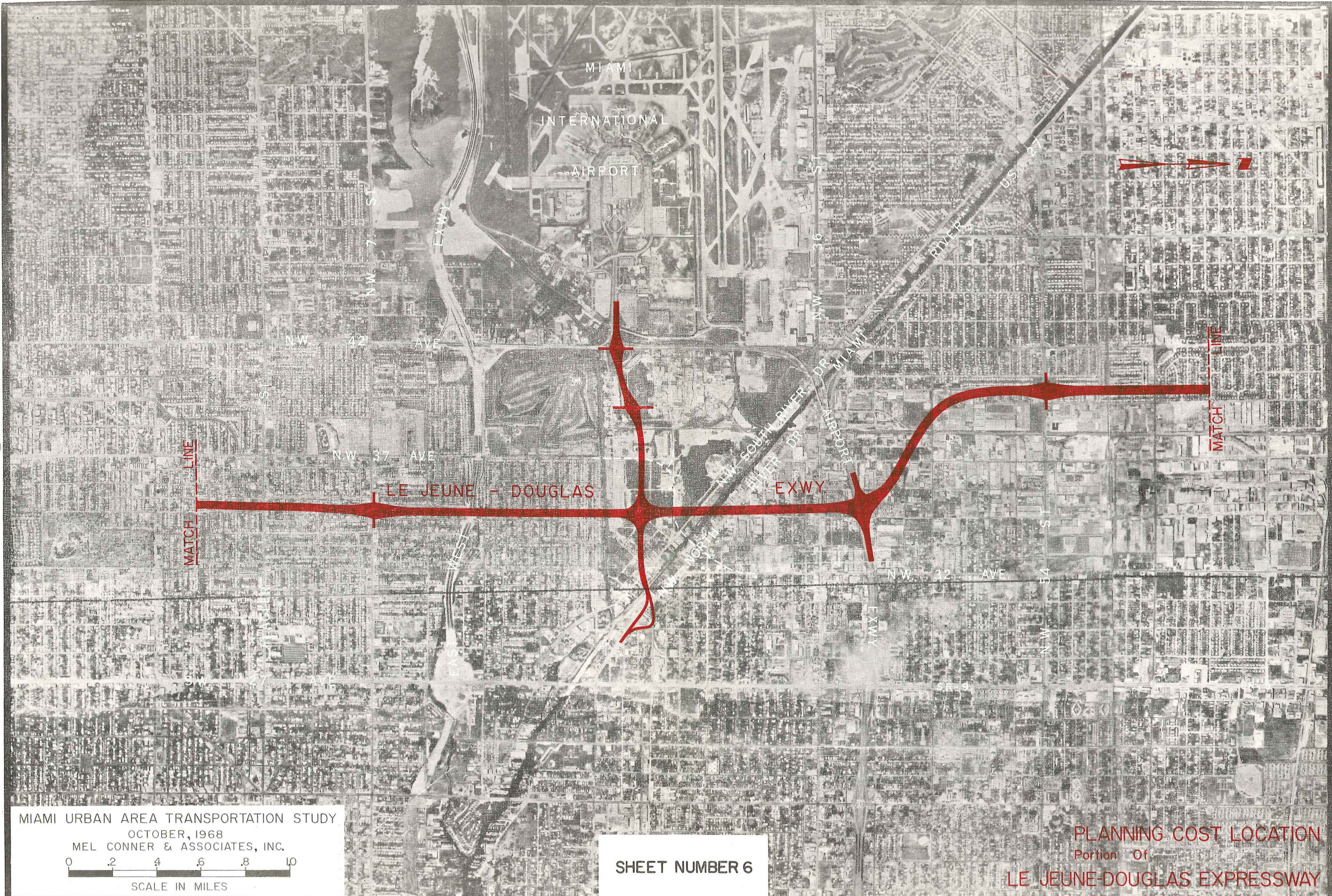


PLANNING COST LOCATION
Portions of
INTERRAMA EXPRESSWAY
SNAKE CREEK EXPRESSWAY

SHEET NUMBER 5

MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.

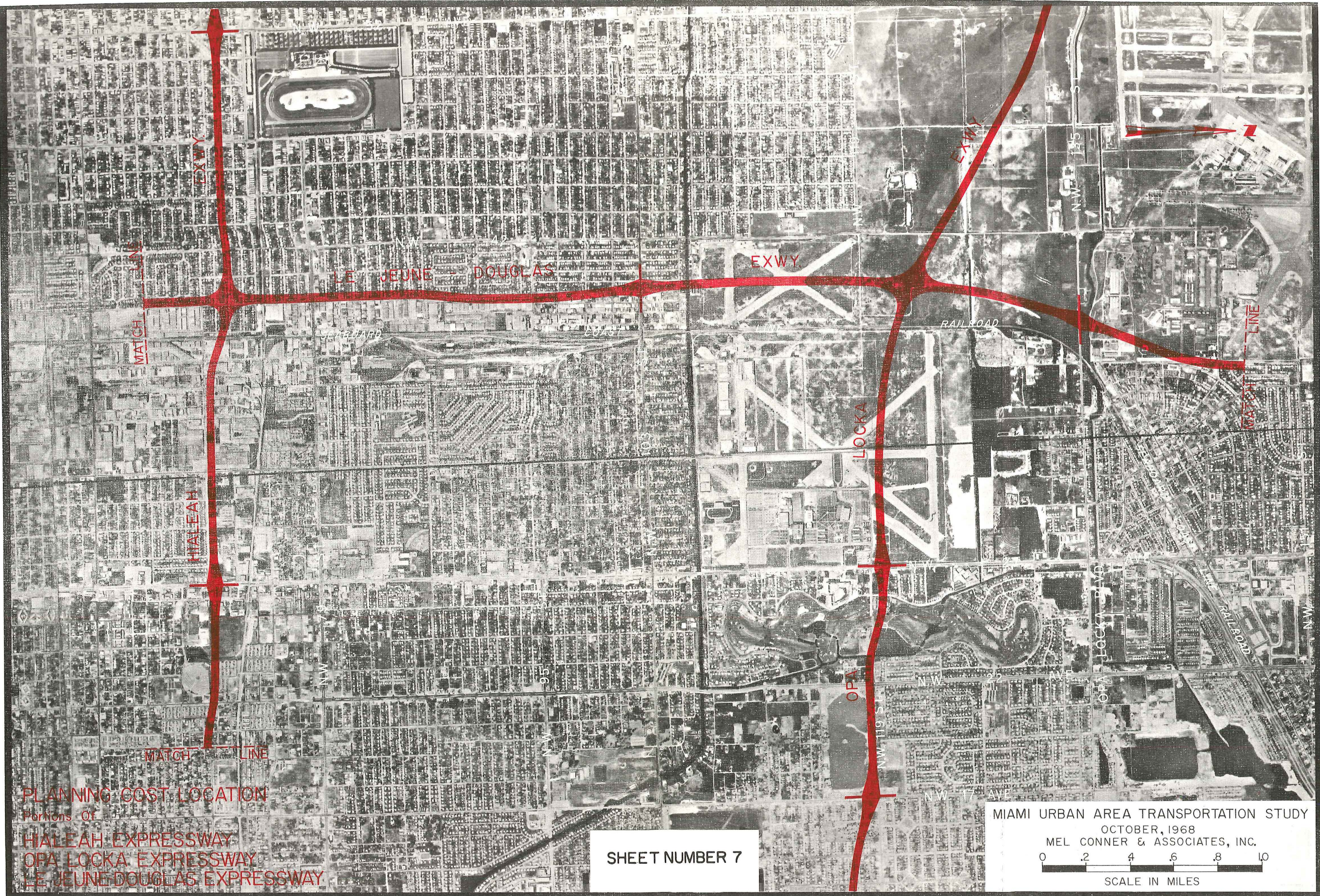
0 .2 4 .6 .8 1.0
SCALE IN MILES



MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
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SCALE IN MILES

SHEET NUMBER 6

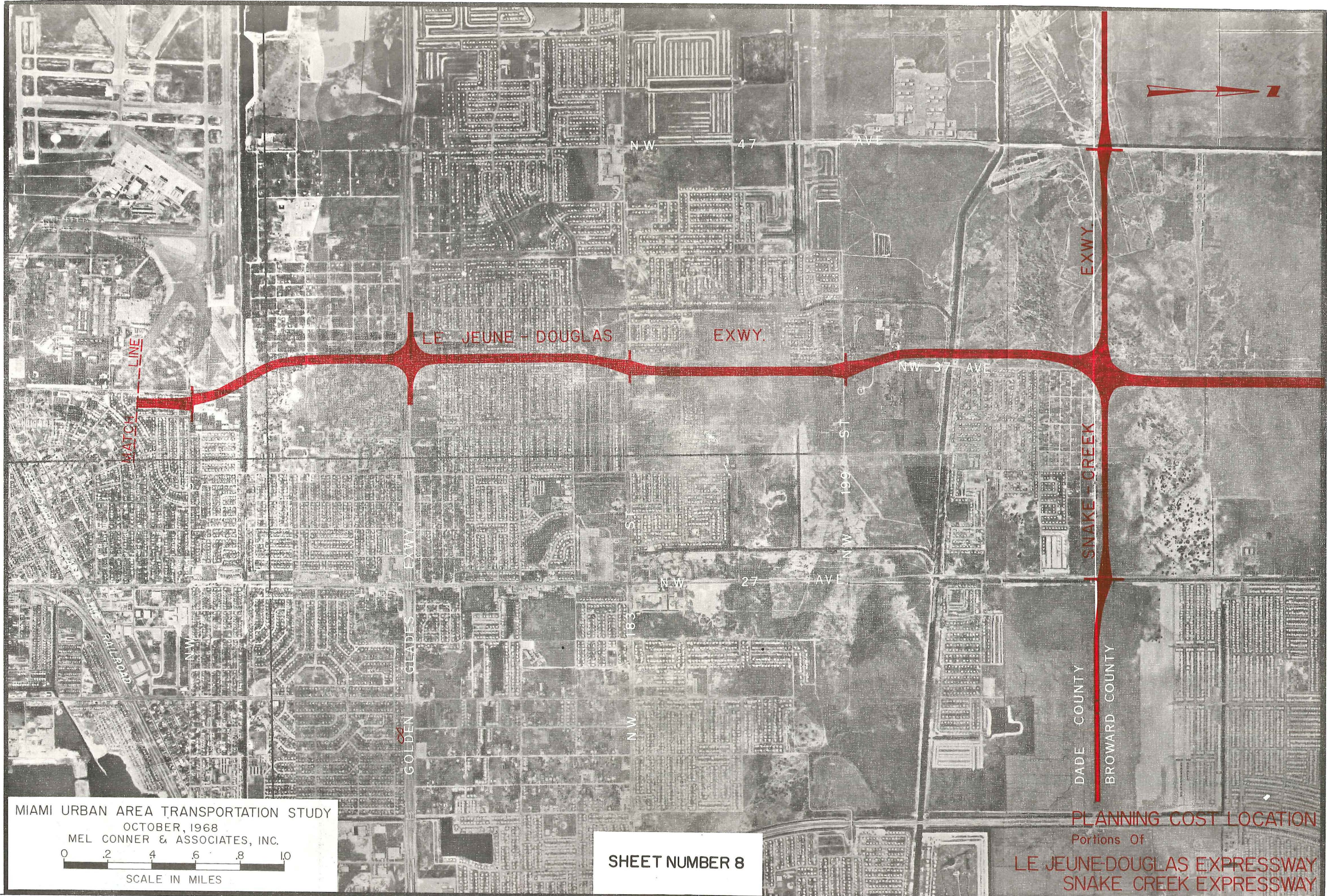
PLANNING COST LOCATION
Portion Of
LE JEUNE-DOUGLAS EXPRESSWAY



PLANNING COST LOCATION
Portions of
HIALEAH EXPRESSWAY
OPA LOCKA EXPRESSWAY
LE JEUNE DOUGLAS EXPRESSWAY

SHEET NUMBER 7

MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
0 .2 .4 .6 .8 1.0
SCALE IN MILES



MIAMI URBAN AREA TRANSPORTATION STUDY
OCTOBER, 1968
MEL CONNER & ASSOCIATES, INC.
0 .2 4 .6 .8 1.0
SCALE IN MILES

SHEET NUMBER 8

PLANNING COST LOCATION
Portions Of
LE JEUNE-DOUGLAS EXPRESSWAY
SNAKE CREEK EXPRESSWAY

APPENDIX C

DETAIL TABULATION OF THE RECOMMENDED PRINCIPAL STREET PLAN

Legend of Codes and Abbreviations Used:

- N — No Major Improvement Recommended
- NA — Not Available
- V — Variable Width
- Rock — Rock Roadway Surface
- Exp-St — Express Street Facility
- Dirt — Dirt Roadway

R. O. W. description noted as two numbers (xx-xx) indicates variation of right-of-way widths.

Pavement description noted as follows: three numbers (xx-xx-xx) indicates lane width with first and third number and median width with middle number, while two numbers (xx-xx) indicates variable pavement width (no median).

Explanation of System Designation:	Urban	Rural
Federal Aid Primary — State Primary	UPP	RPP
Federal Aid Primary — State Secondary	UPS	RPS
Federal Aid Secondary — State Primary	USP	RSP
Federal Aid Secondary — State Secondary	USS	RSS
State Primary	U-P	R-P
State Secondary	U-S	R-S
County Road	L	L
Municipal Street	L	L
Toll	T	T
Other	O	O

APPENDIX C

DETAIL TABULATION OF THE RECOMMENDED PRINCIPAL STREET PLAN

Figure 11 depicts the 1985 Principal Street Plan as it was initially presented in Technical Report No. 6. Figures 18 and 18A illustrate the major improvements necessary to develop the 1985 Principal Street Plan. A section-by-section description of the recommended plan elements was, along with the detailed study and review, prepared as shown on the following pages, and includes the following information:

1. Name and limits of each section of principal streets.
2. Existing rights-of-way and pavement widths. (In some cases these were estimated from aerial photography due to lack of inventory data.)
3. Proposed right-of-way and pavement widths. (When "N" is shown in the table no major improvement is recommended for the section.)
4. The number of lanes for moving traffic, along with a typical cross-section reference to Appendix A, Part I.
5. The length in miles to the nearest one-tenth.
6. Priority rating as illustrated in Figures 18 and 18A and listed in Table XII.
7. Estimated cost subdivided into roadway cost, major structure cost, and right-of-way cost.
8. Existing and assumed system classification as described in Chapter VI.
9. Reference code number (assigned geographically to expressways, north-south arterials and east-west arterials).
10. A list of notes explaining the abbreviations used in the table as well as providing general remarks explaining the table.

APPENDIX C
PRINCIPAL STREET PLAN TABULATION
(THOUSANDS OF DOLLARS)

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
00000	*****FREEWAYS AND EXPRESSWAYS*****														
00001	*****EAST-WEST TRAFFIC MOVEMENT FACILITIES*****														
00100	<u>SNAKE CREEK EXPRESSWAY</u>														
00101	I-95 TO N.E. 12TH AVE	0	0	0	250	24-50-24	4	1	0.9	2	205	-	900	1105	L
00102	N.E. 12TH AVE. TO SR 7 (U.S.441)	0	0	0	250	24-50-24	4	1	1.7	2	375	-	1726	2101	L
00103	SR 7 (U.S.441) TO N.W. 27TH AVE	0	0	0	250	24-50-24	4	1	2.3	2	525	-	1278	1803	L
00104	N.E. 27TH AVE TO N.W. 57TH AVE	0	0	0	300	24-74-24	4	1	3.0	2	1288	303	-	1591	L
00105	N.W. 57TH AVE TO COUNTY LINE	0	0	0	300	24-74-24	4	1	4.2	2	1388	393	-	1781	L
00106	COUNTY LINE TO N.W. 170TH STREET	0	0	0	300	24-74-24	4	1	2.3	2	640	119	554	1313	L
00107	N.W. 170TH STREET TO OPA LOCKA EXPRESSWAY	0	0	0	300	24-74-24	4	1	1.9	2	590	-	547	1137	L
00200	<u>GOLDEN GLADES EXPRESSWAY</u>														
00201	I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	200	24-40-24	4	N	36-16-36	6	10	3.0	2	716	382	-	1098	UPP
00202	LEJEUNE-DOUGLAS EXPRESSWAY TO PALMETTO EXPRESSWAY	300	24-40-24	4	N	36-16-36	6	10	4.3	2	401	361	-	762	UPP
00300	<u>OPALOCKA EXPRESSWAY</u>														
00301	INTERAMA EXPRESSWAY TO I-95	0	0	0	250	36-26-36	6	3	2.3	2	3330	4020	7400	14750	L
00302	I-95 TO N.W. 27TH AVENUE	0	0	0	250	36-26-36	6	3	2.2	2	3100	2320	5400	10820	L
00303	N.W. 27TH AVE TO LEJEUNE DOUGLAS	0	0	0	250	36-26-36	6	3	1.3	2	1350	655	1040	3045	L
00304	LEJEUNE-DOUGLAS EXPRESSWAY TO PALMETTO EXPRESSWAY	0	0	0	250	24-50-24	4	1	3.5	2	3810	1315	3370	8495	L
00305	PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	0	0	300	24-50-24	4	1	4.0	2	1900	-	700	2600	L
00310	<u>BEACH CAUSEWAY</u>														
00311	ALTON RD TO BISCAYNE BAY	0	0	0	600	24-30-24	4	1	3.0	2	4606	5600	112	10318	L
00312	BISCAYNE BAY TO INTERAMA EXPRESSWAY	0	0	0	V	36-26-36	6	3	0.5	2	474	3385	5270	9129	L
00400	<u>HIALEAH EXPRESSWAY</u>														
00401	INTERAMA EXPRESSWAY TO I-95	0	0	0	250	36-40-36	6	2	1.0	2	1080	9180	6274	16534	L
00402	I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	0	0	0	250	36-40-36	6	2	3.5	2	3965	2898	16490	23353	L
00403	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 52 AVE	0	0	0	275	24-64-24	4	1	1.2	2	1480	650	6550	8680	L
00404	N.W. 52 AVE TO PALMETTO EXPRESSWAY	0	0	0	275	24-64-24	4	1	2.5	1	2220	1350	950	4520	L
00405	PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	0	0	300	24-74-24	4	1	4.0	2	1900	-	700	2600	L
00500	<u>I-195</u>														
00501	ALTON ROAD TO INTRACOASTAL WATERWAY	NA	36- V-36	6	N	N	6	-	2.5	0	-	-	-	-	UPP

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
00502	INTRACOASTAL WATERWAY TO INTERAMA EXPRESSWAY	NA	36-4-36	6	N	N 6	-	1.0	0	-	-	-	-	-	UPP
00503	INTERAMA EXPRESSWAY TO I-95	NA	36-6-36	6	N	N 6	-	0.9	0	-	-	-	-	-	UPP
<u>00600 AIRPORT EXPRESSWAY</u>															
00601	I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	200	36-20-36	6	N	N 6	-	3.3	0	-	-	-	-	-	U-P
00602	LEJEUNE-DOUGLAS EXPRESSWAY TO LEJEUNE ROAD	200-	V 36- V-36	6	N	N 6	-	0.5	0	-	-	-	-	-	U-P
<u>00700 EAST-WEST EXPRESSWAY (INCLUDES I-395)</u>															
00701	MACARTHUR CAUSEWAY TO E. 2ND AVENUE	200-250	NA	6	N	N 6	-	0.3	0	-	-	-	-	-	UPP
00702	E. 2ND AVENUE TO I-95	220-250	NA	8	N	N 8	-	1.0	0	-	-	-	-	-	UPP
00703	I-95 TO LEJEUNE-DOUGLAS EXPRESSWAY	200-250	36-13-36	6	N	N 6	-	3.3	0	-	-	-	-	-	UPP
00704	LEJEUNE-DOUGLAS EXPRESSWAY TO PALMETTO EXPRESSWAY	200-300	36- V-36	6	N	N 6	-	4.3	0	-	-	-	-	-	UPP
00705	PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	0	0 0	0	300	24-50-24	4	1	3.9	2	2350	770	690	3810	L
00706	WEST DADE EXPRESSWAY TO W 137 AVENUE	0	0 0	0	300	24-64-24	4	1	2.1	2	1011	-	380	1391	L
<u>00800 SNAPPER CREEK EXPRESSWAY</u>															
00801	SOUTH DIXIE EXPRESSWAY TO SOUTH DADE EXPRESSWAY	0	0 0	0	200	24-50-24	4	1	2.9	1	2220	1690	1925	5835	L
<u>00899 *****NORTH-SOUTH TRAFFIC MOVEMENT FACILITIES*****</u>															
<u>00900 INTERAMA EXPRESSWAY</u>															
00901	I-95(CONN TO SN CR EXPWY) TO N.E. 195 ST CAUSEWAY	0	0 0	0	275	24-50-24	4	1	1.9	1	1400	2380	950	4730	L
00902	NE 195 STREET CAUSEWAY TO NE 186TH STREET	0	0 0	0	300	48-26-48	8	5	0.7	1	570	200	450	1220	L
00903	NE 186 STREET TO SNAKE CREEK CANAL	NA	22-25-22	4	300	48-26-48	8	5	1.2	1	1130	1330	720	3180	UPP
00904	SNAKE CREEK CANAL TO SUNNY ISLES BLVD	0	0 0	0	300	48-26-48	8	5	0.3	1	450	1390	530	2370	L
00905	SUNNY ISLES BLVD TO OPA LOCKA EXPWY	0	0 0	0	300	48-26-48	8	5	3.2	1	4000	2800	5000	11800	L
00906	OPA LOCKA EXPWY TO HIALEAH EXPWY	0	0 0	0	100-200	36-10-36	6	7	3.7	2	2200	9500	8600	20300	L
00907	HIALEAH EXPRESSWAY TO I-195	0	0 0	0	100	36-10-36	6	7	1.9	2	400	10700	3250	14350	L
00908	I-195 TO N.W. 9TH STREET	0	0 0	0	100	36-10-36	6	7	1.6	2	150	13000	1750	14900	L
00909	N.W. 9TH STREET TO S.W. 1 STREET	0	0 0	0	100	DISTRIBUTOR	8	9	0.7	2	820	4440	1050	6310	L
00910	S.W. 1ST STREET TO I-95 (S.W. 29TH ROAD)	0	0 0	0	100	36-10-36	6	7	1.9	2	800	8400	3700	12900	L
<u>01000 I-95</u>															
01001	BROWARD COUNTY LINE EXPWY TO MIAMI GARDENS INTERCH	NA	24-70-24	4	N	48-22-48	8	11	3.0	2	-	-	-	-	UPP
01002	MIAMI GARDENS INTERCHANGE TO GOLDEN GLADES INTERCH	NA	36-40-36	6	N	48-22-48	8	11	1.8	2	900	320	2120	3340	UPP
01003	GOLDEN GLADES INTERCHANGE TO N.W. 135TH ST	250	36-32-36	6	N	N 6	-	1.9	0	-	-	-	-	-	UPP

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS
		R.O.W. WIDTH FT	PAVEM ^T WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEM ^T WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
01004	N.W. 135TH STREET TO OPA LOCKA EXPRESSWAY	250	48-20-48	8	N	N 8	-	1.0	0	-	-	-	-	-	UPP
01005	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY	250	48-20-48	8	N	N 8	-	3.0	0	-	-	-	-	-	UPP
01006	HIALEAH EXPRESSWAY TO AIRPORT EXPRESSWAY	200-300	48-20-48	8	N	N 8	-	2.0	0	-	-	-	-	-	UPP
01007	AIRPORT EXPRESSWAY TO EAST-WEST EXPRESSWAY	NA	48-16-48	8	N	N 8	-	1.6	0	-	-	-	-	-	UPP
01008	EAST-WEST EXPRESSWAY TO N.W. 4TH STREET	NA	NA	8	N	N 8	-	0.7	0	-	-	-	-	-	UPP
01009	N.W. 4TH STREET TO DOWNTOWN CONNECTOR	NA	NA	10	N	N 0	-	0.3	0	-	-	-	-	-	UPP
01010	DOWNTOWN CONNECTOR TO S.W. 8TH STREET	NA	36-16-36	10	N	N 0	-	0.3	0	-	-	-	-	-	UPP
01011	S.W. 8TH STREET TO INTERAMA EXPRESSWAY	250	36-16-36	6	N	N 6	-	0.6	0	-	-	-	-	-	UPP
01012	INTERAMA EXPRESSWAY TO S.W. 29TH ROAD	200	24-16-24	4	N	N 6	-	0.8	0	-	-	-	-	-	UPP
<u>01100 DOWNTOWN CONNECTOR</u>															
01101	I-95 TO S.E. 2ND AVENUE(DUPONT PLAZA)	NA	NA	6	N	N 6	-	0.7	0	-	-	-	-	-	UPP
<u>01200 SOUTH DIXIE EXPRESSWAY</u>															
01201	I-95 CONN AT S.W. 26 RD TO LEJEUNE-DOUGLAS EXPHY	0	0 0	140-	V	48-16-48	8	5	3.0	1	2867	9755	10700	23322	L
01202	LEJEUNE-DOUGLAS EXPWY TO SNAPPER CREEK EXPRESSWAY	0	0 0	140-	V	48-16-48	8	8	4.0	1	1243	30465	5620	37328	L
01203	SNAPPER CREEK EXPRESSWAY TO S.W. 112TH STREET	0	0 0	250-	V	24-50-24	4	1	2.4	1	1973	6962	4885	13820	L
01204	S.W. 112TH STREET TO S.W. 184TH STREET	0	0 0	250		24-50-24	4	1	5.0	2	3200	740	4150	8090	L
01205	S.W. 184TH ST TO SOUTH DADE EXPRESSWAY	0	0 0	250		24-50-24	4	1	4.6	2	3210	1405	836	5451	L
01206	SOUTH DADE EXPRESSWAY TO S.W. 268TH STREET	0	0 0	300		24-74-24	4	1	3.0	2	2290	975	475	3740	L
01207	S.W. 268TH STREET TO S.W. 312TH STREET	0	0 0	300		24-74-24	4	1	3.4	2	2420	955	650	4025	L
<u>01400 SUNSHINE STATE PARKWAY</u>															
01401	SNAKE CREEK EXPRESSWAY TO GOLDEN GLADES EXPRESSWAY	NA	NA	4	N	N 6	-	3.5	2	-	-	-	-	-	T
<u>01500 LEJEUNE-DOUGLAS EXPRESSWAY</u>															
01501	SNAKE CREEK EXPRESSWAY TO GOLDEN GLADES EXPRESSWAY	0	0 0	275		48-26-48	8	5	3.2	2	4320	1890	7650	13860	L
01502	GOLDEN GLADES EXPRESSWAY TO OPA-LOCKA EXPRESSWAY	0	0 0	275		48-26-48	8	5	2.8	1	4180	2200	6600	12980	L
01503	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY	0	0 0	275		48-26-48	8	5	3.2	1	3420	2820	12000	18240	L
01504	HIALEAH EXPRESSWAY TO AIRPORT EXPRESSWAY	0	0 0	250		48-16-48	8	5	2.2	1	4480	5425	9100	19005	L
01505	AIRPORT EXPRESSWAY TO AIRPORT ENTRANCE	0	0 0	250		48-16-48	8	5	1.0	1	1815	1748	3600	7163	L
01506	AIRPORT ENTRANCE TO EAST-WEST EXPRESSWAY	0	0 0	250		36-16-36	6	3	0.7	1	1875	10281	3200	15356	L
01507	EAST-WEST EXPRESSWAY TO SOUTH DIXIE EXPRESSWAY	0	0 0	250		36-16-36	6	3	3.0	1	4960	2780	13000	20740	L
<u>01600 PALMETTO EXPRESSWAY</u>															

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM ^T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM ^T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
01601	GOLDEN GLADES EXPRESSWAY TO OPA-LOCKA EXPRESSWAY	250	24-40-24	4	N	36-16-36	6	10	1.6	2	586	326	-	912	UPP
01602	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY	200-250	24-40-24	4	N	36-16-36	6	10	4.0	2	1170	510	-	1680	UPP
01603	HIALEAH EXPRESSWAY TO EAST-WEST EXPRESSWAY	200-220	24-40-24	4	N	48-16-48	8	11	4.3	2	2621	809	-	3430	UPP
01604	EAST-WEST EXPRESSWAY TO SOUTH DADE EXPRESSWAY	200	24-40-24	4	N	48-16-48	8	11	4.1	2	2445	748	-	3193	UPP
01605	SOUTH DADE EXPRESSWAY TO SOUTH DIXIE EXPRESSWAY	200	24-40-24	4	N	N	4	-	3.0	0	-	-	-	-	UPP
<u>01800 SOUTH DADE EXPRESSWAY</u>															
01801	PALMETTO EXPRESSWAY TO SNAPPER CREEK EXPRESSWAY	0	0	0	200-250	24-50-24	4	1	2.7	1	2075	820	1505	4400	UPP
01802	SNAPPER CREEK EXPRESSWAY TO S.W. 104TH ST	0	0	0	320	48-50-48	8	4	1.9	1	1850	1070	1300	4220	UPP
01803	S.W. 104TH ST TO WEST DADE EXPRESSWAY	0	0	0	305	36-50-36	6	2	2.6	1	2450	2020	580	5050	UPP
01804	WEST DADE EXPRESSWAY TO S.W. 152ND STREET	0	0	0	300	36-50-36	6	2	1.4	1	1200	350	160	1710	UPP
01805	S.W. 152ND ST TO SOUTH DIXIE HWY	0	0	0	300	24-74-24	4	1	3.3	2	2740	1250	850	4840	UPP
01806	SOUTH DIXIE HIGHWAY TO SOUTH DIXIE EXPRESSWAY	0	0	0	300	24-50-24	4	1	2.1	2	2140	770	750	3660	L
<u>01900 WEST DADE EXPRESSWAY</u>															
01901	OPA-LOCKA EXPRESSWAY TO HIALEAH EXPRESSWAY EXT	0	0	0	320	24-74-24	4	1	4.0	2	3160	810	273	4243	L
01902	HIALEAH EXPRESSWAY EXT TO EAST-WEST EXPRESSWAY	0	0	0	320	24-74-24	4	1	4.2	2	3275	735	289	4299	L
01903	EAST-WEST EXPRESSWAY TO S.W. 8TH STREET	0	0	0	320	36-50-36	6	2	1.4	2	1760	570	373	2703	L
01904	S.W. 8TH STREET TO S.W. 40TH STREET	0	0	0	320	36-50-36	6	1	2.0	2	2172	546	872	3590	L
01905	SW 40 STREET TO SW 88 STREET	0	0	0	300	24-74-24	4	1	3.4	2	2663	740	1003	4406	L
01906	S.W. 88TH STREET TO SOUTH DADE EXPRESSWAY	0	0	0	300	24-74-24	4	1	2.8	2	1790	455	915	3160	L
01907	SOUTH DADE EXPRESSWAY TO S.W. 137TH AVENUE	0	0	0	300	24-74-24	4	1	2.5	2	2080	1075	440	3595	L
01908	S.W. 137TH AVE TO S.W. 177TH AVE	0	0	0	300	24-74-24	4	1	6.2	2	4540	975	1524	7039	L
<u>10000 ****ARTERIAL STREETS****</u>															
<u>10001 ****EAST-WEST TRAFFIC MOVEMENT FACILITIES****</u>															
<u>10100 S.W. 376TH STREET - STATE ROAD 27</u>															
10101	U.S. ROUTE 1 TO S.W. 192ND AVENUE	0	0	0	80	24	2	29	1.5	2	222	29	23	274	L
10102	S.W. 192ND AVENUE TO S.W. 217TH AVENUE	NA	NA	2	N	N	2	-	2.9	0	-	-	-	-	RSP
<u>10200 S.W. 344TH STREET (PALM DRIVE)</u>															
10201	S.W. 107TH AVENUE TO S.W. 147TH AVENUE	100	ROCK	2	N	24	2	29	4.9	2	197	-	-	197	R-P
10202	S.W. 147TH AVENUE TO S.W. 167TH AVENUE	100	20	2	N	N	2	N	2.0	0	-	-	-	-	R-P
10203	S.W. 167TH AVENUE TO U.S. 1	100	20	2	N	24	2	37	0.9	2	40	-	-	40	R-P

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT.	
10204	U.S. 1 TO S.W. 182ND AVENUE	NA	36-15-36	4	N		N 4	N 0.7	0	-	-	-	-	USP
10205	S.W. 182ND AVENUE TO S.W. 192ND AVENUE	50		24 2	N		N 2	N 1.0	0	-	-	-	-	USP
10206	S.W. 192ND AVENUE TO S.W. 207TH AVENUE	50		24 2	N		N 2	N 1.5	0	-	-	-	-	L
10207	S.W. 207TH AVENUE TO S.W. 217TH AVENUE	70		16 2	N		24 2	29 0.9	2	79	-	-	79	L
10300	S.W. 328TH STREET (NORTH CANAL DRIVE)													
10301	S.W. 107TH AVENUE TO S.W. 117TH AVENUE	60		16 2	N		20 2	37 1.0	2	23	-	-	23	L
10302	S.W. 117TH AVENUE TO S.W. 167TH AVENUE	50-170		20 2	N		N 2	N 5.2	0	-	-	-	-	L
10303	S.W. 167TH TO U.S. 1	30		22 2	N		N 2	N 0.9	0	-	-	-	-	L
10304	U.S. 1 TO S.W. 177TH AVENUE	NA	NA	4	N		N 4	N 0.1	0	-	-	-	-	L
10305	S.W. 177TH AVENUE TO S.W. 187TH STREET	50	ROCK	2	N		24 2	29 1.0	2	46	-	-	46	L
10400	S.W. 320TH STREET													
10401	S.W. 167TH AVENUE TO U.S.-1	50	NA	2	70		48 2	29 0.7	2	115	-	10	125	L
10402	S.W. 177TH AVENUE TO S.W. 187TH AVENUE	50	NA	2	70		48 2	29 1.0	2	165	-	15	180	L
10500	S.W. 312TH STREET (CAMPBELL DRIVE)													
10501	S.W. 137TH AVENUE TO SOUTH DIXIE EXPRESSWAY	70		22 2	N		N 2	N 2.2	0	-	-	-	-	L
10502	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70		22 2	200	24-40-24	4 22	1.5	2	633	-	350	983	L
10503	U.S. 1 TO SOUTHWEST 177TH AVENUE	70	20-8-20	4	N		N 4	N 0.9	0	-	-	-	-	L
10504	S.W. 177TH AVENUE TO S.W. 192ND AVENUE	70		24 2	N		N 2	N 1.5	0	-	-	-	-	L
10600	S.W. 296TH STREET (AVOCADO DRIVE)													
10601	U.S. 1 TO 177TH AVENUE	70		24 2	N		N 2	N 1.6	0	-	-	-	-	L
10602	S.W. 177TH AVENUE TO S.W. 187TH AVENUE	70		16 2	N		24 2	37 1.0	2	148	-	-	148	L
10700	S.W. 288TH STREET (BISCAYNE DRIVE)													
10701	S.W. 280TH STREET TO SOUTH DIXIE EXPRESSWAY	0-70	0-22	2	70		24 2	29 1.2	2	106	-	18	124	R-P
10702	SOUTH DIXIE EXPRESSWAY TO U.S. 1	100		20 2	N		24 2	29 2.2	2	184	-	-	184	R-P
10703	U.S. 1 TO S.W. 192ND AVENUE	70		18 2	N		24 2	37 3.5	2	160	-	-	160	L
10704	S.W. 192ND AVENUE TO S.W. 217TH AVENUE	70		16 2	N		24 2	29 2.5	2	275	-	-	275	L
10800	S.W. 280TH STREET (WALDIN DRIVE)													
10801	S.W.107TH AVE TO THE CONNECTION WITH S.W.288TH ST	70	ROCK	2	N		24 2	29 2.0	2	166	-	-	166	L
10802	CONNECTION W/S.W. 288TH ST TO S.W. 137TH AVE	0		0 0	70		20 2	29 1.0	2	88	28	17	133	L
10803	S.W. 137TH AVENUE TO U.S. 1	70		20 2	N		24 2	37 1.7	2	39	-	-	39	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	TOT. EXIST.	
10804	U.S. 1 TO S.W. 177TH AVENUE	70	18	2	N	N	2	N	2.3	0	-	-	-	L
10900	S.W. 268TH STREET (MOODY DRIVE)													
10901	S.W. 102ND AVENUE TO S.W. 107TH AVENUE	0	0	0	70	24	2	29	0.5	2	46	-	10	56 L
10902	S.W. 107TH AVENUE TO ROBERGE BLVD.	100	48	4	N	N	4	N	1.3	0	-	-	-	RSS
10903	ROBERGE BLVD. TO SOUTH DIXIE EXPRESSWAY	100	48	4	N	N	4	N	1.1	0	-	-	-	RSS
10904	SOUTH DIXIE EXPRESSWAY TO U.S. 1	80	48	4	N	N	4	35	1.6	2	123	-	-	123 RSS
11000	S.W. 264TH STREET (BAUER DRIVE)													
11001	U.S. 1 TO S.W. 177TH AVENUE	70	20	2	N	N	2	N	3.5	0	-	-	-	L
11002	S.W. 177TH AVENUE TO S.W. 187TH AVENUE	70	18	2	N	N	2	N	1.0	0	-	-	-	L
11100	S.W. 248TH STREET (COCONUT PALM DRIVE)													
11101	SOUTH BAY DRIVE TO 102ND AVENUE	100	20	2	N	N	2	N	1.3	0	-	-	-	L
11102	S.W. 102ND AVENUE TO SOUTH DIXIE EXPRESSWAY	70	20	2	N	N	2	N	1.6	0	-	-	-	L
11103	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70	20	2	N	N	2	N	1.9	0	-	-	-	L
11104	U.S. 1 TO S.W. 167TH AVENUE	70	20	2	N	N	2	N	3.4	0	-	-	-	RSS
11105	S.W. 167TH AVENUE TO S.W. 187TH AVENUE	70	20	2	N	N	2	N	2.0	0	-	-	-	RSS
11200	S.W. 232ND STREET (SILVER PALM DRIVE)													
11201	S.W. 87TH AVENUE TO U.S. 1	35	NA	2	70	24	2	29	4.0	2	365	-	44	409 L
11202	U.S. 1 TO S.W. 187TH AVENUE	70	20	2	N	N	2	N	6.1	0	-	-	-	L
11300	S.W. 216TH STREET (HAINLIN MILL DRIVE)													
11301	S.W. 87TH AVENUE TO SOUTH DIXIE EXPRESSWAY	NA	ROCK	2	60	24	2	29	1.0	2	91	-	20	111 L
11302	SOUTH DIXIE EXPRESSWAY TO S. DADE EXPRESSWAY	60	24	2	60	24	2	29	1.0	2	46	98	10	154 L
11303	SOUTH DADE EXPRESSWAY TO S.W. 127TH AVENUE	70	20	2	N	N	2	N	2.0	0	-	-	-	L
11304	S.W. 127TH AVENUE TO S.W. 147TH AVENUE	70	20	2	N	N	2	N	2.1	0	-	-	-	USS
11305	S.W. 147TH AVENUE TO S.W. 177TH AVENUE	50 - 60	1620	2	70	24	2	37	3.1	2	142	-	17	159 RSS
11306	S.W. 177TH AVENUE TO S.W. 187TH AVENUE	50	16	2	70	24	2	37	1.0	2	45	-	8	53 L
11500	CARIBBEAN BOULEVARD													
11501	S.W. 84TH AVENUE TO FRANJO ROAD	80	30	2	88	26-16-26	4	25	1.3	2	563	-	-	563 L
11502	FRANJO ROAD TO S.W. 107TH AVENUE	80	28	2	88	26-16-26	4	25	1.7	2	407	53	-	460 U-S
11503	S.W. 107TH AVENUE TO U.S. 1	NA	21-18-21	4	90	26-18-26	4	25	0.3	2	24	-	-	24 U-S
11600	S.W. 200TH STREET													

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT.		
11601	U.S. 1 TO S.W. 117TH AVENUE	70	20	2	N	24	2	37	0.8	2	18	-	-	18	L
11602	S.W. 117TH AVENUE TO QUAIL ROOST DRIVE	70	24	2	N	N	2	N	0.9	0	-	-	-	-	L
11603	QUAIL ROOST DRIVE TO S.W. 137TH AVENUE	70	20	2	N	24	2	37	1.2	2	27	-	-	27	L
11604	S.W. 137TH AVENUE TO S.W. 177TH AVENUE	70	20	2	N	24	2	37	4.1	2	94	-	-	94	L
11700	QUAIL ROOST DRIVE														
11701	FRANJO ROAD TO SOUTH DADE EXPRESSWAY	70	20	2	N	24	2	37	1.6	2	36	-	-	36	L
11702	SOUTH DADE EXPRESSWAY TO S.W. 200TH STREET	70	20	2	N	24	2	37	1.6	2	36	-	-	36	L
11800	S.W. 184TH STREET (EUREKA DRIVE)														
11801	OLD CUTLER ROAD TO S.W. 84TH AVENUE	70	18	2	108	34-20-34	4	24	0.8	2	137	59	248	444	L
11802	S.W. 84TH AVENUE TO U.S. 1	70	20	2	N	44	2	38	1.6	2	109	-	-	109	L
11803	U.S. 1 TO 117TH AVENUE	70	20	2	N	44	2	38	1.6	2	203	-	100	303	L
11804	S.W. 117TH AVENUE TO S.W. 177TH AVENUE	70	24	2	N	N	2	N	6.2	0	-	-	-	-	L
11900	S.W. 168TH STREET (RICHMOND DRIVE)														
11901	OLD CUTLER ROAD TO U.S. 1	70	24	2	N	N	2	N	2.4	0	-	-	-	-	L
11902	U.S. 1 TO SOUTH DADE EXPRESSWAY	70	20	2	N	N	2	N	2.2	0	-	-	-	-	L
11903	SOUTH DADE EXPRESSWAY TO S.W. 137TH AVENUE	70	20	2	N	N	2	N	2.2	0	-	-	-	-	L
12000	S.W. 152ND STREET (CORAL REEF DRIVE)														
12001	OLD CUTLER ROAD TO SOUTH DIXIE EXPRESSWAY	70	20	2	108	24-40-24	4	22	1.1	2	401	28	110	539	L
12002	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70	20	2	116	38-20-38	6	21	0.9	1	513	-	225	738	L
12003	U.S. 1 TO SOUTH DADE EXPRESSWAY	70	28	2	108	34-20-34	4	24	2.5	1	1420	28	250	1698	L
12004	SOUTH DADE EXPRESSWAY TO WEST DADE EXPRESSWAY	70	28	2	108	34-20-34	4	24	1.6	2	910	-	160	1070	L
12005	WEST DADE EXPRESSWAY TO S.W. 147TH AVENUE	70	28	2	108	34-20-34	4	24	1.6	2	910	-	64	974	L
12006	S.W. 147TH AVENUE TO S.W. 177TH AVENUE	0	0	0	70	24	2	29	3.1	2	284	-	124	408	L
12100	S.W. 136TH STREET														
12101	OLD CUTLER ROAD TO U.S. 1	70	18	2	N	24	2	37	2.1	2	48	28	-	76	L
12102	U.S. 1 TO S.W. 117TH AVENUE	70	18	2	N	24	2	37	3.1	2	72	57	-	129	L
12103	S.W. 117TH AVENUE TO S.W. 137TH AVENUE	0	0	0	70	24	2	29	2.0	2	176	-	140	316	L
12104	S.W. 137TH AVENUE TO S.W. 177TH AVENUE	0	0	0	70	24	2	29	4.2	2	370	28	29	427	L
12200	S.W. 120TH STREET														
12201	OLD CUTLER ROAD TO SOUTH DIXIE EXPRESSWAY	70	20	2	N	24	2	37	2.4	2	55	-	-	55	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT. COST	R.O.W.	TOT. EXIST.	
12202	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70		20 2	N	24 2	37	0.4	2	9	-	-	9	L	
12203	S.W. 87TH AVENUE TO S.W. 102ND AVENUE	0		0 0	70	24 2	29	1.4	2	124	28	84	236	L	
<u>12300 S.W. 112TH STREET</u>															
12301	S.W. 57TH AVENUE TO S.W. 67TH AVENUE	70		18 2	N	24 2	37	1.1	2	25	-	-	25	L	
12302	S.W. 67TH AVENUE TO SOUTH DIXIE EXPRESSWAY	70	18 TO	20 2	104	34-16-34	4 24	1.5	1	720	109	53	882	L	
12303	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70		24 2	104	34-16-34	4 24	0.3	1	144	-	11	155	L	
12304	U.S. 1 TO S.W. 87TH AVENUE	70		20 2	104	34-16-34	4 24	0.7	1	338	-	25	363	L	
12305	S.W. 87TH AVENUE TO S.W. 117TH STREET	70	18 TO	20 2	70	24 2	37	3.1	1	71	28	-	99	L	
<u>12350 JUNIOR COLLEGE DRIVE</u>															
12351	S.W. 112TH ST. TO S.W. 102ND AVENUE	0		0 0	70	24 2	37	0.5	1	44	59	43	146	L	
12352	S.W. 102ND AVENUE TO S.W. 104TH STREET	0		0 0	110	26-20-26	4 25	0.5	1	330	-	90	420	L	
<u>12400 S.W. 104TH STREET</u>															
12401	S.W. 57TH AVENUE TO SOUTH DIXIE EXPRESSWAY	70		20 2	N	24 2	37	2.1	2	48	-	-	48	L	
12402	SOUTH DIXIE EXPRESSWAY TO U.S. 1	70		34 2	N	N 2	N	0.1	0	-	-	-	-	L	
12403	U.S. 1 TO S.W. 87TH AVENUE	70		24 2	N	N 2	N	0.9	0	-	-	-	-	L	
12404	S.W. 87TH AVENUE TO JUNIOR COLLEGE DRIVE	0		0 0	70	24 2	29	1.5	2	131	-	82	213	L	
12405	JUNIOR COLLEGE DRIVE TO S.W. 107TH AVENUE	0		0 0	110	26-20-26	4 25	0.2	1	91	-	35	126	L	
12406	S.W. 107TH AVENUE TO S.W. 117TH AVENUE	70		24 2	N	N 2	N	1.1	0	-	-	-	-	L	
12407	S.W. 117TH AVENUE TO S.W. 157TH AVENUE	70	0 +	18 2	N	24 2	29	4.3	2	378	-	-	378	L	
<u>12500 S.W. 88TH STREET (NORTH KENDALL DRIVE)</u>															
12501	OLD CUTLER ROAD TO S.W. 57TH AVENUE	70		18 2	N	24 2	37	1.0	2	34	-	-	34	L	
12502	S.W. 57TH AVENUE TO S.W. 67TH AVENUE	70		24 2	N	N 2	N	1.0	0	-	-	-	-	L	
12503	S.W. 67TH AVENUE TO U.S. 1	70		24 2	108	34-20-34	4 24	0.5	2	284	-	55	339	L	
12504	U.S. 1 TO PALMETTO EXPRESSWAY	110	34-22-	34 4	N	N 4	N	0.6	0	-	-	-	-	U-P	
12505	PALMETTO EXPRESSWAY TO SOUTH DADE EXPRESSWAY	110	34-18-	34 4	N	N 4	N	2.0	0	-	-	-	-	U-P	
12506	SOUTH DADE EXPRESSWAY TO WEST DADE EXPRESSWAY	110	34-23-	34 4	N	N 4	N	3.0	0	-	-	-	-	U-P	
12507	WEST DADE EXPRESSWAY TO S.W. 177TH AVENUE	150-200	24-26-	34 4	N	N 4	N	6.2	0	-	-	-	-	R-P	
<u>12600 S.W. 72ND STREET</u>															
12601	S.W. 42ND AVENUE TO S.W. 57TH AVENUE	85		30 2	104	34-16-34	4 24	1.5	2	725	-	187	912	L	
12602	S.W. 57TH AVENUE TO U.S. 1	100		52 4	N	N 4	N	0.2	0	-	-	-	-	L	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS.
		R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT. COST	R.O.W.	TOT. EXIST.	
12603	U.S. 1 TO PALMETTO EXPRESSWAY	100	34-16-34	4	N	N 4	N 4	1.8	0	-	-	-	-	U-S	
12604	PALMETTO EXPRESSWAY TO S.W. 87TH AVENUE	100	34-16-34	4	N	N 4	N 4	1.0	0	-	-	-	-	U-S	
12605	S.W. 87TH AVENUE TO S.W. 107TH AVENUE	100		20 2	108	34-20-34	4 24	2.0	2	1012	356	20	1388	L	
12606	S.W. 107TH AVENUE TO S.W. 137TH AVENUE	100		0 0	N	24 2	29 3.3	2	2	290	-	-	290	L	
<u>12700 SNAPPER CREEK DRIVE</u>															
12701	S.W. 72ND STREET TO S.W. 117TH AVENUE	70		20 2	N	24 2	37 1.3	2	2	30	-	-	30	L	
<u>12800 S.W. 56TH STREET (MILLER)</u>															
12801	SOUTH ALHAMBRA CIRCLE TO S.W. 57TH AVENUE	100	15- 6-15	2	N	N 2	N 0.1	0	0	-	-	-	-	L	
12802	S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	85		24 2	100	34-12-34	4 24	2.0	2	940	-	30	970	L	
12803	PALMETTO EXPRESSWAY TO SOUTH DADE EXPRESSWAY	70-100	24-16-24	4	108	34-16-34	4 24	0.3	2	34	-	6	40	L	
12804	SOUTH DADE EXPRESSWAY TO S.W. 92ND AVENUE	85		24 2	100	34-12-34	4 24	1.4	2	666	-	21	687	L	
12805	S.W. 92ND AVENUE TO S.W. 97TH AVENUE	110	10-10-10	2	N	34-16-34	4 24	0.5	2	234	-	-	234	L	
12806	S.W. 97TH AVENUE TO S.W. 117TH AVENUE	110	10-10-10	2	N	N 2	N 2.1	0	0	-	-	-	-	L	
12807	S.W. 117TH AVENUE TO S.W. 137TH AVENUE	85	12 TO 20	2	N	24 2	29 2.1	2	2	194	28	-	222	L	
<u>12900 GRAND AVENUE (COCONUT GROVE)</u>															
12901	BAY SHORE DRIVE TO MAIN HIGHWAY	70		50 4	N	N 4	N 0.2	0	0	-	-	-	-	L	
12902	MAIN HIGHWAY TO DOUGLAS ROAD	70		50 4	N	N 4	N 0.6	0	0	-	-	-	-	L	
12903	DOUGLAS ROAD TO U.S. 1	NA	24 TO 40	2	N	N 2	N 0.5	0	0	-	-	-	-	L	
12904	U.S. 1 TO LEJEUNE ROAD	NA		48 4	N	N 4	N 0.2	0	0	-	-	-	-	L	
<u>13000 S.W. 40TH STREET (BIRD ROAD)</u>															
13001	S.W. 27TH AVENUE TO U.S. 1	70		26 2	88	68 4	26 1.1	2	2	450	--	82	532	L	
13002	U.S. 1 TO PONCE DE LEON BOULEVARD	100		44 4	N	EXP-ST 4	28 0.3	2	2	155	150	21	326	U-S	
13003	PONCE DE LEON BOULEVARD TO S.W. 57TH AVE	100	22-21-22	4	N	EXP-ST 4	28 1.9	2	2	85	907	0	992	U-S	
13004	S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	80		44 4	100	EXP-ST 4	28 2.1	1	1	1090	300	147	1537	U-S	
13005	PALMETTO EXPRESSWAY TO WEST DADE EXPRESSWAY	100		42 4	N	EXP-ST 4	28 4.1	2	2	1940	750	0	2690	U-S	
13006	WEST DADE EXPRESSWAY TO S.W. 127TH AVENUE	50		20 2	100	26-24-26	4 22	1.1	2	251	-	9	260	L	
13007	S.W. 127TH AVENUE TO S.W. 157TH AVENUE	50	DIRT, 20	2	70	20 2	29 3.2	2	2	61	-	5	66	L	
<u>13100 UNIVERSITY DRIVE (CORAL GABLES)</u>															
13101	PONCE DE LEON BOULEVARD TO SEGOVIA BLVD	NA	26 TO 56	4	N	N 4	N 0.3	0	0	--	--	--	-	L	
13102	SEGOVIA BLVD TO S.W. 40 ST	NA	26 TO 32	2	N	N 2	N 0.9	0	0	--	--	--	-	L	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT			SYSTEM CLASS	
		R.O.W. WIDTH FT	PAVEMT WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT.		EXIST
<u>13200 SEVILLA-ANASTASIA AVENUE (CORAL GABLES)</u>															
13201	SEGOVIA TO DESOTO	NA	20	2	N	N	2	N	0.7	0	--	--	--	-	L
13202	DESOTO TO SEVILLA	100	24	2	N	N	2	N	0.4	0	--	--	--	-	L
13203	SEVILLA TO S.W. 57TH AVENUE	NA	26	2	N	N	2	N	0.3	0	--	--	--	-	L
<u>13300 BILTMORE WAY-DESOTA BLVD (CORAL GABLES)</u>															
13301	LEJEUNE ROAD TO ANDERSON ROAD	NA	78	4	N	N	4	N	0.6	0	--	--	--	-	L
13302	ANDERSON ROAD TO GRANADA BLVD.	70	20 TO 22	2	88	26-16-26	4	25	0.4	2	183	--	50	233	L
13303	GRANADA BLVD. TO ANASTASIA AVENUE	NA	20 TO 22	2	70	44	2	31	0.4	2	32	-	-	32	L
<u>13400 RICKENBACKER CAUSEWAY - CRANDON PARK BOULEVARD</u>															
13401	CAPE FLORIDA PARK TO KEY BISCAYNE VILLAGE	NA	26	2	110	34-20-34	4	24	1.2	2	614	-	-	614	L
13402	KEY BISCAYNE VILLAGE TO CRANDON PARK MARINA	NA	24-99-24	4	N	N	4	N	2.0	0	--	--	--	-	L
13403	CRANDON PARK MARINA TO SOUTH BEACH BLVD	NA	22-36-22	4	N	N	4	N	0.7	0	-	-	-	-	L
13404	SOUTH BEACH BLVD TO 25TH-26TH ROAD ONE-WAY PAIR	NA	22-36-22	4	300	36-36-36	6	34	3.0	2	615	1640	-	2255	T
<u>13500 CORAL WAY(SW 13 ST, SW 3 AVE, SW 22 ST, SW 24 ST)</u>															
13501	U.S. 1 TO INTERAMA EXPRESSWAY	NA	48	4	N	N	4	N	0.5	0	--	--	--	-	L
13502	INTERAMA EXPRESSWAY TO I-95	NA	25-32-25	4	N	N	4	N	0.2	0	--	--	--	-	L
13503	I-95 TO S.W. 12TH AVENUE	100	25-32-25	4	N	N	4	N	1.0	0	--	--	--	-	L
13504	S.W. 12TH AVENUE TO S.W. 37TH AVENUE	100	25-19-25	4	N	N	4	N	2.7	0	--	--	--	-	L
13505	S.W. 37TH AVENUE TO LEJEUNE ROAD	NA	76	4	N	N	4	N	0.5	0	--	--	--	-	L
13506	LEJEUNE ROAD TO S.W. 57TH AVENUE	NA	24	2	100	34-16-34	4	24	1.6	2	770	--	495	1265	L
13507	S.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	70-100	24	2	100	34-16-34	4	24	1.9	2	910	--	--	910	L
13508	PALMETTO EXPRESSWAY TO S.W. 87TH AVENUE	100	24-18-24	4	N	N	4	N	1.0	0	--	--	--	-	L
13509	S.W. 87TH AVENUE TO S.W. 117 ST	100	24	2	N	N	2	N	3.0	0	-	-	-	-	L
13510	S.W. 117TH AVENUE TO S.W. 137TH AVENUE	NA	0	0	70	24	2	29	2.1	2	191	28	32	251	L
<u>13600 NORTH ALHAMBRA CIRCLE (CORAL GABLES)</u>															
13601	S.W. 37TH AVENUE TO PONCE DE LEON BOULEVARD	NA	44-32-44	6	N	N	6	N	0.2	0	--	--	--	-	L
13602	PONCE DE LEON BOULEVARD TO LEJEUNE ROAD	NA	44-32-44	6	N	N	6	N	0.3	0	--	--	--	-	L
13603	LEJEUNE ROAD TO S.W. 24TH STREET	NA	16-38-16	2	N	N	2	N	1.7	0	--	--	--	-	L
<u>13650 S.W. 13TH STREET</u>															
13651	S.W. 25TH ROAD TO S.W. 12TH AVENUE	70	30	2	78	58	4	26	0.2	2	78	-	50	128	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS	
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.		
14201	S.W. 22ND AVENUE TO S.W. 27TH AVENUE	70	60	4	N	N	4	N	0.6	0	--	--	--	-	L	
14298	FLAGLER STREET															
14299	MIAMI AVENUE TO W. 2ND AVENUE	60	46	3	N	N	4	N	0.5	0	-	-	-	-	L	
14300	N.W. 2ND AVENUE TO N.W. 1ST CONN	50	24	2	N	N	2	N	0.1	0	-	-	-	-	L	
14301	N.W. 1ST CONN TO W. 8TH AVENUE	90	56	3	N	N	3	N	0.3	0	-	-	-	-	L	
14302	WEST 8TH AVENUE TO 17TH AVENUE	90	46	4	N	N	3	32	1.0	0	--	--	--	-	L	
14303	17TH AVENUE TO 22ND AVENUE	70	46	4	N	N	3	32	0.6	0	--	--	--	-	L	
14304	22ND AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	70	48	4	N	N	4	N	1.6	0	--	--	--	-	U-S	
14305	LEJEUNE EXWY TO 72ND AVENUE	70	40	4	100	34-12-34	4	24	3.4	2	1260	--	224	1484	U-S	
14306	72ND AVENUE TO PALMETTO EXPRESSWAY	70	24	2	100	34-12-34	4	24	0.5	2	200	28	38	266	U-S	
14307	PALMETTO EXPRESSWAY TO W. 87 AVE	70	20	2	100	24-32-24	4	22	1.1	2	426	--	11	437	L	
14308	W. 87TH AVENUE TO W. 107TH AVENUE	70	20	2	130		24	2	37	2.0	2	45	--	--	45	L
14400	N. 1ST STREET															
14401	BISCAYNE BOULEVARD TO FLAGLER ST AT MIAMI RIVER	60	34	2	N	N	3	N	0.8	0	--	--	--	-	L	
14500	N. 2ND STREET															
14501	BISCAYNE BLVD TO N RIVER DR	50	40	2	N	N	2	N	0.9	0	--	--	--	-	L	
14600	N. 3RD STREET															
14601	BISCAYNE BLVD TO N RIVER DR	50	40	2	N	N	2	N	0.9	0	--	--	--	-	L	
14700	N. 4TH STREET															
14701	BISCAYNE BLVD TO E. FRONTAGE RD (INTERAMA E)	60	40	2	N	N	2	N	0.5	0	--	--	--	-	L	
14702	W FRONTAGE RD (INTERAMA EXP) TO W FRONTAGE RD (I-95)	60	40	2	N	N	2	N	0.3					-	L	
14800	N. 5TH STREET															
14801	BISCAYNE BLVD TO W FRONTAGE ROAD (I-95)	70	48	2	N	N	2	N	0.7	0	--	--	--	-	L	
14900	N. 6TH STREET															
14901	DODGE PORT CAUSWAY TO BISCAYNE	50	40	2	N	N	2	N	0.1	0	--	--	--	-	L	
14902	BISCAYNE BLVD TO W. FRONTAGE ROAD (I-95)	50	40	2	N	N	3	N	0.6	0	--	--	--	-	L	
14903	W. FRONTAGE ROAD (I-95) TO WEST 7TH STREET	0	0	0	N	34	2	31	0.1	2	13	--	--	13	L	
14999	N. 7TH STREET															
15000	DODGE PORT CAUSEWAY TO BISCAYNE BLVD	0	0	0	50	44	2	33	0.1	2	60	--	300	360	L	
15001	BISCAYNE BLVD TO W. FRONTAGE ROAD	50	40	2	N	N	3	N	0.6	0	--	--	--	-	L	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS		
		R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.			
15002	W. FRONTAGE RD TO WEST 6TH STREET	0	0	0	N	44	2	31	0.1	2	154	--	--	154	L		
15003	WEST 6TH STREET TO N.W. 7 AVE	110		0	0	N	34-20-34	4	24	0.5	2	245	--	--	245	L	
15004	N.W. 7 AVE TO N.W. 10 AVE	0		0	0	100	26-20-26	4	25	0.3	2	137	165	495	797	L	
15005	N.W. 10 AVENUE TO N.W. 12TH AVENUE	60		NA	4	N		N	4	N	0.2	0	--	--	--	-	L
15006	N.W. 12TH AVENUE TO N.W. 17TH AVENUE	70		NA	4	N		N	4	N	0.5	0	--	--	--	-	U-S
15007	N.W. 17TH AVENUE TO LEJEUNE ROAD	70		54	4	100	EXP-ST	4	28	2.6	2	1230	750	960	2940	U-S	
15008	LEJEUNE ROAD TO N.W. 57TH AVENUE	75			4	100	EXP-ST	4	28	1.6	2	760	300	500	1560	U-S	
15009	N.W. 57TH AVENUE TO N.W. 72 AVE	0 TO 50		0 TO 24	2	100	EXP-ST	4	28	1.5	2	889	775	338	2002	L	
<u>15100 DODGEPOR T CAUSEWAY</u>																	
15101	SOUTH BEACH BLVD TO PORT OF MIAMI	0		0	0	70		24	2	29	1.5	2	132	1648	1875	3655	L
15102	PORT OF MIAMI TO ONE-WAY PAIR(6TH + 7TH ST.)	30 , 80		24 , 48	2	N		N	2	N	1.9	0	--	--	--	-	L
<u>15200 N. 8TH STREET</u>																	
15201	N.W. 2 AVE TO FRONTAGE RD	60		40	2	N		48	4	27	0.2	2	20	--	--	20	L
<u>15300 N. 10TH STREET</u>																	
15301	BISCAYNE BLVD TO N.W. 3RD AVENUE	50		40	2	N		N	2	31	0.6	0	--	--	--	-	L
15302	N.W. 3RD AVE TO WEST 11TH STREET	70		0	0	N		44	2	31	0.2	1	31	--	--	31	L
<u>15400 N. 11TH STREET</u>																	
15401	BISCAYNE BLVD TO N.W. 3RD AVE	50		40	2	N		N	2	N	0.7	0	--	--	--	-	L
15402	N.W. 3RD AVE TO WEST 10 STREET	70		0	0	N		44	2	31	0.2	1	31	--	--	31	L
15403	WEST 10 ST TO N.W. 7TH AVE	70		0	0	96	26-12-26	4	25	0.3	1	147	--	150	297	L	
15404	N.W. 7TH AVENUE TO N.W. 12TH AVENUE	50		40	2	96		48	4	36	0.5	2	34	-	250	284	L
<u>15500 MACARTHUR CAUSEWAY (STATE ROAD A1A)</u>																	
15501	MIAMI BCH COAST LINE TO MIAMI CGAST LINE	200- 70		32-28-32	6	116	38-20-38	6	21	3.1	2	205	--	200	405	UPP	
<u>15600 N.E. 13TH STREET</u>																	
15601	EAST-WEST EXWY TO EAST 2ND AVE	NA		46	4	N		N	4	N	0.3	0	--	--	--	-	L
<u>15699 N. 14TH STREET</u>																	
15700	N. 15TH STREET TO BISCAYNE BLVD	NA		NA	2	N		N	2	N	0.2	0	-	-	-	-	L
15701	BISCAYNE BLVD TO N.E. 2ND AVENUE	50- 100		48 - 60	4	N		N	4	N	0.2	0	--	--	--	-	L
15702	N.E. 2ND AVENUE TO N.W. 7TH AVENUE	50		40	2	70		44	2	38	1.0	2	46	0	375	421	L
15703	N.W. 7TH AVENUE TO N.W. 10TH AVENUE	50		30	2	70		58	4	27	0.3	1	120	0	150	270	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES				ROWY.	MAJOR STRUCT.	R.O.W. TOT.		EXIST
15704	N.W. 10TH AVENUE TO N.W. 14TH AVENUE	70	58	4	N	N	4	N	0.5	0	--	--	--	-	L
15705	N.W. 14TH AVENUE TO N.W. 17TH AVENUE	50	20	2	70	58	4	27	0.3	1	120	--	150	270	L
<u>15800 MIAMI INTERNATIONAL AIRPORT PERIMETER ROAD(DCPA)</u>															
15801	AIRPORT TERMINAL TO N.W. 72ND AVENUE	NA	24	2	N	N	2	N	3.5	0	--	--	--	-	L
15802	N.W. 72ND AVENUE TO PALMETTO EXPRESSWAY	NA	24-18-24	4	N	N	4	N	0.5	0	--	--	--	-	L
15803	PALMETTO EXPRESSWAY TO NW 87 AVE VIA N 12TH ST	NA	NA	2	N	N	2	N	1.0	0	--	--	--	-	L
<u>15900 VENETIAN CAUSEWAY</u>															
15901	EAST END OF VENETIAN CSWY TO BISCAYNE BLVD.	NA	36 TO 60	2	88	68	4	35	2.7	1	72	1611	--	1683	T
<u>15910 N. 15 TH STREET</u>															
15911	BISCAYNE BLVD TO N.W. 1ST AVE	60	45	2	N	48	2	27	0.5	2	57	-	-	57	L
<u>15930 N. 17TH STREET</u>															
15931	N.E. 2ND AVENUE TO N.W. 2ND AVENUE	60	40	2	N	48	4	36	0.5	2	57	-	-	57	L
15932	N.W. 2ND AVENUE TO N.W. 7TH AVENUE	50	30	2	60	46	4	36	0.5	2	75	-	150	225	L
<u>16000 N. 20TH STREET</u>															
16001	BISCAYNE BOULEVARD TO N.E. 2ND AVENUE	50	24	2	70	58	4	26	0.1	2	57	--	60	117	L
16002	N.E. 2ND AVENUE TO INTERAMA EXPRESSWAY	50	42	2	70	58	4	26	0.2	2	114	--	350	464	L
16003	INTERAMA EXPRESSWAY TO N.W. 7TH AVENUE	60	42	2	108	36-16-36	6	21	0.8	2	570	--	1265	1835	L
16004	N.W. 7TH AVENUE TO N.W. 22 AVENUE	70	36	2	100	EXP-ST	4	28	1.5	2	705	350	2414	3469	L
16005	N.W. 22 AVE TO OKEECHOBEE ROAD	60	36	2	100	EXP-ST	4	28	0.5	2	235	350	625	1210	L
16006	OKEECHOBEE ROAD TO LEJEUNE-DOUGLAS EXPRESSWAY	0	0	0	100	26-16-26	4	25	0.9	1	410	164	837	1411	L
16007	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 42ND AVENUE	0	0	0	132	38-20-38	6	21	0.6	1	340	195	260	795	L
<u>16099 SOUTH RIVER DRIVE</u>															
16100	N.W. 8TH AVENUE TO N.W. 7TH STREET	NA	NA	2	N	N	2	N	0.3	0	--	--	--	-	L
16101	N.W. 27TH AVENUE TO TAMiami CANAL BRIDGE	NA	24	2	N	N	2	N	0.4	0	--	--	--	-	L
16102	TAMiami CANAL BRIDGE TO N.W. 36TH STREET	NA	24	2	N	N	2	N	1.7	0	--	--	--	-	L
<u>16199 NORTH RIVER DRIVE</u>															
16200	N.W. 7TH STREET TO N.W. 11TH STREET	50	28	2	N	N	2	N	0.4	0	--	--	--	-	L
16201	N.W. 12TH AVENUE AT N.W. 11TH ST TO N.W. 14 AVE	80	62	4	N	N	4	N	0.3	0	--	--	--	-	L
16202	N.W. 14TH AVENUE TO N.W. 17TH AVENUE	80	20-14-20	4	N	N	4	N	0.3	0	--	--	--	-	L
16203	N.W. 17TH AVE TO N.W. 20TH ST NEAR N.W. 22 AVE	80	26	2	N	N	2	N	0.6	0	--	--	--	-	L

APPENDIX C CONTINUED

CODE NO	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS
		R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST	
16801	N.W. 36TH STREET TO LEJEUNE ROAD	NA	26-4-26	4	N	N 4	N 4	0.4	0	--	--	--	-	UPP	
16802	LEJEUNE ROAD TO N.W. 57TH AVENUE	NA	42	4	88	68 4	35	1.5	2	136	--	--	136	UPP	
16803	N.W. 57TH AVENUE TO 74TH STREET	NA	68	4	N	N 4	N	2.1	0	--	--	--	-	UPP	
16804	74TH STREET TO PALMETTO EXPRESSWAY	NA	24-18-24	4	N	N 4	N	1.6	0	--	--	--	-	UPP	
16805	PALMETTO EXPRESSWAY TO N.W. 103 ST	NA	22	2	88	68 4	26	1.2	2	492	18	--	510	RPP	
16806	N.W. 103 ST TO WEST DADE EXPRESSWAY	NA	24	2	N	N 2	N	3.4	0	-	-	-	-	RPP	
16807	WEST DADE EXPRESSWAY TO WEST CORDON LINE	NA	22	2	N	N 2	N	2.3	0	-	-	-	-	RPP	
16900	N. 46TH STREET														
16901	BISCAYNE BLVD TO N.W. 7TH AVE	60	20	2	N	44 2	38	1.1	2	100	--	--	100	L	
16902	N.W. 7TH AVE TO N.W. 27 AVE	60	20	2	88	68 4	26	2.0	2	820	--	739	1559	L	
16903	N.W. 27TH AVE TO N.W. 42ND AVE	60	20	2	88	68 4	26	1.4	2	576	--	560	1136	L	
16904	N.W. 42ND AVE TO OKEECHOBEE ROAD	60	20	2	88	68 4	26	0.3	2	126	--	111	237	L	
17000	N.W. 54TH STREET														
17001	BISCAYNE BOULEVARD TO INTERAMA EXPRESSWAY	70	58	4	N	N 4	N	0.2	0	--	--	--	-	UPP	
17002	INTERAMA EXPRESSWAY TO I-95	70	58	4	N	N 4	N	1.0	0	--	--	--	-	UPP	
17003	I-95 TO N.W. 7TH AVENUE	70	52	4	N	N 4	N	0.1	0	--	--	--	-	UPP	
17004	N.W. 7TH AVENUE TO N.W. 27TH AVENUE	70	58	4	N	N 4	N	2.1	0	--	--	--	-	UPP	
17005	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	70	72	4	N	N 4	N	1.1	0	--	--	--	-	UPP	
17006	LEJEUNE-DOUGLAS EXPRESSWAY TO OKEECHOBEE ROAD	NA	58	4	N	N 4	N	0.5	0	--	--	--	-	UPP	
17100	N.W. 58TH STREET														
17101	N.W. 72ND AVENUE TO PALMETTO EXPRESSWAY	NA	NA	2	N	N 2	N	0.5	0	--	--	--	-	L	
17102	PALMETTO EXPRESSWAY TO N.W. 87 AVE	NA	NA	2	N	N 2	N	0.7	0	--	--	--	-	L	
17103	N.W. 87 AVE TO N.W. 97 AVE	35	NA	2	70	24 2	29	1.3	2	114	--	52	166	L	
17104	N.W. 97 AVE TO WEST DADE EXPRESSWAY	0	0	0	70	24 2	29	1.9	2	168	--	161	329	L	
17200	N. 62ND STREET														
17201	BISCAYNE BOULEVARD TO N.E. 2ND AVENUE	50	NA	2	78	58 4	26	0.5	2	200	--	170	370	L	
17202	N.E. 2ND AVENUE TO I-95	70	36	4	78	58 4	35	0.9	2	46	--	90	136	L	
17203	I-95 TO N.W. 7TH AVENUE	70	48	4	N	N 4	N	0.2	0	--	--	--	-	L	
17204	N.W. 7TH AVENUE TO N.W. 27TH AVENUE	70	46	4	78	58 4	35	2.1	2	72	--	210	282	L	
17205	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	70	44	4	78	58 4	35	1.3	2	45	--	130	175	U-S	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT. EXIST.		
17206	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 45 AVE	70	48	4	N	N	4	N	0.5	0	--	--	--	- U-S	
17207	N.W. 45 AVE TO OKEECHOBEE ROAD	70	44	4	78		58	4	35	1.4	2	48	--	80	128 U-S
<u>17300 N.W. 74TH STREET</u>															
17301	N.W. 79TH STREET TO N.W. 47TH AVENUE	0	0	0	120	38-24-38	6	21	0.5	1	285	--	550	835	L
17302	N.W. 47TH AVE TO N.W. 52ND AVE	80	50	4	108	38-12-38	6	21	0.5	2	285	--	200	485	U-S
17303	N.W. 52ND AVENUE TO N.W. 57TH AVENUE	60	22	2	78		58	4	26	0.5	1	200	--	125	325 U-S
<u>17400 N. 79TH STREET</u>															
17401	N.E. 12TH AVENUE TO BISCAYNE BOULEVARD	70	60	4	N	N	3	N	1.0	0	--	--	--	-	U-P
17402	BISCAYNE BOULEVARD TO N.W. 12TH AVENUE	70	60	4	N	N	3	N	2.1	0	--	--	--	-	U-P
17403	N.W. 12 AVE TO N.W. 17 AVE	70	NA	4	N	N	3	N	0.5	0	--	--	--	-	U-P
17404	N.W. 17 AVENUE TO N.W. 42ND AVENUE	100	24-16-24	4	130	38-16-38	6	34	3.1	2	1050	--	700	1750	U-P
17405	N.W. 42ND AVENUE TO N.W. 47TH AVENUE	70	24-16-24	4	N	N	4	N	0.6	0	--	--	--	-	U-P
<u>17500 79TH STREET CAUSEWAY</u>															
17501	N.E. 12TH AVENUE TO INTRACOASTAL BRIDGE	82	60	4	102	38-16-38	6	34	0.1	1	57	-	160	217	U-P
17502	INTRACOASTAL BRIDGE TO HARBOR ISLAND	100	48	4	N	38-16-38	6	34	0.8	1	285	1760	-	2045	U-P
17503	HARBOR ISLAND TO EAST SIDE OF TREASURE ISLAND	96	-100	48	4	N	38-16-38	6	34	1.0	1	450	540	-	990 U-P
17504	TREASURE ISLAND TO NORMANDY ISLE (71ST ST)	96	-100	36	4	N	42,36	6	34	0.2	1	-	1250	-	1250 U-P
<u>17600 N. 82ND STREET</u>															
17601	N.E. 79TH STREET TO BISCAYNE BLVD	0	0	0	70		46	3	32	0.6	1	172	-	308	480 U-S
17602	BISCAYNE BLVD TO N.E. 2ND AVENUE	NA	NA	4	N	N	3	N	0.5	0	-	-	-	-	U-S
17603	N.E. 2ND AVENUE TO N.W. 5TH AVENUE	NA	NA	2	70		46	3	32	0.8	1	256	-	210	466 U-S
17604	N.W. 5TH AVENUE TO N.W. 12TH AVENUE	50	18	2	70		46	3	32	0.9	1	262	-	170	432 U-S
17605	N.W. 12TH AVENUE TO N.W. 17TH AVE AT 79TH STREET	0	0	0	70		46	3	32	0.3	1	86	-	50	136 U-S
<u>17700 N.W. 90TH STREET</u>															
17701	N.W. 87TH AVENUE TO WEST DADE EXPRESSWAY	0	0	0	70		20	2	29	3.0	2	231	-	48	279 L
<u>17800 N. 95TH STREET</u>															
17801	BISCAYNE BOULEVARD TO N.E. 6TH AVENUE	NA	20	2	108	34-20-34	4	24	0.3	1	164	-	46	210	L
17802	N.E. 6TH AVENUE TO I-95	70	20	2	108	34-20-34	4	24	1.7	1	891	-	250	1141	L
17803	I-95 TO N.W. 27TH AVENUE	70	40	4	108	34-20-34	4	24	2.1	2	1070	53	300	1423	U-S
17804	N.W. 27TH AVENUE TO N.W. 42ND AVENUE	60	NA	2	108	34-20-34	4	24	1.6	2	799	813	936	2548	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS	
		R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO TRAFFIC LANES	R.O.W. WIDTH FT	PAVEMT WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST		
17805	N.W. 42ND AVENUE TO N.W. 62ND AVENUE	60	NA	2	96	24-20-24	4	23	2.0	2	764	28	880	1672	L	
17806	N.E. 62ND AVENUE TO N.W. 72ND AVENUE	0	0	0	120	24-40-24	4	22	1.0	2	430	-	400	830	L	
17900	N. 103RD STREET															
17901	N.E. 6TH AVENUE TO I-95	75	48	4	100	34-12-34	4	24	1.2	1	592	-	12	604	L	
17902	I-95 TO N.W. 22ND AVENUE	85	48	4	100	34-12-34	4	24	1.7	1	836	-	17	853	U-S	
17903	N.W. 22ND AVENUE TO N.W. 32ND AVENUE	75	48	4	100	34-12-34	4	24	1.0	1	493	-	10	503	U-S	
17904	N.W. 32ND AVENUE TO N.W. 52ND AVENUE	75	48	4	100	36- 8-36	6	21	2.0	2	1140	-	20	1160	U-S	
17905	N.W. 52ND AVENUE TO N.W. 67TH AVENUE	70	48	4	90	24-26-24	4	25	1.5	1	580	-	8	588	U-S	
17906	N.W. 67TH AVENUE TO PALMETTO EXPRESSWAY	70	48	4	90	24-26-24	4	25	1.0	1	388	-	5	393	U-S	
17907	PALMETTO EXPRESSWAY TO OKEECHOBEE ROAD		44	4	100	24-36-24	4	25	1.4	1	545	59	189	793	U-S	
18000	N.W. 106TH STREET															
18001	U.S. 27 TO WEST DADE EXPRESSWAY	130	0	0	N		20	2	29	2.5	2	77	98	-	175	L
18100	N 119TH STREET(N.W. 122ND STREET)															
18101	WEST DIXIE TO MIAMI AVENUE	100	40	4	N		N 4	N	0.5	0	-	-	-	-	L	
18102	MIAMI AVENUE TO N.W. 22ND AVENUE	100	40	4	N		N 4	N	2.4	0	-	-	-	-	L	
18103	N.W. 22ND AVENUE TO N.W. 27TH AVENUE	100	46	4	N		N 2	N	0.5	0	-	-	-	-	L	
18104	N.W. 27TH AVENUE TO LEJEUNE ROAD	0	0	0	70		24	2	29	1.6	1	141	-	240	381	L
18105	LEJEUNE ROAD TO N.W. 57TH AVENUE	50	NA	2	70		24	2	37	1.5	1	33	-	112	145	L
18106	N.W. 57TH AVENUE TO PALMETTO EXPRESSWAY	NA	NA	2	70		24	2	37	2.0	1	44	-	120	164	L
18107	PALMETTO EXPRESSWAY TO N.W. 87TH AVENUE	0	0	0	70		24	2	29	1.0	1	88	46	45	179	RSS
18108	N.W. 87TH AVENUE TO N.W. 97TH AVENUE	0	0	0	70		24	2	29	1.0	2	88	46	45	179	RSS
18200	N. 123RD STREET (BROAD CAUSEWAY)															
18201	MIAMI BEACH SHORELINE TO BISCAYNE BOULEVARD	80	56	4	N		N 4	N	1.7	C	-	-	-	-	L	
18202	BISCAYNE BOULEVARD TO N.E. 16TH AVENUE	80	62	4	N		N 4	N	0.2	C	-	-	-	-	L	
18300	N. 125TH STREET															
18301	N.E. 16TH AVENUE TO INTERAMA EXPRESSWAY	75	62	4	N		N 4	N	0.2	0	-	-	-	-	L	
18302	INTERAMA EXPRESSWAY TO N.E. 6TH AVENUE	60	62	4	N		N 4	N	1.2	C	-	-	-	-	L	
18303	N.E. 6TH AVENUE TO N.W. 7TH AVENUE	60	26	2	N		N 2	N	1.8	C	-	-	-	-	L	
18400	N. 135TH STREET															
18401	U.S. 1 TO N.W. 2ND AVENUE	70	60	4	N		N 4	N	2.7	C	-	-	-	-	U-S	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
18402	N.W. 2ND AVENUE TO N.W. 7TH AVENUE	70	24	2	N	N	2	32	0.5	0	-	-	-	-	L
18403	N.W. 7TH AVENUE TO N.W. 32ND AVENUE	70	20	2	N	24	2	32	2.5	2	114	-	-	114	L
18404	N.W. 32ND AVENUE TO LEJEUNE ROAD	70	20	2	N	48	4	27	1.0	1	373	-	-	373	L
18405	LEJEUNE ROAD TO N.W. 57TH AVENUE	0	0	0	70	48	4	27	1.5	1	560	-	225	785	L
18406	N.W. 57TH AVENUE TO N.W. 67TH AVENUE	0	0	0	70	24	2	29	1.0	1	88	46	150	284	L
<u>18500 OPA-LOCKA BOULEVARD</u>															
18501	N.W. 2ND AVENUE TO N.W. 7TH AVENUE	80	24	2	N	N	2	N	0.6	0	-	-	-	-	L
18502	N.W. 7TH AVENUE TO N.W. 27TH AVENUE	80	24	2	N	N	2	32	2.0	0	-	-	-	-	L
18503	N.W. 27TH AVENUE TO N.W. 32ND AVENUE	70	20	2	N	24	2	32	0.4	1	32	-	-	32	L
<u>18600 N. 151ST STREET</u>															
18601	U.S. 1 TO N.E. 6TH AVENUE	70	20	2	N	44	2	31	2.0	2	570	-	-	570	L
18602	N.E. 6TH AVENUE TO NORTH MIAMI AVENUE	70	18	2	N	44	2	31	0.8	2	228	29	-	257	L
18603	NORTH MIAMI AVENUE TO SOUTH BISCAYNE RIVER DRIVE	0+ 70	0+24	0	70	44	2	31	0.3	2	85	78	32	195	L
18604	SOUTH BISCAYNE RIVER DRIVE TO N.W. 5TH AVENUE	70	20	2	N	44	2	38	0.2	2	57	-	-	57	L
18605	N.W. 5TH AVENUE TO N.W. 7TH AVENUE	80	24	V-24	4	N	N	4	N	0.2	0	-	-	-	L
18606	N.W. 7TH AVENUE TO SOUTH RIVER DRIVE	70	20	2	80	24-12-24	4	25	0.5	2	182	-	38	220	L
18607	SOUTH RIVER DRIVE TO N.W. 17TH AVENUE	0	0	0	130	26-24-26	4	25	0.6	2	220	237	135	592	L
18608	N.W. 17TH AVENUE TO N.W. 27TH AVENUE	35- 70	24	2	70	48	4	27	1.0	2	365	-	75	440	L
18609	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	70	24	2	N	48	4	27	1.0	2	365	-	-	365	L
<u>18700 N.W. 154TH STREET</u>															
18701	N.W. 32ND AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	NA	NA	2	70	44	2	31	0.3	2	96	-	27	123	L
18702	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 67TH AVENUE	0	0	0	70	24	2	29	3.3	2	292	29	282	603	L
18703	N.W. 67TH AVENUE TO PALMETTO EXPRESSWAY	0	0	0	70	24	2	29	1.0	2	88	-	35	123	L
18704	PALMETTO EXPRESSWAY TO N.W. 87TH AVENUE	0	0	0	70	24	2	29	1.0	2	88	-	35	123	L
<u>18800 N. 163RD ST (SUNNY ISLES CAUSEWAY) (SR 826)</u>															
18801	INTRACOASTAL WATERWAY BRIDGE TO U.S. 1	70	44	4	100	EXP-ST	4	28	1.7	1	800	600	255	1655	UPP
18802	U.S. 1 TO WEST DIXIE HIGHWAY	100	NA	6	N	EXP-ST	4	28	0.1	1	47	150	-	197	UPP
18803	WEST DIXIE HIGHWAY TO N.E. 6TH AVENUE	100	NA	6	N	EXP-ST	4	28	2.6	1	340	750	-	1090	UPP
18804	N.E. 6TH AVENUE TO GOLDEN GLADES INTERCHANGE	100	76	4	N	EXP-ST	4	28	1.3	1	610	150	-	760	UPP
<u>18900 N.W. 170TH STREET</u>															

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.		TOT. EXIST
18901	N.W. 67TH AVENUE TO N.W. 87TH AVENUE	0	0	0	70	24	2	29	2.1	2	184	29	32	245	RSS
18902	N.W. 87TH AVENUE TO SNAKE CREEK EXPRESSWAY	0	0	0	70	20	2	29	2.2	2	170	-	23	193	RSS
19000	N. 183RD STREET (MIAMI GARDENS DRIVE)														
19001	WEST DIXIE HIGHWAY TO N.E. 8TH AVENUE	100	26-18-26	4	100	N	4	N	2.2	0	-	-	-	-	L
19002	N.E. 8TH AVENUE TO N.W. 2ND AVENUE	100	26-18-26	4	N	N	4	N	1.4	0	-	-	-	-	L
19003	N.W. 2ND AVENUE TO N.W. 27TH AVENUE	100	26-18-26	4	N	N	4	N	2.5	0	-	-	-	-	L
19004	N.W. 27TH AVENUE TO LEJEUNE-DOUGLAS EXPRESSWAY	70	24	2	110	24-20-24	4	23	0.9	2	400	-	45	445	L
19005	LEJEUNE-DOUGLAS EXPRESSWAY TO N.W. 47TH AVENUE	70	24	2	110	24-20-24	4	23	0.9	2	400	-	27	427	L
19006	N.W. 47TH AVENUE TO N.W. 57TH AVENUE	70	24	2	110	24-20-24	4	23	1.1	2	502	33	11	546	L
19007	N.W. 57TH AVENUE TO N.W. 87TH AVENUE	0	0	0	70	24	2	37	2.8	2	246	-	56	302	L
19100	N.E. 195TH STREET CAUSEWAY														
19101	A-1-A TO N.E. 34TH AVENUE	0	0	0	110	26-24-26	4	25	1.3	2	595	338	455	1388	L
19102	N.E. 34TH AVENUE TO INTERAMA EXPRESSWAY	0	0	0	120	38-24-38	6	21	0.4	2	228	-	140	368	L
19103	INTERAMA EXPRESSWAY TO U.S. 1	0	0	0	110	26-24-26	4	25	0.1	2	18	-	14	32	L
19200	N. 199TH STREET (202-203RD STREET ALIGNMENT)														
19201	BISCAYNE BLVD TO HIGHLAND LAKE BLVD	0	0	0	120	26-24-26	4	25	1.0	1	455	59	225	739	U-P
19202	HIGHLAND LAKE TO I-95	0	0	0	120	38-12-38	6	21	0.2	1	114	-	14	128	U-P
19203	I-95 TO N.W. 2ND AVENUE	0	0	0	130	38-20-38	6	21	2.6	1	1370	356	380	2106	U-P
19204	N.W. 2ND AVENUE TO SUNSHINE STATE PARKWAY	0	0	0	130	26-24-26	4	25	1.5	1	695	-	110	805	L
19205	SUNSHINE STATE PARKWAY TO N.W. 37TH AVENUE	0	0	0	130	26-24-26	4	25	2.0	1	910	119	150	1179	L
19206	N.W. 37TH AVENUE TO N.W. 47TH AVENUE	0	0	0	150	24-40-24	4	22	0.9	1	337	66	160	563	L
19207	N.W. 47TH AVENUE TO N.W. 77TH AVENUE	0	0	0	130	24	2	29	3.2	1	557	94	111	762	U-P
19300	N. 215TH STREET														
19301	N.E. 34TH AVE TO U.S. 1	0	0	0	70	24	2	29	0.5	2	22	-	63	85	L
19302	U.S. 1 TO DIXIE HIGHWAY	0	0	0	80	26-16-26	4	25	0.6	2	137	-	90	227	L
19303	DIXIE HIGHWAY TO I-95	70	20	2	80	26-16-26	4	25	1.0	2	228	30	25	283	L
19304	I-95 TO SNAKE CREEK EXPRESSWAY	0	0	0	80	26-16-26	4	25	0.8	2	182	-	30	212	L
20000 *****ARTERIAL STREETS*****															
20001 *****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****															
20100 N.E. 34TH AVENUE															

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
20101	N.E. 215TH STREET TO N.E. 195TH STREET CAUSEWAY	0	0	0	116	26-36-24	4	22	1.6	2	625	119	480	1224	L
<u>20200 WEST DIXIE HIGHWAY</u>															
20201	N.E. 215TH STREET TO N.E. 203RD STREET	60	28	2	108	36-18-36	6	21	0.8	2	467	-	480	947	U-S
20202	N.E. 203RD STREET TO SNAKE CREEK CANAL	60	28	2	108	34-20-34	4	24	2.7	2	1382	72	1620	3074	U-S
20203	SNAKE CREEK CANAL TO N.E. 163RD STREET	100	90	4	N	N	4	N	0.2	0	-	-	-	-	U-S
20204	N.E. 163RD STREET TO N.E. 125TH STREET	70	44	4	N	N	4	N	3.1	0	-	-	-	-	U-S
20205	N.E. 125TH STREET TO N.E. 2ND AVENUE	70	60	4	N	N	4	N	0.5	0	-	-	-	-	U-S
<u>20300 HIGHLAND LAKE BOULEVARD - 18TH AVENUE-19TH AVENUE</u>															
20301	BROWARD COUNTY LINE TO 203RD STREET	NA	NA	2	N	N	2	N	0.9	0	-	-	-	-	L
20302	N.E. 203RD STREET TO N.E. 199TH STREET	0	0	0	70	24	2	29	0.4	2	37	-	260	297	L
20303	N.E. 199TH STREET TO N.E. 185TH STREET	70	24	2	N	N	2	N	0.9	0	-	-	-	-	L
20304	N.E. 185TH STREET TO 163RD STREET	110	20-36-20	4	N	36-16-36	4	24	1.4	2	400	-	-	400	L
<u>20400 N.E. 16TH AVENUE</u>															
20401	N.E. 163RD STREET TO N.E. 143RD STREET	50	16-20	2	70	44	2	31	1.3	2	119	-	258	377	L
20402	N.E. 143RD STREET TO U.S. 1	70	16-20	2	N	44	2	31	1.7	2	153	-	-	153	L
<u>20500 N.E. 15TH AVENUE</u>															
20501	N.E. 187TH STREET TO N.E. 183RD STREET	0	0	0	70	24	2	29	0.1	2	8	-	28	36	L
20502	N.E. 183RD STREET TO N.E. 163RD STREET	30-70	20	2	70	24	2	37	1.3	2	30	-	152	182	L
<u>20600 N.E. 12TH AVENUE</u>															
20601	N.E. 215TH STREET TO N.E. 203RD STREET	50	NA	2	110	36-20-36	4	24	0.6	2	270	-	16	286	L
20602	N.E. 183RD STREET TO N.E. 179TH STREET	50	20	2	78	58	4	26	0.1	2	56	-	42	98	L
20603	N.E. 179TH STREET TO N.E. 175TH STREET	0	0	0	78	58	4	26	0.1	1	24	220	24	268	L
20604	N.E. 175TH STREET TO N.E. 163RD STREET	50	24	2	78	58	4	26	0.8	2	266	-	250	516	L
20605	N.E. 163RD STREET TO WEST DIXIE HIGHWAY	40	24	2	78	58	4	26	1.5	2	524	-	630	1154	L
20606	WEST DIXIE HIGHWAY TO N.E. 125TH STREET	40-70	NA	2	78	58	4	26	0.9	2	308	-	326	634	L
20607	N.E. 125TH STREET TO N.E. 118TH STREET	0	0	0	78	58	4	26	0.6	1	218	-	434	652	L
20608	N.E. 118TH STREET TO U.S. 1	NA	NA	2	78	58	4	26	0.6	2	200	-	218	418	L
<u>20700 N.E. 10TH AVENUE</u>															
20701	BROWARD COUNTY LINE TO N.E. 183RD STREET	0	0	0	70	24	2	29	2.3	1	254	98	91	443	L
<u>20800 N.E. 6TH AVENUE</u>															

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.		TOT. EXIST.
20801	N.W. 183RD STREET TO N.E. 163RD STREET	70	42	4	78	58	4	26	0.9	2	41	-	5	46	U-S
20802	N.E. 163RD STREET TO OPA LOCKA EXPRESSWAY	70	44	4	78	58	4	26	2.7	2	123	-	22	145	U-S
20803	OPA LOCKA EXPRESSWAY TO BISCAYNE BOULEVARD	70	46	4	78	58	4	26	2.2	2	100	-	22	122	L
<u>20850 EAST 3RD AVENUE</u>															
20851	N. 2ND STREET TO N. 1ST STREET	NA	NA	2	N	N	2	33	0.1	C	-	-	-	-	L
20852	S.E. 1ST STREET TO S. 2ND STREET	NA	NA	2	N	N	2	N	0.1	C	-	-	-	-	L
20853	S. 2ND STREET TO S. 3RD STREET	NA	NA	2	N	N	2	33	0.1	0	-	-	-	-	L
20854	S. 3RD STREET TO S. 4TH STREET	NA	NA	2	N	N	2	N	0.1	C	-	-	-	-	L
<u>20900 N.E. 2ND AVENUE</u>															
20901	N.E. 119TH STREET TO N.E. 105TH STREET	70	44	4	N	52	4	35	0.9	2	41	-	-	41	U-S
20902	N.E. 105TH STREET TO N.E. 77TH STREET	70	54	4	N	N	4	N	1.2	C	-	-	-	-	U-S
20903	N.E. 77TH STREET TO N.E. 62ND STREET	70	40	4	N	52	4	35	1.0	2	46	-	-	46	U-S
20904	N.E. 62ND STREET TO N.E. 58TH STREET	70	54	4	N	N	4	N	0.2	0	-	-	-	-	U-S
20905	N.E. 58TH STREET TO N.E. 41ST STREET	70	40	4	N	52	4	35	1.1	2	50	-	-	50	UPP
20906	N.E. 41ST STREET TO N.E. 17TH STREET	70	48	4	N	N	4	N	1.5	0	-	-	-	-	UPP
20907	N.E. 17TH STREET TO S.E. 2ND STREET	50	36 TO 46	3	N	N	3	N	1.5	0	-	-	-	-	UPP
<u>20950 EAST 1ST AVENUE</u>															
20951	N. 17TH STREET TO I-395	NA	48-60	4	N	N	2	33	0.4	0	-	-	-	-	L
20952	I-395 TO N 5TH STREET	NA	40	2	N	N	2	32	0.5	0	-	-	-	-	L
20953	N. 5TH STREET TO S. 4TH STREET	NA	40	2	N	N	2	33	0.6	0	-	-	-	-	L
<u>21000 MIAMI AVENUE</u>															
21001	N.E. 167TH STREET TO N.W. 105TH STREET	70-85	20-24	2	78	58	4	26	4.4	1	1810	43	506	2359	L
21002	N.E. 105TH STREET TO N.W. 79TH STREET	80	60	4	N	N	4	N	1.9	0	-	-	-	-	L
21003	N.W. 79TH STREET TO N.W. 45TH STREET	70	30	2	78	58	4	26	2.5	1	950	-	162	1112	L
21004	N.W. 45TH STREET TO N.W. 38TH STREET	70	36	2	78	58	4	26	0.3	1	119	-	362	481	L
21005	N.W. 38TH STREET TO N.W. 17TH STREET	70	46	4	78	58	4	26	1.5	2	119	-	300	419	L
21006	N.W. 17TH STREET TO N.W. 11TH STREET	50	32-40	3	N	N	3	N	1.3	0	-	-	-	-	L
21007	N.W. 11TH STREET TO S.W. 4TH STREET	50	32-40	3	N	N	3	N	0.5	0	-	-	-	-	L
21008	S.W. 4TH STREET TO S.W. 8TH STREET	NA	46	4	N	N	4	N	1.4	0	-	-	-	-	L
21009	S.W. 8TH STREET TO INTERSECTION OF U.S. 1	70-120	46	4	N	N	4	N	1.4	0	-	-	-	-	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS	
		R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT.		
<u>21039 WEST 1ST AVENUE</u>															
21040	N. 17TH STREET TO N. 15TH STREET	60	40	2	N	N	2	N	0.2	0	-	-	-	-	L
21041	N. 14TH STREET TO N. 12TH STREET	NA	NA	2	N	N	2	N	0.2	0	-	-	-	-	L
21042	N. 12TH STREET TO N. 5TH STREET	0	0	0	70	44	2	31	0.5	2	84	-	1700	1784	L
21043	N. 5TH STREET TO N. 1ST STREET	NA	NA	2	N	N	2	N	0.3	0	-	-	-	-	L
21044	N. 1ST STREET TO S. 2ND STREET	0	0	0	70	44	2	31	0.2	2	33	-	340	373	L
21045	S. 2ND STREET TO S. 3RD STREET	NA	NA	2	N	N	2	N	0.1	0	-	-	-	-	L
<u>21070 WEST 1ST COURT</u>															
21071	W. 2ND AVENUE TO N. 23RD STREET	0	0	0	70	34	2	33	0.3	2	51	-	600	651	L
21072	N. 23RD STREET TO N. 14TH STREET	NA	NA	2	N	N	2	33	0.6	0	-	-	-	-	L
21073	N. 14TH STREET TO N. 1ST STREET	NA	NA	2	N	N	2	33	0.9	0	-	-	-	-	L
21074	N. 1ST TO W. 2ND AVENUE	0	0	0	70	34	2	33	0.3	2	51	-	600	651	L
<u>21100 WEST 2ND AVENUE</u>															
21101	N.W. 167TH STREET TO N.W. 119TH STREET	70	18-20	2	78	58	4	26	2.9	1	1109	222	1275	2606	U-S
21102	N.W. 119TH STREET TO N.W. 79TH STREET	0-70	0-20	2	78	58	4	26	2.5	1	956	101	875	1932	U-S
21103	N.W. 79TH STREET TO NORTH 36TH STREET	0-70	0-20	2	78	58	4	26	2.4	1	918	-	1020	1938	U-S
21104	N. 36TH STREET TO N.W. 26TH STREET	40	NA	2	78	58	4	26	0.8	1	270	-	1070	1340	L
21105	N.W. 26TH STREET TO S. 3RD STREET	NA	NA	2	N	N	2	N	2.1	0	-	-	-	-	L
21106	3RD STREET TO S.W. 13TH STREET	40	NA	2	100	34-12-34	4	24	0.7	2	360	47	1225	1632	L
<u>21120 WEST 3RD AVENUE</u>															
21121	N. 20TH STREET TO N. 8TH STREET	NA	40	2	N	N	2	33	1.0	0	-	-	-	-	L
21122	N. 8TH STREET TO N. 2ND STREET	NA	40	2	N	N	3	32	0.4	0	-	-	-	-	L
<u>21140 WEST FRONTAGE ROAD (I-95)</u>															
21141	N. 8TH STREET TO N. 1ST STREET	70	0	0	N	36	3	32	0.5	2	66	-	-	-	L
<u>21160 NORTH RIVER DRIVE</u>															
21161	N.W. 5TH AVENUE TO S.W. 2ND AVENUE	70	0	0	N	44	2	31	0.6	2	100	-	-	100	L
<u>21180 NORTH WEST 5TH AVENUE</u>															
21181	N. 11TH STREET TO N. RIVER DRIVE	70	0	0	N	44	2	31	0.5	2	33	-	-	33	L
<u>21200 U.S. 441</u>															
21201	BROWARD COUNTY LINE TO GOLDEN GLADES INTERCHANGE	82	24-18-24	4	N	N	4	N	3.3	0	-	-	-	-	USP

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS			
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.		TOT.	EXIST.	
<u>21300 WEST 7TH AVENUE</u>																	
21301	GOLDEN GLADES INTERCHANGE TO N.W. 36TH STREET	100-70	58-76	4	N	N	4	N	8.3	0	-	-	-	-	USP		
21302	N.W. 36TH STREET TO N.W. 5TH STREET	NA		52	4	N	N	4	N	2.2	0	-	-	-	L		
<u>21340 S.W. 25TH ROAD</u>																	
21341	RICKENBACKER CAUSEWAY TO U.S. 1	0		0	0			24	3	32	0.3	1	110	-	720	830	L
21342	U.S. 1 TO CORAL WAY	75	22-20-22	4	N	N	2	32	0.5	0	-	-	-	-	L		
21343	CORAL WAY TO S.W. 13TH STREET	80		40	2	N	N	2	32	0.5	0	-	-	-	L		
<u>21360 S.W. 26TH ROAD</u>																	
21361	RICKENBACKER CAUSEWAY TO U.S. 1	80		50	2	N	N	2	32	0.3	0	-	-	-	L		
21362	U.S. 1 TO CORAL WAY	100	24-20-24	2	N	N	2	32	0.5	0	-	-	-	-	L		
21363	CORAL WAY TO S.W. 13TH STREET	100		50	2	N	N	2	32	0.4	0	-	-	-	L		
<u>21400 WEST 8TH AVENUE</u>																	
21401	N.W. 5TH STREET TO S.W. 8TH STREET	NA		40	4	66	46	4	36	0.9	2	72	-	342	414	L	
<u>21500 WEST 12TH AVENUE</u>																	
21501	MIAMI GARDENS DRIVE TO GOLDEN GLADES EXPRESSWAY	80	20-24	2	N	N	2	N	1.2	0	-	-	-	-	L		
21502	N.W. 103RD STREET TO N.W. 82ND STREET	NA	0-20	2	88	68	4	26	1.6	2	627	103	848	1578	L		
21503	N.W. 82ND STREET TO N.W. 71ST STREET	40	24	2	116	38-20-38	6	21	0.5	2	285	-	387	672	U-S		
21504	N.W. 71ST STREET TO N.W. 62ND STREET	70	20	2	116	38-20-38	6	21	0.6	2	342	-	240	582	U-S		
21505	N.W. 62ND STREET TO AIRPORT EXPRESSWAY	50-70	40	2	116	38-20-38	6	21	1.6	2	910	-	464	1374	U-S		
21506	AIRPORT EXPRESSWAY TO N.W. 20TH STREET	50-70	40	4	N	N	4	N	1.2	0	-	-	-	-	U-S		
21507	N.W. 20TH STREET TO NORTH RIVER DRIVE	100	34-18-34	4	N	N	4	N	0.8	0	-	-	-	-	U-S		
21508	NORTH RIVER DRIVE TO S.W. 8TH STREET	65-70	52	4	N	N	4	N	1.3	0	-	-	-	-	L		
21509	S.W. 8TH STREET TO CORAL WAY	70-80	60	4	N	N	4	N	1.0	0	-	-	-	-	L		
<u>21600 WEST 17TH AVENUE</u>																	
21601	N.W. 215TH STREET TO N.W. 183RD STREET	0-60	22	2	70	24	2	29	2.2	2	205	144	66	415	L		
21602	N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	70-75	20	2	N	44	2	38	1.0	2	56	-	-	56	L		
21603	GOLDEN GLADES EXPRESSWAY TO N.W. 151ST STREET	0-70	0-14	2	70	24	2	29	1.0	2	91	45	250	386	L		
21604	N.W. 151ST STREET TO OPA LOCKA EXPRESSWAY	NA	20-24	2	88	68	4	26	2.1	1	862	219	860	1941	L		
21605	OPA LOCKA EXPRESSWAY TO 79TH STREET	50-100	24	2	88	68	4	26	2.6	1	1067	100	494	1661	L		
21606	79TH STREET TO AIRPORT EXPRESSWAY	50-70	24	2	100	EXP-ST	4	28	2.5	1	1120	600	1000	2720	L		

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
21901	GOLDEN GLADES INTERCHANGE TO N.W. 27TH AVENUE	NA	24-60-24	4	N	EXP-ST	4	28	2.7	2	380	600	-	980	UPP
22000	BAYSHORE DRIVE (SEE SOUTH MIAMI AVENUE)														
22001	U.S. 1 TO S.W. 17TH AVENUE	NA	50	4	N	N	4	N	1.2	0	-	-	-	-	L
22002	S.W. 17TH AVENUE TO GRAND AVENUE	45	30	2	88	68	4	35	1.6	2	656	-	1280	1936	L
22100	MAIN HIGHWAY-INGRAM HIGHWAY (COCONUT GROVE)														
22101	GRAND AVENUE TO S.W. 37TH AVENUE	70	26	2	N	N	2	N	1.0	0	-	-	-	-	L
22102	S.W. 37TH AVENUE TO S.W. 42ND AVENUE	70	28	2	88	24-20-24	4	23	1.0	2	455	-	260	715	L
22200	WEST 32ND AVENUE														
22201	N.W. 183RD STREET TO N.W. 151ST STREET	70	20-24	2	N	44	2	38	2.0	2	137	-	-	137	L
22202	OPA LOCKA BLVD TO OPA LOCKA EXPRESSWAY	0	0	0	110	34-20-34	4	24	1.0	2	512	179	20	711	L
22203	OPA LOCKA EXPRESSWAY TO N.W. 106TH STREET	80	20	2	110	34-20-34	4	24	0.8	2	410	-	240	650	L
22204	N.W. 106TH STREET TO N.W. 95TH STREET	50-85	24	2	66	46	4	27	0.7	2	271	36	98	405	L
22205	N.W. 95TH STREET TO N.W. 62ND STREET	25-85	24	2	100	35-10-35	6	21	2.0	2	1140	-	100	1240	L
22206	N.W. 62ND STREET TO AIRPORT EXPRESSWAY	35-70	24	2	88	26-16-26	4	25	1.3	2	548	-	940	1488	L
22207	AIRPORT EXPRESSWAY TO N.W. NORTH RIVER DRIVE	35-70	24	2	88	26-16-26	4	25	0.4	2	169	-	320	489	L
22208	N.W. 7TH STREET TO S.W. 8TH STREET	NA	NA	2	78	58	4	26	1.0	2	388	-	600	988	L
22209	S.W. 8TH STREET TO S.W. 40TH STREET	NA	NA	2	78	58	4	26	2.0	2	775	-	1200	1975	L
22300	WEST 37TH AVENUE														
22301	N.W. 199TH STREET TO GOLDEN GLADES EXPRESSWAY	60-100	24	2	N	N	2	N	2.2	0	-	-	-	-	L
22302	GOLDEN GLADES EXPRESSWAY TO N.W. 154TH STREET	70	20	2	N	44	2	38	0.7	1	32	-	-	32	L
22303	NORTH RIVER DRIVE TO N.W. 20TH STREET	0	0	0	70	44	2	31	1.1	1	338	78	198	614	L
22304	N.W. 20TH STREET TO N.W. 14TH STREET	40	NA	2	70	44	2	38	0.6	1	27	78	330	435	L
22305	N.W. 14TH STREET TO N.W. 7TH STREET	NA	NA	2	N	N	2	N	0.4	0	-	-	-	-	L
22306	N.W. 7TH STREET TO U.S. 1	NA	NA	4	N	N	4	N	3.2	0	-	-	-	-	L
22307	U.S. 1 TO GRAND AVENUE	NA	NA	2	N	52	4	27	0.3	2	40	-	-	40	L
22308	GRAND AVENUE TO MAIN HIGHWAY	NA	NA	2	N	N	2	0	0.7	C	-	-	-	-	L
22400	PONCE DE LEON BOULEVARD (CORAL GABLES)														
22401	FLAGLER STREET TO S.W. 8TH STREET	NA	80	4	N	N	4	N	0.6	0	-	-	-	-	L
22402	S.W. 8TH STREET TO UNIVERSITY DRIVE	100	74 , 100	4	N	N	4	N	1.4	C	-	-	-	-	L
22403	UNIVERSITY DRIVE TO LEJEUNE ROAD	NA	27-26-27	2	N	N	2	N	1.4	0	-	-	-	-	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS		
		ROW WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	ROW WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.		TOT. EXIST	
<u>22900 SOUTH ALHAMBRA CIRCLE (CORAL GABLES)</u>																
22901	CORAL WAY TO S.W. 40TH STREET	NA	26	2	N	N 2	N	1.0	C	-	-	-	-	L		
22902	S.W. 40TH STREET TO S PONCE DE LEON BOULEVARD	70	28	2	N	N 2	N	1.7	0	-	-	-	-	L		
<u>23000 WEST 52ND AVENUE</u>																
23001	N.W. 119TH STREET TO N.W. 74TH STREET	55- 70	40-48	4	N	48 4	36	2.8	2	128	-	-	128	L		
23002	N.W. 74TH STREET TO OKEECHOBEE ROAD	55- 70	48-56	4	N	N 4	N	1.3	0	-	-	-	-	L		
<u>23100 CURTIS PARKWAY (MIAMI SPRINGS)</u>																
23101	OKEECHOBEE ROAD TO ROYAL POINCIANA BOULEVARD	NA	20-	-20	4	N 26-	-26	4	28	0.2	1	18	66	-	84	U-S
23102	ROYAL POINCIANA BOULEVARD TO HUNTING LODGE DRIVE	NA	20-	-20	2	N 34-	-34	4	33	0.8	1	73	-	-	73	U-S
23103	HUNTING LODGE DRIVE TO N.W. 36TH STREET	60	24	2	70	48	4	27	0.4	1	148	-	52	200	U-S	
<u>23200 WEST 57TH AVENUE (RED ROAD)</u>																
23201	N.W. 215TH STREET TO N.W. 183RD STREET	0- 30	0-18	2	100	24	2	29	2.2	2	200	65	44	309	U-P	
23202	N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	NA	24	2	100	24-20-24	4	25	1.0	2	251	-	240	491	L	
23203	GOLDEN GLADES EXPRESSWAY TO OPA LOCKA EXPRESSWAY	50- 60	48	4	N	N 4	N	2.0	0	-	-	-	-	U-S		
23204	OPA LOCKA EXPRESSWAY TO N.W. 74TH STREET	NA	48	4	N	N 4	N	3.8	0	-	-	-	-	U-P		
23205	N.W. 74TH STREET TO OKEECHOBEE ROAD	200	48	4	N	N 4	N	0.8	0	-	-	-	-	U-P		
23206	PERIMETER ROAD TO S.W. 8TH STREET	70	30	2	100	EXP-ST	4	28	1.4	1	700	335	643	1678	U-S	
23207	S.W. 8TH STREET TO U.S. 1	50-100	30	2	100	EXP-ST	4	28	4.0	1	2000	1253	900	4153	U-S	
23208	U.S. 1 TO S.W. 88TH STREET	50- 70	42	2	96	34- 8-34	4	24	1.3	1	625	-	624	1249	L	
23209	S.W. 88TH STREET TO OLD CUTLER ROAD	70	36	2	N	N 2	N	1.7	0	-	-	-	-	L		
<u>23300 OLD CUTLER ROAD</u>																
23301	S.W. 72ND STREET TO S.W. 57TH AVENUE	NA	22-24	2	104	34-16-34	4	24	3.3	2	1618	47	330	1995	L	
23302	S.W. 57TH AVENUE TO S.W. 152ND STREET	NA	22-24	2	110	26-16-26	4	39	3.3	2	1354	-	430	1784	L	
23303	S.W. 152ND STREET TO SOUTH DIXIE EXPRESSWAY	NA	22-24	2	N	N 2	N	2.4	0	-	-	-	-	L		
23304	SOUTH DIXIE EXPRESSWAY TO FRANJO ROAD	NA	22-24	2	N	N 2	N	1.7	0	-	-	-	-	L		
23305	FRANJO ROAD TO SOUTH DADE EXPRESSWAY	NA	22-24	2	N	N 2	N	2.2	0	-	-	-	-	L		
23306	SOUTH DADE EXPRESSWAY TO U.S. 1	NA	22-24	2	N	N 2	N	1.6	0	-	-	-	-	L		
<u>23400 WEST 67TH AVENUE</u>																
23401	N.W. 215TH STREET TO N.W. 199TH STREET	0	0	0	130	24	2	29	1.0	2	88	91	40	219	L	
23402	N.W. 199TH STREET TO N.W. 170TH STREET	0	0	0	130	24	2	29	2.0	2	176	-	150	326	L	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W. TOT.	
22404	LEJEUNE ROAD TO S.W. 57TH AVENUE	NA		46 2	N		N 2	N	2.1	0	-	-	-	L
<u>22500 WEST 42ND AVENUE (LEJEUNE ROAD)</u>														
22501	CONNECTOR FROM N.W. 151ST ST TO W. 42ND ST	0		0 0	70		44 2	31	0.7	1	122	-	154	276 L
22502	N.W. 151ST ST CONNECTOR TO N.W. 135TH ST	NA		NA 2	N		N 2	N	0.6	0	-	-	-	L
22503	N.W. 135TH STREET TO N.W. 119TH STREET	NA		24 2	N		N 2	N	1.0	0	-	-	-	U-S
22504	N.W. 119TH STREET TO N.W. 103RD STREET	NA		24 2	N		N 2	24	1.0	2	-	-	-	U-S
22505	N.W. 103RD STREET TO N.W. 79TH STREET	NA		26 2	100	35-10-35	6 21	1.5	2	822	-	110	932	U-S
22506	N.W. 79TH STREET TO N.W. 36TH STREET	75		48 4	88	34-12-34	6 21	2.5	2	1370	62	463	1895	U-S
22507	N.W. 36TH STREET TO N.W. 7TH STREET	120	48-4-48	6	N		N 6	N	2.0	0	-	-	-	U-P
22508	N.W. 7TH STREET TO S.W. 8TH STREET	NA	34-15-34	6	N		N 6	N	1.0	0	-	-	-	U-P
22509	S.W. 8TH STREET TO U.S. 1	NA	25-10-25	4	N		N 4	N	2.5	0	-	-	-	U-P
22510	U.S. 1 TO OLD CUTLER ROAD	55-70		24 2	70		48 4	27	1.4	2	522	-	238	760 L
<u>22550 SEGOVIA AVENUE</u>														
22551	S.W. 24TH STREET TO S.W. 40TH STREET	100		50 4	N		N 4	N	1.0	0	-	-	-	L
<u>22600 WEST 47TH AVENUE (EAST 4TH AVENUE)</u>														
22601	N.W. 215TH STREET TO N.W. 183RD STREET	0		0 0	70		24 2	29	2.3	1	220	96	32	348 U-P
22602	N.W. 183RD STREET TO GOLDEN GLADES EXPRESSWAY	70		24 2	N		N 2	N	1.0	0	-	-	-	L
22603	GOLDEN GLADES EXPRESSWAY TO NW. 154TH STREET	50-70		18 2	70		24 2	37	0.8	2	55	65	24	144 L
22604	N.W. 119TH STREET TO N.W. 74TH STREET	NA		40 4	72		52 4	36	2.8	2	194	15	462	671 L
22605	N.W. 74TH STREET TO OKEECHOBEE ROAD	NA		42 4	72		52 4	36	1.6	2	111	-	264	375 U-P
22606	OKEECHOBEE ROAD TO N.W. 36TH STREET	NA		NA 2	72		52 4	27	0.6	1	224	-	192	416 L
<u>22700 WEST 49TH AVENUE-GRANADA BOULEVARD (CORAL GABLES)</u>														
22701	N.W. 7TH STREET TO FLAGLER STREET	NA		NA 2	70		44 2	31	0.5	2	160	-	175	335 L
22702	FLAGLER STREET TO S.W. 8TH STREET	NA		NA 2	N		N 2	N	0.5	0	-	-	-	L
22703	S.W. 8TH STREET TO SEVILLA AVENUE	100		20 2	70		44 2	38	1.2	2	82	-	-	82 L
22704	SEVILLA AVENUE TO S.W. 40TH STREET	NA		24 2	N		N 2	N	0.8	0	-	-	-	L
22705	S.W. 40TH STREET TO U.S. 1	100	22-38	2	N		N 2	N	1.2	0	-	-	-	L
22706	U.S. 1 TO S.W. 72ND STREET	NA	22-26	2	N		N 2	N	1.1	0	-	-	-	L
<u>22800 MAYNADA (CORAL GABLES)</u>														
22801	PONCE DE LEON BOULEVARD TO S.W. 72ND STREET	0-75		18 2	70		44 2	31	0.9	2	287	-	171	458 L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECTION NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		ROW WIDTH FT	PAVEMT WIDTH FT	NO TRAFFIC LANES	ROW WIDTH FT	PAVEMT WIDTH FT	NO TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
23403	N.W. 170TH STREET TO GOLDEN GLADES EXPRESSWAY	50	20	2	N	N	2	23	0.2	0	-	-	-	-	L
23404	GOLDEN GLADES EXPRESSWAY TO OPA LOCKA EXPRESSWAY	NA	24	2	N	N	2	N	1.8	0	-	-	-	-	L
23405	OPA LOCKA EXPRESSWAY TO OKEECHOBEE ROAD	NA	22-24	2	N	N	2	N	3.8	0	-	-	-	-	L
23406	N.W. 36TH STREET TO PERIMETER ROAD	NA	24	2	N	N	2	N	1.5	0	-	-	-	-	L
23407	WEST FLAGLER STREET TO S.W. 64TH STREET	60- 70	24	2	80	26- 8-26	4	25	4.1	2	1685	18	308	2011	L
23408	S.W. 64TH STREET TO S.W. 72ND STREET	70	24	2	80	26- 8-26	4	25	0.5	2	205	-	73	278	L
23409	S.W. 72ND STREET TO S.W. 76TH STREET	70	24	2	80	26- 8-26	4	25	0.3	2	123	-	48	171	L
23410	S.W. 76TH STREET TO U.S. 1	70	24	2	80	26- 8-26	4	25	0.4	2	164	-	64	228	L
23411	U.S. 1 TO S.W. 88TH STREET	0	0	0	80	26- 8-26	4	25	0.4	1	164	119	200	483	L
23412	S.W. 88TH STREET TO S.W. 112TH STREET	70	24	2	80	26- 8-26	4	25	1.5	2	845	-	113	958	L
23413	S.W. 112TH STREET TO OLD CUTLER ROAD	70	24	2	80	26- 8-26	4	25	1.5	2	845	-	90	935	L
<u>23500 WEST 72ND AVENUE</u>															
23501	N.W. 103RD STREET TO OKEECHOBEE ROAD	0	0	0	130	24-20-24	4	23	1.3	1	652	-	350	1002	L
23502	SOUTH RIVER DRIVE TO N.W. 74TH STREET	0- 50	0-18	2	130	24-20-24	4	23	0.5	1	250	237	80	567	L
23503	N.W. 74TH STREET TO N.W. 36TH STREET EXTENSION	NA	24	2	130	24-20-24	4	23	2.2	1	1105	28	374	1507	L
23504	N.W. 36TH STREET EXTENSION TO WEST FLAGLER STREET	NA	26	2	130	24-20-24	4	23	2.3	1	1155	322	920	2397	L
23505	FLAGLER STREET TO S.W. 8TH STREET	0- 70	0-20	2	130	24-20-24	4	23	0.5	1	252	-	265	517	L
23506	S.W. 8TH STREET TO S.W. 24TH STREET	70	20	2	130	24-20-24	4	23	1.0	1	500	-	320	820	L
23507	S.W. 24TH STREET TO S.W. 56TH STREET	70-100	20	2	100	24-20-24	4	23	2.0	1	1000	92	-	1092	L
23508	S.W. 56TH STREET TO S.W. 88TH STREET	60- 70	0-18	2	70	44	2	31	2.1	2	543	-	-	543	L
<u>23600 TAMiami CANAL ROAD</u>															
23601	N.W. 7TH STREET TO WEST FLAGLER STREET	NA	30	2	88	68	4	26	0.8	2	313	-	100	413	L
<u>23650 SOUTH BAY DRIVE</u>															
23651	S.W. 87TH AVENUE TO S.W. 102ND AVENUE	0	0	0	70	24	2	29	2.5	2	220	254	13	487	L
<u>23700 WEST 77TH AVENUE</u>															
23701	N.W. 215TH STREET TO N.W. 199TH STREET	0	0	0	108	24	2	29	1.0	2	91	91	110	292	L
23702	N.W. 199TH STREET TO GOLDEN GLADES EXPRESSWAY	0	0	0	108	24-16-24	4	22	2.6	2	1010	451	299	1760	L
<u>23800 WEST 82ND AVENUE</u>															
23801	FLAGLER STREET TO S.W. 8TH STREET	70	DIRT	2	N	24	2	29	0.5	2	44	55	-	99	L
23802	S.W. 8TH STREET TO S.W. 40TH STREET	70	24	2	N	N	2	N	2.0	0	-	-	-	-	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
23803	S.W. 40TH STREET TO S.W. 56TH STREET	35		12 2	N	24 2	29	1.0	1	143	-	250	393	L	
23900	WEST 84TH AVENUE														
23901	S.W. 168TH STREET TO S.W. 184TH STREET	25		NA 2	120	24 2	29	1.0	2	143	-	15	158	L	
23902	S.W. 184TH STREET TO CARIBBEAN BOULEVARD	NA		NA 2	88	26-16-26	4	25	0.3	2	117	-	180	297	L
24000	WEST 87TH AVENUE														
24001	N.W. 183RD STREET TO OPA LOCKA EXPRESSWAY	0		0 0	70	20 2	29	3.2	2	246	29	64	339	L	
24002	OPA LOCKA EXPRESSWAY TO OKEECHOBEE ROAD	0		0 0	70	20 2	29	2.3	2	176	85	46	307	L	
24003	OKEECHOBEE ROAD TO N.W. 74TH STREET	0		0 0	70	24 2	29	1.7	2	150	-	213	363	L	
24004	N.W. 74TH STREET TO EAST-WEST EXPRESSWAY	0		0 0	70	24 2	29	4.2	1	370	85	525	980	L	
24005	EAST-WEST EXPRESSWAY TO FLAGLER STREET	0		0 0	70	24 2	29	0.7	1	64	-	110	174	L	
24006	FLAGLER STREET TO S.W. 8TH STREET	0		0 0	150	24-20-24	4	23	0.5	1	194	29	75	298	L
24007	S.W. 8TH STREET TO S.W. 56TH STREET	85-70		24 2	88	26-16-26	4	25	3.2	1	1250	-	528	1778	L
24008	S.W. 56TH STREET TO S.W. 72ND STREET	70		24 2	88	26-16-26	4	25	1.0	1	390	-	180	570	L
24009	S.W. 72ND STREET TO S.W. 88TH STREET	70		24 2	88	26-16-26	4	25	1.0	1	390	59	170	619	L
24010	S.W. 88TH STREET TO S.W. 112TH STREET	70		24 2	108	34-20-34	4	24	1.5	1	767	59	562	1388	L
24011	S.W. 112TH STREET TO U.S. 1	70		NA 2	88	26-16-26	4	25	1.5	1	585	-	300	885	L
24012	OLD CUTLER ROAD TO S.W. 232ND STREET	0		DIRT 2	70	24 2	29	1.8	2	158	28	107	293	L	
24013	S.W. 232ND STREET TO SOUTH BAY DRIVE	0		DIRT 2	70	24 2	29	0.7	2	64	-	42	106	L	
24100	WEST 90TH AVENUE														
24101	S.W. 168TH STREET TO S.W. 184TH STREET	50		18 2	N	N 2	N	1.0	0	-	-	-	-	L	
24200	FRANJO ROAD														
24201	U.S. 1 TO CARIBBEAN BOULEVARD	50		22 2	N	N 2	N	1.7	0	-	-	-	-	L	
24202	CARIBBEAN BOULEVARD TO 0.4 MILE SOUTH	50		18 2	60	24 2	38	0.4	1	9	-	40	49	L	
24203	0.4 MILE SOUTH TO OLD CUTLER ROAD	50		22 2	N	N 2	N	0.3	0	-	-	-	-	L	
24300	WEST 97TH AVENUE														
24301	170TH STREET TO OPA LOCKA EXPRESSWAY	0		0 0	70	20 2	29	2.1	2	162	-	84	246	L	
24302	OPA LOCKA EXPRESSWAY TO OKEECHOBEE ROAD	0		0 0	70	20 2	29	1.4	2	108	28	84	220	L	
24303	90TH STREET TO N.W. 74TH STREET	0		0 0	70	20 2	29	0.9	2	69	-	45	114	L	
24304	N.W. 74TH STREET TO EAST-WEST EXPRESSWAY	0		0 0	70	20 2	29	4.2	2	325	86	356	767	L	
24305	EAST-WEST EXPRESSWAY TO S.W. 8TH STREET	0		0 0	100	24-20-24	4	23	1.3	1	500	-	58	558	L

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST			SYSTEM CLASS		
		ROW. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	ROW. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				ROWY.	MAJOR STRUCT.	R.O.W.		TOT. EXIST.	
24306	S.W. 8TH STREET TO S.W. 24TH STREET	NA	NA	2	100	24-20-24	4	23	1.0	1	390	-	150	540	L	
24307	S.W. 24TH STREET TO S.W. 40TH STREET	70		24	2	100	24-20-24	4	23	1.0	2	310	-	32	342	L
24308	S.W. 40TH STREET TO S.W. 56TH STREET	70	18-24	2	100	24-20-24	4	23	1.1	2	425	-	44	469	L	
24309	S.W. 56TH STREET TO S.W. 72ND STREET	70		24	2	N	N	2	N	0.9	0	-	-	-	-	L
24310	S.W. 216TH STREET TO S.W. 248TH STREET	0- 70	0-20	2	70		20	2	29	2.0	2	77	-	55	132	L
<u>24400 WEST 102ND AVENUE</u>																
24401	S.W. 104TH STREET TO S.W. 112TH STREET	0		0	0	130	24	2	29	0.3	1	26	-	36	62	L
24402	S.W. 112TH STREET TO S.W. 152ND STREET	0		0	0	130	24	2	29	2.7	1	237	-	167	404	L
24403	S.W. 248TH STREET TO SOUTH BAY DRIVE	0		0	0	130	24	2	29	1.2	2	93	-	66	159	L
<u>24500 WEST 107TH AVENUE</u>																
24501	UKEECHOBEE ROAD TO HIALEAH EXPRESSWAY	0		0	0	70	20	2	29	3.5	2	270	28	123	421	L
24502	HIALEAH EXPRESSWAY TO EAST-WEST EXPRESSWAY	0		0	0	70	20	2	29	4.0	2	308	85	140	533	L
24503	EAST-WEST EXPRESSWAY TO S.W. 8TH STREET	0- 60		2	70	20	2	29	1.4	2	108	-	28	136	L	
24504	S.W. 8TH STREET TO S.W. 62ND STREET	50- 70	20	2	70	24	2	37	3.6	2	52	-	140	192	L	
24505	S.W. 62ND STREET TO S.W. 72ND STREET	70		0	0	70	24	2	29	0.6	1	53	98	-	151	L
24506	S.W. 72ND STREET TO S.W. 88TH STREET	70- 95	20	2	N	24	2	37	1.0	2	23	-	-	23	L	
24507	S.W. 88TH STREET TO S.W. 104TH STREET	NA	22-12-22	4	N	N	4	N	1.0	0	-	-	-	-	L	
24508	S.W. 152ND STREET TO S.W. 184TH STREET	0- 70	NA	2	70	20	2	29	2.5	2	192	-	300	492	L	
24509	S.W. 184TH STREET TO QUAIL ROOST DRIVE	70	NA	2	N	24	2	37	0.1	2	2	-	-	2	L	
24510	S.W. 268TH STREET TO S.W. 296TH STREET	70	24	2	N	N	2	N	1.8	0	-	-	-	-	RSS	
24511	S.W. 296TH STREET TO S.W. 328TH STREET	0		0	0	70	24	2	29	2.0	2	176	169	450	795	RSS
24512	S.W. 328TH STREET TO S.W. 344TH STREET	0		0	0	130	24	2	29	1.9	2	115	98	30	243	L
<u>24600 WEST 112TH AVENUE</u>																
24601	U.S. 1 TO SOUTH DADE EXPRESSWAY	100	48	4	N	4	N	N	2.1	0	-	-	-	-	USS	
24602	SOUTH DADE EXPRESSWAY TO S.W. 268TH STREET	100	48	4	N	4	N	N	2.8	0	-	-	-	-	RSS	
<u>24700 WEST 117TH AVENUE</u>																
24701	S.W. 8TH STREET TO S.W. 40TH STREET	40	20	2	100	24	2	23	2.0	2	132	33	40	205	L	
24702	S.W. 40TH STREET TO SNAPPER CREEK	130	20	2	N	24	2	23	2.5	2	228	-	-	228	L	
24703	SNAPPER CREEK TO S.W. 72ND STREET	0	0	0	100	24	2	23	0.9	1	63	150	63	276	L	
24704	S.W. 72ND STREET TO S.W. 152ND STREET	25-100	20	2	100	24	2	23	5.0	2	456	65	-	521	U-P	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
24705	S.W. 152ND STREET TO S.W. 168TH STREET	NA		20 2	100	24-20-24	4 23	1.0	1	170	-	130	300	UPP	
24706	S.W. 168TH STREET TO S.W. 200TH STREET	40- 70		20 2	100	24-20-24	4 23	2.1	1	840	-	945	1785	L	
24707	S.W. 200TH STREET TO U.S. 1	200		20 2	N	24-20-24	4 23	0.8	1	320	-	-	320	L	
24708	U.S. 1 TO S.W. 216TH STREET AT 112TH AVE	0		0 0	70		24 2 37	0.4	1	86	98	62	246	L	
<u>24800 WEST 127TH AVENUE</u>															
24801	S.W. 8TH STREET TO S.W. 40TH STREET	40		20 2	70		24 2 37	2.1	2	48	-	42	90	L	
24802	S.W. 40TH STREET TO S.W. 136TH STREET	0		0 0	70		24 2 29	6.6	2	580	28	430	1038	L	
24803	S.W. 168TH STREET TO U.S. 1	70		20 2	N	N	2 N	4.1	0	-	-	-	-	L	
24804	S.W. 268TH STREET TO S.W. 280TH STREET	NA		24 2	N	N	2 N	0.7	0	-	-	-	-	L	
<u>24899 WEST 137TH AVENUE</u>															
24900	EAST WEST EXPRESSWAY TO SW 8TH STREET	0		0 0	130	24-20-24	4 23	1.3	2	619	-	105	724	L	
24901	S.W. 8TH STREET TO S.W. 88TH STREET	0		0 0	70		24 2 29	5.0	1	44	-	225	269	L	
24902	S.W. 88TH STREET TO WEST DADE EXPRESSWAY	70		0 0	N		24 2 29	4.5	1	396	-	-	396	L	
24903	WEST DADE EXPRESSWAY TO S.W. 216TH STREET	35		16 2	70		24 2 29	4.1	1	360	28	82	470	L	
24904	S.W. 216TH STREET TO S.W. 232ND STREET	0		0 0	70		24 2 29	1.0	1	91	53	80	224	L	
24905	U.S. 1 TO S.W. 288TH STREET	70		20 2	N		24 2 37	2.4	2	55	-	-	55	L	
24906	S.W. 288TH STREET TO S.W. 344TH STREET	70		20 2	70		24 2 37	3.4	2	76	28	-	104	R-P	
<u>24950 ROBERGE BOULEVARD</u>															
24951	S.W. 232ND STREET TO U.S. 1	0		0 0	70		24 2 29	0.8	2	73	29	68	170	L	
24952	U.S. 1 TO S.W. 268TH STREET	0		0 0	108	24-20-24	4 25	1.8	2	720	304	142	1166	L	
<u>25000 WEST 147TH AVENUE</u>															
25001	S.W. 136TH STREET TO S.W. 184TH STREET	70		20 2	N		24 2 37	3.0	2	69	28	-	97	L	
25002	S.W. 184TH STREET TO U.S. 1	35- 70		20 2	70		24 2 37	5.6	2	127	-	112	239	L	
<u>25100 WEST 157TH AVENUE</u>															
25101	S.W. 8TH STREET TO S.W. 88TH STREET	0		0 0	70		24 2 29	5.3	2	53	14	30	97	L	
25102	S.W. 88TH STREET TO WEST DADE EXPRESSWAY	0		0 0	70		24 2 29	6.7	2	53	14	30	97	L	
25103	WEST DADE EXPRESSWAY TO S.W. 280TH STREET	35		16-20 2	70		24 2 29	5.2	2	297	-	260	557	L	
<u>25200 WEST 167TH AVENUE</u>															
25201	S.W. 152ND STREET TO WEST DADE EXPRESSWAY	35		0-16 2	70		24 2 29	3.8	2	330	-	104	434	L	
25202	WEST DADE EXPRESSWAY TO S.W. 248TH STREET	35		20 2	70		24 2 37	2.3	2	52	-	46	98	L	

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEMT WIDTH FT.	NO. TRAFFIC LANES				RDWY.	COST		TOT	
25203	S.W. 248TH STREET TO U.S. 1	70-35	20	2	70	24	2	37	3.5	2	80	-	35	115	L
25204	U.S. 1 TO S.W. 328TH STREET	30	13	2	70	24	2	29	1.4	2	123	-	84	207	L
25300	FLAGLER STREET (HOMESTEAD)														
25301	U.S. 1 TO S.W. 177TH AVENUE	66	24	2	N	N	2	N	1.2	0	-	-	-	-	L
25350	CARD SOUND ROAD														
25351	U.S. 1 TO S. CORDON LINE	NA	NA	2	N	N	2	N	1.1	0	-	-	-	-	L
25400	WEST 177TH AVE (KROME AVE) AND KROME AVE EXTENSION														
25401	S.W. 8TH STREET TO S.W. 136TH STREET	150	20	2	N	N	2	N	8.0	0	-	-	-	-	RSP
25402	S.W. 136TH STREET TO S.W. 264TH STREET	150	20-24	2	N	24	2	37	8.0	2	137	-	-	137	RSP
25403	S.W. 264TH STREET TO S.W. 300TH STREET	75	20-24	2	N	24	2	37	2.4	2	44	-	-	44	RSP
25404	S.W. 300TH STREET TO S.W. 320TH STREET	90	60	4	N	N	4	N	0.9	0	-	-	-	-	USP
25405	S.W. 320TH STREET TO INTERSECTION WITH U.S. 1	100	24	2	N	N	2	N	2.4	0	-	-	-	-	USP
25500	WEST 187TH AVENUE														
25501	S.W. 216TH STREET TO S.W. 248TH STREET	35-70	16-20	2	70	20	2	37	2.0	2	22	-	20	42	L
25502	S.W. 248TH STREET TO S.W. 328TH STREET	40-80	20-24	2	70	24	2	37	8.1	2	92	-	81	173	L
25503	S.W. 328TH STREET TO S.W. 344TH STREET	40	20	2	70	24	2	37	1.0	2	22	-	15	37	L
25600	WEST 192ND AVENUE														
25601	177TH AVENUE TO S.W. 187TH AVENUE	0	0	0	150	24-44-24	4	22	1.5	2	628	-	525	1153	L
25602	S.W. 187TH AVENUE TO S.W. 288TH STREET	0	0	0	70	24	2	29	3.0	2	274	-	240	514	L
25603	S.W. 288TH STREET TO S.W. 344TH STREET	70	12-20	2	70	24	2	29	3.8	2	347	-	304	651	L
25604	S.W. 344TH STREET TO S.W. 376TH STREET	70	24	2	N	N	2	N	2.0	0	-	-	-	-	RSP
25700	WEST 217TH AVENUE														
25701	S.W. 288TH STREET TO SR 27	35-70	20-24	2	70	24	2	37	6.5	2	78	-	32	110	L
25799	U.S. 1														
25800	BROWARD C/L TO NE 186TH STREET	116	22-24-22	4	N	38-24-38	6	34	2.0	2	618	-	-	618	UPP
25801	NE 186TH STREET TO SNAKE CREEK (SEE INTERAMA EXWY)														
25802	SNAKE CREEK CANAL TO NE 146TH STREET	116	22-24-22	4	N	38-24-38	6	34	1.9	2	628	54	-	682	UPP
25803	N.E. 146TH STREET TO N.E. 55TH TERRACE	66-90	40-50	4	100	36-8-36	6	21	6.6	1	3000	125	3970	7095	UPP
25804	N.E. 55TH TERRACE TO N.E. 13TH STREET	100	66-76	6	N	36-8-36	6	34	2.8	2	925	-	-	925	UPP
25805	N.E. 13TH STREET TO N.E. 11TH STREET	100	88	8	N	N	8	N	0.1	0	-	-	-	-	UPP

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM'T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
25806	N.E. 11TH STREET TO N.E. 6TH STREET	100	40-8-40	8	N	N 8	N 8	0.4	0	-	-	-	-	UPP	
25807	N.E. 6TH STREET TO S.E. 2ND STREET	228	48-99-48	8	N	N 8	N 8	0.5	C	-	-	-	-	UPP	
25808	ONE-WAY PAIR														
25809	SOUTHBOUND														
25810	SE 2ND ST-BISCAYNE BLVD TO SE 2ND AVE	70		40 4	N	N 3	32	0.2	0	-	-	-	-	L	
25811	SE 2ND AVE-SE 2ND ST TO SE 4TH ST	50		54 3	N	N 3	32	0.1	0	-	-	-	-	L	
25812	NORTHBOUND														
25813	SE 4TH ST-SE 2ND AVENUE TO BISCAYNE BLVD	70		40 4	N	N 4	32	0.2	0	-	-	-	-	UPP	
25814	BISCAYNE BLVD-SE 4TH ST TO SE 3RD STREET	100		40 4	N	N 4	N	0.1	0					UPP	
25815	BISCAYNE BLVD-S.E. 3RD ST TO S.E. 2ND STREET	100		40 4	N	N 4	N	0.1	0	-	-	-	-	UPP	
25816	S.E. 2ND AVENUE-BRICKELL AVENUE														
25817	SE 4TH STREET TO SE 5TH STREET	70		40 4	100	38-4-38	6	21	0.1	2	27	109	45	181 UPP	
25818	SE 5TH STREET TO S. MIAMI AVENUE	100-110	25-25-25	4	110	36-18-36	6	34	1.9	2	627	-	430	1057 UPP	
25819	SOUTH DIXIE HIGHWAY														
25820	S. MIAMI AVENUE TO S.W. 67TH AVENUE	100	32-14-32	6	N	38-10-38	6	34	7.3	2	2188	50	-	2238 UPP	
25821	S.W. 67TH AVENUE TO S.W. 168TH STREET	116	24-20-24	4	N	38-20-38	6	34	6.6	2	2185	61	-	2246 UPP	
25822	S.W. 168TH STREET TO SW. 184TH STREET -SB	60		24 2	75		55 3	32	1.0	2	350	-	450	800 UPP	
25823	S.W. 184TH STREET TO S.W. 168TH STREET - NB	60		24 2	75		55 3	32	1.0	2	350	-	450	800 UPP	
25824	S.W. 184TH STREET TO QUAIL ROOST DRIVE	116	24-20-24	4	N	38-20-38	6	34	0.2	2	62	-	-	62 UPP	
25825	QUAIL ROOST DRIVE TO S.W. 328TH STREET	116	25-25-24	4	N	N 4	N	9.2	0	-	-	-	-	RPP	
25826	S.W. 288TH STREET TO S.W. 328TH STREET	116	25-25-24	4	N	N 4	N	3.3	0	-	-	-	-	UPP	
25827	S.W. 328TH STREET TO CARD SOUND ROAD	116	25-25-25	4	N	N 4	N	2.1	0	-	-	-	-	RPP	
25828	CARD SOUND ROAD TO S. CORDON LINE	150		24 4	N	24-20-24	4	20	0.9	2	185	-	-	185 RPP	
32200	*****MIAMI BEACH FACILITIES*****														
32300	*****EAST-WEST TRAFFIC FLOW FACILITIES*****														
32400	BISCAYNE STREET														
32401	ALTON ROAD TO COLLINS AVENUE	70		NA 2	N		48 4	36	0.3	2	115	-	-	115 L	
32500	SOUTH 5TH STREET (STATE ROAD A1A)														
32501	ALTON ROAD TO WASHINGTON AVENUE	60		49 4	N	N 4	N	0.4	0	-	-	-	-	UPP	
32502	WASHINGTON AVENUE TO COLLINS AVENUE	60		49 4	N	N 4	N	0.1	0	-	-	-	-	UPP	
32600	DADE BOULEVARD														

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES	R.O.W. WIDTH FT	PAVEM'T WIDTH FT	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT.	
32601	EAST END OF VENETIAN CAUSEWAY TO ALTON ROAD	NA	56	4	N	N	4	N	0.2	0	-	-	-	-	L
32602	ALTON ROAD TO WASHINGTON AVENUE	NA	56	4	N	N	4	N	0.7	0	-	-	-	-	L
32603	WASHINGTON AVENUE TO COLLINS AVENUE VIA 23RD ST	NA	56	4	N	N	4	N	0.2	0	-	-	-	-	L
32700	ARTHUR GODFREY BOULEVARD														
32701	ALTON ROAD INTERCHANGE OF I-195 TO PINE TREE DRIVE	80	48	4	N	N	4	N	0.9	0	-	-	-	-	U-P
32702	PINE TREE DRIVE TO COLLINS AVENUE	80	48	4	N	N	4	N	0.3	0	-	-	-	-	U-P
32720	47TH STREET														
32721	ALTON ROAD TO PINE TREE DRIVE	70	24	2	104	38-16-38	6	21	0.6	2	399	277	2464	3140	L
32722	PINE TREE DRIVE TO COLLINS AVENUE	0	0	0	104	38-16-38	6	21	0.3	2	294	840	760	1894	L
32800	NORMANDY DRIVE-71ST STREET ONE-WAY PAIR (SR828)														
32801	E END OF N BAY VILL BRIDGE TO INDIAN CR DR E BOUND	70-80	46	3	N	46,48	3	26	1.1	1	69	211	-	280	U-P
32802	E END OF N BAY VILL BRIDGE TO INDIAN CR DR W BOUND	70	56	3	N	N	3	N	1.1	0	-	-	-	-	U-P
32803	INDIAN CREEK DRIVE TO HARDING AVENUE	54	50	4	78	68	6	26	0.3	1	115	-	500	615	U-P
32804	HARDING AVENUE TO COLLINS AVENUE	54	50	4	N	N	4	N	0.1	0	-	-	-	-	U-P
32900	96TH STREET (SURFSIDE)														
32901	E END OF BAY HARBOR ISLAND BRIDGE TO HARDING AVE	NA	44	2	N	N	4	N	0.2	2	-	-	-	-	L
32902	HARDING AVENUE TO COLLINS AVENUE	NA	44	2	N	N	4	N	0.1	2	-	-	-	-	L
33000	SUNNY ISLES BOULEVARD (SR826)														
33001	E END OF INTRACOASTAL WTR-WY BRIDGE TO COLLINS AVE	70	44	4	100	EXP-ST	6	28	0.4	1	190	150	1000	1340	UPP
43200	*****MIAMI BEACH FACILITIES*****														
43201	*****NORTH-SOUTH TRAFFIC FLOW FACILITIES*****														
43300	COLLINS AVENUE (SR A1A)														
43301	BROWARD COUNTY LINE TO N.E. 195TH STREET BRIDGE	100	22-13-22	4	N	36-13-36	6	34	1.3	2	519	-	-	519	UPP
43302	N.E. 195TH STREET BRIDGE TO SUNNY ISLES BOULEVARD	100	35-15-35	4	N	N	6	21	1.8	2	-	-	-	-	UPP
43303	SUNNY ISLES BOULEVARD TO HAULOVER CUT BRIDGE	100-150	25-21-25	4	N	36-13-36	6	34	2.1	2	838	-	-	838	UPP
43304	HAULOVER CUT BRIDGE TO 96TH STREET	130	30-30-30	4	N	33-24-33	6	34	0.7	2	160	-	-	160	UPP
43305	96TH STREET TO 88TH STREET	NA	50	3	N	N	3	N	0.7	0	-	-	-	-	UPP
43306	88TH STREET TO 71ST STREET	NA	50	2	N	N	3	32	1.3	2	-	-	-	-	UPP
43307	71ST STREET TO INDIAN CREEK DRIVE	130	50	3	N	N	3	N	1.1	0	-	-	-	-	UPP

APPENDIX C CONTINUED

CODE NO.	PRINCIPAL STREET SECTIONS	EXISTING			PROPOSED			TYPICAL SECT. NO.	LENGTH IN MILES	PRIORITY	ESTIMATED IMPROVEMENT COST				SYSTEM CLASS
		R.O.W. WIDTH FT.	PAVEM ^T WIDTH FT.	NO. TRAFFIC LANES	R.O.W. WIDTH FT.	PAVEM ^T WIDTH FT.	NO. TRAFFIC LANES				RDWY.	MAJOR STRUCT.	R.O.W.	TOT. EXIST.	
43308	INDIAN CREEK DRIVE TO 44TH STREET	70-130	35- 8-35	4	N	N	6	21	1.8	2	-	-	-	-	UPP
43309	44TH STREET TO ARTHUR GODFREY BOULEVARD	NA	49	3	N	N	3	N	0.2	0	-	-	-	-	UPP
43310	ARTHUR GODFREY BOULEVARD TO 26TH STREET	NA	46-70	3	N	N	3	N	0.7	0	-	-	-	-	UPP
43311	26TH STREET TO 23RD STREET	80	48	4	N		72	6	36	0.4	2	160	-	-	160 UPP
43312	23RD STREET TO SOUTH 5TH STREET	60	44-48	2	N		N	4	31	1.7	2	-	-	-	UPP
43313	SOUTH 5TH STREET TO BISCAYNE STREET	70	44	2	N		N	4	31	0.3	2	-	-	-	L
<u>43400 HARDING AVENUE + ABBOTT AVENUE</u>															
43401	96TH STREET TO 71ST STREET	NA	44	2	N		N	3	32	2.1	2	-	-	-	L
43402	71ST STREET TO 68TH STREET	NA	60	2	N		N	3	32	0.2	2	-	-	-	L
<u>43500 INDIAN CREEK DRIVE</u>															
43501	71ST STREET TO ABBOTT AVENUE	50- 80	31-13-31	4	N		N	4	N	1.1	0	-	-	-	L
43502	ABBOTT AVENUE TO 63RD STREET	90	31-13-31	4	N	36-13-31	6	34	0.5	2	57	-	-	57	L
43503	63RD STREET TO COLLINS AVENUE	NA	44	2	N		N	3	32	0.2	2	-	-	-	L
43504	44TH STREET TO 26TH STREET	40- 50	30	2	N		44	3	32	0.8	2	101	-	-	101 L
<u>43600 PINE TREE DRIVE-LA GORCE DRIVE</u>															
43601	63RD STREET TO 51ST STREET	NA	26	2	N		N	2	N	1.2	0	-	-	-	L
43602	63RD STREET TO 51ST STREET	NA	28	2	N		N	2	N	1.2	0	-	-	-	L
43603	51ST STREET TO ARTHUR GODFREY BOULEVARD	NA	31-15-31	4	N		N	4	N	0.6	0	-	-	-	L
43604	44TH STREET TO ARTHUR GODFREY BOULEVARD	NA	31-32-31	4	N		N	4	N	0.5	0	-	-	-	L
43605	ARTHUR GODFREY BOULEVARD TO DADE BOULEVARD	NA	50	2	N		N	4	N	1.1	1	-	-	-	L
<u>43700 WASHINGTON AVENUE</u>															
43701	DADE BOULEVARD TO 17TH STREET	NA	70	4	N		N	4	N	0.4	0	-	-	-	L
43702	17TH STREET TO 1ST STREET	100	35- 6-35	4	N		N	4	N	1.4	0	-	-	-	L
43703	1ST STREET TO BISCAYNE STREET	60	46	2	N		N	4	N	0.1	2	-	-	-	L
<u>43800 ALTON ROAD</u>															
43801	63RD STREET TO ARTHUR GODFREY BOULEVARD	NA	32-11-32	4	N		N	4	N	2.9	0	-	-	-	L
43802	ARTHUR GODFREY BOULEVARD TO DADE BOULEVARD	NA	32-11-32	4	N	36-11-36	6	34	1.5	1	342	-	-	342	L
43803	DADE BOULEVARD TO SOUTH 5TH STREET	100	70	4	N		N	6	21	1.3	2	-	-	-	L
43804	SOUTH 5TH STREET TO BISCAYNE STREET	100	72	4	N		N	6	21	0.3	2	-	-	-	L
<u>43900 SOUTH BEACH-KEY BISCAYNE CONNECTOR</u>															
43901	BISCAYNE STREET TO DODGEPORT ROAD EXTENSION	0	0	0	100	26- 6-26	4	25	0.6	2	308	16960	150	17418	L
43902	DODGEPORT ROAD EXTENSION TO RICKENBACKER CAUSEWAY	0	0	0	100	24-12-24	4	25	2.3	2	1253	1440	960	3653	L

APPENDIX D
REVENUE FORECAST TABLES AND DESCRIPTIONS

APPENDIX D

REVENUE FORECAST TABLES AND DESCRIPTIONS

Forecast of State Gasoline Tax Revenue—Table D-1

It was considered appropriate to use a rate of 6.5% increase each year over the previous year from 1968 through 1975; from 1976 through 1985 the annual percent rate of increase was reduced to 5.5%. While the arguments presented in Chapter VI appear to support a continuation of the 6.5% yearly increase throughout the 20 year period, there is good reason to predict less revenue than may truly be anticipated. A restrained forecast provides a cushion against unforeseen setbacks, inflation, etc., and is compatible with the realistic goals established for this study by the participating agencies. Table D-1, which forecasts the revenue of the 4-cent, 2-cent, and 1-cent gasoline taxes separately, was derived on this basis. The 20 year forecast in growth of the 7-cent gasoline

tax revenues for the State of Florida (1965-1985), which is a relatively accurate index of the growth anticipated for vehicle-miles in the State, is estimated to be almost 300%. The vehicle-mile growth for the same period anticipated in the urban areas of Miami, Fort Lauderdale-Hollywood and West Palm Beach, as determined by the current comprehensive transportation studies, is 260%, 360% and 350% respectively.

As anticipated, the growth of vehicle-miles of traffic in Miami is somewhat lower than that forecasted in Fort Lauderdale-Hollywood or West Palm Beach, because the space available for expansion is not so readily available in urban Dade County. It appears to have passed its peak of urban growth rate, while the other areas have not.

TABLE D-1
Florida - Forecast of State Gasoline Tax
Revenue to 1985
(Thousands of Dollars)

Fiscal Year	7-Cent Gas Tax Revenue Florida	(1) 4-Cent Gas Tax (Unrestricted)	(2) 2-Cent Gas Tax (Old Constitutional)	(3) 1-Cent Gas Tax (7th-Cent)
1968-69	198,093	113,196	56,598	28,299
1969-70	210,966	120,552	60,276	30,138
1970-71	224,679	128,388	64,194	32,097
1971-72	239,288	136,736	68,368	34,184
1972-73	254,835	145,620	72,810	36,405
1973-74	271,404	155,088	77,544	38,772
1974-75	289,044	165,168	82,584	41,292
Sub-Total	1,688,309	964,748	482,374	241,187
1975-76	306,341	175,052	87,526	43,763
1976-77	323,190	184,680	92,340	46,170
1977-78	340,963	194,836	97,418	48,709
1978-79	359,716	205,552	102,776	51,388
1979-80	379,505	216,860	108,430	54,215
1980-81	400,379	228,788	114,394	57,197
1981-82	422,394	241,368	120,684	60,342
1982-83	445,627	254,644	127,322	63,661
1983-84	470,141	268,652	134,326	67,163
1984-85	523,278	299,016	149,508	74,754
Grand Total	5,659,843	3,234,196	1,617,098	808,549

TABLE D-2
Florida - Forecast of State Primary Revenue
Available For Financing Highway Improvements
to 1985
(Thousands of Dollars)

Fiscal Year	(1) 4-Cent (Primary) Gas Tax	(2) Other Revenue	(3) Total State Primary Revenue	(4) Primary Maintenance	(5) Primary Resurfacing "Off the Top"	(6)	(7) Primary Reserves & Capital Outlay	(8) Hazard Locations, Etc.	(9) ¹ Federal Aid Interstate Matching	(10) ² Sub-Total Col. 3 less Cols. 4, 6, 7, 8, 9	(11) ³ Sub-Total Col. 10 Less Col. 5
1968-69	113,195	6,000	119,195	26,807	5,975	2,000	22,639	3,000	5,000	59,749	53,774
1969-70	120,553	6,000	126,553	28,644	6,500	2,000	22,905	3,000	5,000	65,004	58,504
1970-71	128,389	6,000	134,389	31,872	6,812	2,000	24,394	3,000	5,000	68,123	61,311
1971-72	136,734	6,000	142,734	34,015	7,274	2,000	25,979	3,000	5,000	72,740	65,466
1972-73	145,622	7,000	152,622	37,741	7,521	3,000	27,668	4,000	5,000	75,213	67,692
1973-74	155,087	7,000	162,087	40,240	8,038	3,000	29,467	4,000	5,000	80,380	72,342
1974-75	165,168	7,000	172,168	44,489	8,430	3,000	31,382	4,000	5,000	84,297	75,867
Sub-Total	964,748	45,000	1,009,748	243,808	50,550	17,000	184,434	24,000	35,000	505,506	454,956
1975-76	175,052	7,000	182,052	47,178	9,812	3,000	29,759	4,000		98,115	88,303
1976-77	184,680	7,000	191,680	51,667	10,162	3,000	31,396	4,000		101,617	91,455
1977-78	194,837	8,000	202,837	54,545	10,617	4,000	33,122	5,000		106,170	95,553
1978-79	205,554	8,000	213,554	59,625	10,999	4,000	34,944	5,000		109,985	98,986
1979-80	216,859	8,000	224,859	62,915	11,608	4,000	36,866	5,000		116,078	104,470
1980-81	228,786	8,000	236,786	68,604	12,486	4,000	34,318	5,000		124,864	112,378
1981-82	241,369	8,000	249,369	72,306	13,186	4,000	36,205	5,000		131,858	118,672
1982-83	254,645	9,000	263,645	78,744	13,670	5,000	38,197	5,000		136,704	123,034
1983-84	268,650	9,000	277,650	82,976	14,438	5,000	40,298	5,000		144,376	129,938
1984-85	299,014	9,000	308,014	94,624	15,854	5,000	44,852	5,000		158,538	142,684
Grand Total	3,234,194	126,000	3,360,194	916,992	173,382	58,000	544,391	72,000	35,000	1,733,811	1,560,429

¹ State Primary Funds required to match Federal-Aid Interstate Funds.

² Gross Primary Revenue, less deductible expenses (except for Primary resurfacing costs).

³ Net State Primary Revenue available for construction and rights-of-way.

Forecast of State Primary Revenue-Table D-2

Table D-2 was derived from data obtained by a series of investigations and conferences with officials of the Florida State Road Department. Pertinent data were used, where available, but the validity of the figures listed in this table rests primarily on the judgment of the Consultant. The following is a brief explanation of Table D-2.

Column 1, Table D-2, is derived from Table D-1.

Column 2 lists additional revenue that is received by the State Road Department from vehicle permits, outdoor advertising fees, vehicle overweight penalties, sales of plans and maps, and other sources. Past trends of these revenues were reviewed, and a reasonable growth rate based on these trends was utilized.

Column 3 is a total of Columns 1 and 2.

Column 4 lists the yearly estimate of Primary maintenance costs that must be deducted from Total Primary State Revenue, Column 3. There was general agreement that money budgeted for Primary maintenance today is inadequate, although it represents more than 20% of the total 4-cent gasoline tax revenue. It is estimated that the cost of maintenance (including elaborate signing and electronic traffic controls) will require about 28% of the Primary funds by 1985.¹

Column 5 covers those funds, budgeted on a yearly basis, necessary to perform resurfacing on the Primary System. This has historically amounted to about 10% of the Primary funds after all other expense deductions have been made. It appears to provide a satisfactory estimate and this procedure was used, on a yearly basis, to provide these costs through 1985. It will be noted that these yearly figures are 10% of the net funds shown in Column 10.

Column 6 sets up funds to continue financing projects which produce significant benefits to the entire State if they are carried out; these projects of course receive supportive traffic analysis. Access roads to Disney World in Orange County and Interama in Dade County are specific examples. Immediate construction of access roads to these facilities is essential to their development and the State should have such funds available for immediate commitment when the need arises.

Column 7 includes the estimated cost of salaries, overhead, and capital outlay. It is evident that while

¹ The costs referred to were developed in conferences between the Consultant and the Assistant State Highway Engineer of Maintenance.

this cost will increase with the years, it should do so at a slower rate than that of other costs. The Department, through legislative action, now operates within an organizational framework that will lead to greater efficiencies. The quality of employee is undergoing rapid improvement as a result, largely, of the computer age and the consequent need to employ people with backgrounds capable of efficiently using this important tool. Salary costs, as a percent of total construction costs, should decrease materially by 1985 and still permit much higher salaries to be paid to qualified personnel.

There is another cost that appears excessive and which should be reduced or eliminated before 1985. This is the 4% handling charge that now goes to General Revenue. Whatever the merits may have been for initiating this charge, it certainly requires review in the near future.

Under the above circumstances, it was deemed appropriate to suppress the growth of administrative costs so that they would only constitute about 15% of the total 4-cent revenue in 1985 as shown in Column 7.

Column 8 includes funds necessary to revise or improve spot locations on the highway system where accident experience indicates that unusual hazards exist. As better techniques are developed to anticipate these conditions at the time of initial design and construction, the need for such funds should not be as great, and they have therefore been predicted to increase at less than the normal rate.

Columns 9 and 10 are explained on the Table.

Column 11 shows the net State Primary revenue available for highway construction and rights-of-way throughout the State.

Forecast of Federal Funds to Florida - Table D-3

The estimates of revenue accruing to the State from existing Federal-Aid programs is shown in Table D-3. Data for the years 1969 through 1971 were obtained from the Florida State Road Department and indicate a constant yearly fund distribution for ABC roads that equals the 1968 allotment.

Beginning in 1975, the projection is based on a study and recommendations as to the use of Federal Highway Trust Funds made to Congress by the American Association of Highway Officials in 1967. These recommendations were more recently quantified in a February, 1968 AASHO Finance Committee Report. It is believed that this is undoubtedly the best indication presently available as to probable future disposition of Federal Highway Trust Funds.

It should be noted in these estimates that prior to 1975 the Interstate funds are not included as Federal-Aid revenue. The Interstate costs are also excluded from the total cost to complete the highway system. However, the 10% State matching funds are deducted from the gross revenue of the 4-cent gasoline tax in Table D-2. Both the Federal revenues and costs for completing the Interstate System in Dade County have been excluded from this analysis, because no financing problem exists regarding the completion of this construction. To include these data would serve no useful purpose and might complicate proper explanation. The resulting revenue estimates are directly comparable with the cost estimates.

TABLE D-3

**Florida - Forecast of Federal Funds Available
For Financing Highway Improvements to 1985
(Thousands of Dollars)**

Fiscal Year	(1) Federal Aid Regular Total ABC	(2) Federal Aid Secondary (part)	(3) Federal Aid Urban, Primary, Secondary (part)
1968-69	18,415	1,350	17,065
1969-70	18,415	1,350	17,065
1970-71	18,415	1,350	17,065
1971-72	18,415	1,350	17,065
1972-73	18,415	1,350	17,065
1973-74	18,415	1,350	17,065
1974-75	18,415	1,350	17,065
Sub-Total	128,905	9,450	119,455
1975-76	124,311	9,112	115,199
1976-77	129,306	9,478	119,828
1977-78	134,521	9,860	124,661
1978-79	139,795	10,247	129,548
1979-80	145,130	10,638	134,492
1980-81	150,684	11,045	139,639
1981-82	156,478	11,470	145,008
1982-83	162,491	11,911	150,580
1983-84	168,565	12,356	156,209
1984-85	174,879	12,819	162,060
Grand Total	1,615,065	118,386	1,496,679

Column 1—Total Federal Aid except Interstate. (Primary, Secondary, Urban)

Column 2—Portion of Federal-aid Secondary that is normally matched by State Secondary funds. Assumed to be 7.33% from 1969-1985, similar to past experience.

Column 3—Federal-aid Urban, Primary and that part of Secondary normally matched by State Primary Funds.

**Historical Data - Federal-Aid ABC
Apportionment to Florida
(Thousands of Dollars)**

Fiscal Year	Primary	Secondary	Urban	Total ABC
1962-63	8,015	4,982	5,589	18,586
1963-64	7,779	4,816	6,669	19,264
1964-65	7,991	4,950	6,810	19,751
1965-66	9,368	5,855	7,048	22,271
1966-67	8,704	5,415	7,030	21,149
1967-68	8,708	5,415	7,058	21,181

**Forecast of State Primary and Secondary Revenue to
Dade County - Tables D-4, D-5, D-6**

Tables D-4, D-5 and D-6 are primarily derived from the data developed in Tables D-1, D-2, and D-3. They serve to predict the portion of the total State revenues (including Federal-Aid) that can be expected to accrue to the Miami urban area to satisfy its highway transportation needs to the year 1985.

Primary Funds

Table D-4 combines the net statewide 4-cent (unrestricted) gasoline tax revenue with the total Federal-Aid (exclusive of Interstate) funds distributed to the State. These are the only State controlled funds applicable to highway construction that are not distributed to the counties on the basis of legal formulae. They can be distributed among the counties of the State based on the objective, factually demonstrated need of each county for such funds to alleviate its highway needs.

The Florida State Road Department, through its Division of Traffic and Planning, devotes a major effort toward continuing, objective, factual engineering studies to establish and maintain records of the highway needs of all areas of the State, both rural and urban. It is strongly recommended that this activity be continued and that the Primary (4-cent) unrestricted funds be distributed to the highway districts and counties, to the extent practical, on the basis of the 20-year need of each area for these funds as demonstrated by the continuing highway needs studies.

On the basis of the recent Ten-Year Special Study by the Department, it has been established that Dade County's need for highway funds is currently about 13% of the total State needs to the year 1985. Thirteen percent was applied to the total State-controlled revenue to arrive at Dade County's share of these funds, amounting to \$397.4 million.

Secondary Funds

As Table D-4 has described the distribution of the first four cents of Florida's seven-cent gasoline tax, Table D-5 will describe the manner of estimating the portion of the 5th and 6th cent gasoline tax that will apply to Dade County's highway problems. This two-cent gasoline tax is established by the Florida Constitution, as is the mathematical formula by which it is distributed to the counties.²

The revenue anticipated from the present 2-cent (5th and 6th cent) gasoline tax listed in the first column of this table comes from Table D-1. Dade County's share of this tax, as determined by a mathematical formula contained in the law, is 8.3594 per-

² See Appendix B, part 2.

cent.³ This figure will change slightly after each Federal census, one of the three factors in the distribution formula being related to population which changes among the counties.

The fund, because of its Constitutional base, is used by counties, through the Florida State Road Department, as a basis for issuing bonds for financing highway improvements. It is also used as collateral for financing toll facilities, as it will generally produce a much lower interest rate than could be expected for issues covered by tolls alone. In the case of Dade County, the only limitation on these funds is that they

³ This value changes to approximately 13.9% by virtue of the new State Constitution's distribution formula as estimated by the Road Department.

TABLE D-4
Dade County - Forecast of Revenue Available
For Financing Highway Improvements to 1985
Unrestricted 4-Cent Gasoline Tax and Federal Aid
State Primary Program
(Thousands of Dollars)

Fiscal Year	(1) Net 4-Cent Revenue Table IV Col. 11	(2) 13% of State 4-Cent Revenue to Dade County	(3) 13% of State Federal-Aid Revenue to Dade County	(4) (Col. 2+ Col. 3) Total Funds State Primary Program
1968-69	6,991	9,679	2,219	9,210
1969-70	7,605	10,531	2,219	9,824
1970-71	7,970	11,036	2,219	10,189
1971-72	8,511	11,784	2,219	10,730
1972-73	8,800	12,185	2,219	11,019
1973-74	9,404	13,022	2,219	11,623
1974-75	9,863	13,656	2,219	12,082
Sub-Total	59,144	81,893	15,533	74,677
1975-76	11,479	15,895	14,975	26,454
1976-77	11,889	16,462	15,577	27,466
1977-78	12,422	17,200	16,206	28,628
1978-79	12,868	17,817	16,841	29,709
1979-80	13,581	18,805	17,484	31,065
1980-81	14,609	20,228	18,153	32,762
1981-82	15,428	21,361	18,850	34,278
1982-83	15,995	22,146	29,575	35,570
1983-84	16,892	23,389	20,307	37,199
1984-85	18,549	25,683	21,067	39,616
Grand Total	202,856	280,879	194,568	397,424

TABLE D-5
Dade County - Forecast of Revenue Available
For Financing Highway Improvements to 1985
State Secondary Funds
Constitutional 5th & 6th Cent Gasoline Tax¹
(Thousands of Dollars)

Fiscal Year	(1) 2-Cent Constitutional Gasoline Tax	(2) Dade County Share 8.3594%	(3) 80% Surplus	(4) Federal-Aid Secondary (Part)	(5) Total 80% Surplus and Federal-Aid Secondary	(6) 80% Surplus
1968-69	56,598	4,731	3,785	176	3,961	946
1969-70	60,276	5,039	4,031	176	4,207	1,008
1970-71	64,194	5,366	4,293	176	4,469	1,073
1971-72	68,368	5,715	4,572	176	4,748	1,143
1972-73	72,810	6,086	4,869	176	5,045	1,217
1973-74	77,544	6,482	5,186	176	5,362	1,296
1974-75	82,584	6,904	5,523	176	5,699	1,381
Sub-Total	482,374	40,323 (67,050)²	32,259 (53,640)	1,232	33,491 (54,872)	8,064 (13,410)
1975-76	87,526	7,317	5,854	1,185	7,039	1,463
1976-77	92,340	7,719	6,175	1,232	7,407	1,544
1977-78	97,418	8,144	6,515	1,282	7,797	1,629
1978-79	102,776	8,591	6,873	1,332	8,205	1,718
1979-80	108,430	9,064	7,251	1,383	8,634	1,813
1980-81	114,394	9,563	7,650	1,436	9,086	1,913
1981-82	120,684	10,088	8,070	1,491	9,561	2,018
1982-83	127,322	10,643	8,514	1,548	10,062	2,129
1983-84	134,326	11,229	8,983	1,606	10,589	2,246
1984-85	149,508	12,498	9,999	1,666	11,665	2,499
Grand Total	1,617,098	135,179 (224,777)	108,143 (179,822)	15,393	123,536 (195,215)	27,036 (44,955)

¹ See Appendix B, Part 2, for Constitutional Distribution Formula.

² The new constitutional distribution factor of approximately 13.9% will yield grand totals of \$224,776,000, \$179,820,000 and \$44,956,000 respectively.

have been used as collateral for toll facility issues. The Airport Expressway toll facility is meeting its debt service requirements much faster than anticipated, and none of these funds are expected to be needed to meet this requirement.

After bond requirements are met (none in Dade County), this fund is divided into two separate funds, one containing 80 percent and one containing 20 percent. The 80 percent fund, called "80 percent surplus" (that which exceeds bond requirements), is to be spent upon authorization by county by the State within the County for use on Primary and Secondary roads. In Dade County there is no deduction for maintenance, since, by County policy, there is no State Secondary maintained system. The remaining 20 percent goes to the County for its use in general highway construction and maintenance. Estimates of

Dade County revenue for both the 80 percent surplus and the 20 percent surplus funds to 1985 are shown in Table D-5.

Table D-6 presents the State Secondary funds based upon the 7th cent gasoline tax. The 7th cent is quite similar to the 5th and 6th cents in many respects; however, it was established by statute rather than by Constitutional amendment, and it is distributed to the counties on a formula which is different than the 5th and 6th cent formula.⁴ Under the existing formula, Dade County will receive 13.2520 percent of this fund. The fund is split into 80 percent surplus and 20 percent surplus funds as is the 5th and 6th cent revenue, with the 80 percent going to the Florida State Road Department for expenditure within the

⁴ Ibid footnote 2.

TABLE D-6
Dade County - Forecast of Revenue Available
For Financing Highway Improvements to 1985
State Secondary Funds
7th-Cent Gasoline Tax
(Thousands of Dollars)

Fiscal Year	(1) 1-Cent Gasoline Tax (7th-Cent)	(2) Dade County Share 13.2520%	(3) 80% Surplus	(4) 20% Surplus
1968-69	28,299	3,750	3,000	750
1969-70	30,138	3,994	3,195	799
1970-71	32,097	4,253	3,402	851
1971-72	34,184	4,530	3,624	906
1972-73	36,405	4,824	3,859	965
1973-74	38,772	5,138	4,110	1,028
1974-75	41,292	5,472	4,378	1,094
Sub-Total	241,187	31,961	25,568	6,393
1975-76	43,763	5,799	4,639	1,160
1976-77	46,170	6,118	4,894	1,224
1977-78	48,709	6,455	5,164	1,291
1978-79	51,388	6,810	5,448	1,362
1979-80	54,215	7,185	5,748	1,437
1980-81	57,197	7,580	6,064	1,516
1981-82	60,342	7,997	6,398	1,599
1982-83	63,661	8,436	6,749	1,687
1983-84	67,163	8,900	7,120	1,780
1984-85	74,754	9,907	7,926	1,981
Grand Total	808,549	107,148	85,718	21,430

county and 20 percent going directly to the county. Both the estimated 80 percent surplus and the 20 percent surplus revenues for Dade County are contained in Table D-6.

Forecast of Revenue Available for Financing MUATS Program to 1985—Summary of All Existing State and Federal Sources—Table D-7

Table D-7 summarizes all existing sources of State and Federal revenue estimated to be available for use in Dade County for financing the MUATS and other highway improvements to the year 1985. This is a

summation of the revenue estimates developed in Tables D-4, D-5 and D-6.

Table D-7 contains other information that briefly explores the additional revenue that might accrue from the assessment of a Dade County 1-cent gasoline tax. Also for study purposes, the revenue which would accrue from a one dollar local vehicle registration fee is estimated. Consideration may also be given to the use of monies not presently available for highway construction, such as drivers license fees, auto tag fees, a State-wide increase in gas taxes, a State-wide bond issue, etc.

TABLE D-7
Dade County - Forecast of Revenue Available
For Financing Highway Improvements to 1985
Summary of All Existing State & Federal Sources
(Thousands of Dollars)

Fiscal Year	(1) Total Funds State Primary Program	(2) Total Funds State Secondary Program	(3) Column 1 Plus Column 2	(4) 20% Surplus 5th- & 6th-Cent Gas Tax	(5) 20% Surplus 1-Cent Gas Tax	(6) Column 4 Plus Column 5	(7) Revenue 1-Cent Local Gas Tax	(8) Revenue Per \$1 Local Registration Fee
1968-69	9,210	6,962	16,172	946	750	1,696	4,528	594
1969-70	19,824	7,402	17,226	1,008	799	1,807	4,777	617
1970-71	10,139	7,872	18,011	1,073	851	1,924	5,039	640
1971-72	10,730	8,372	19,102	1,143	906	2,049	5,317	663
1972-73	11,019	8,904	19,923	1,217	965	2,182	5,582	686
1973-74	11,623	9,472	21,095	1,296	1,028	2,324	5,862	709
1974-75	12,082	10,077	22,159	1,381	1,094	2,475	6,155	732
Sub-Total	74,627	59,061	(80,442) ¹ 133,738	(155,119) 8,064	(13,410) 6,393	14,457 (19,803)	37,260	4,641
1975-76	26,454	11,678	38,132	1,463	1,160	2,623	6,462	755
1976-77	27,466	12,302	39,768	1,544	1,224	2,768	6,785	778
1977-78	28,628	12,961	41,589	1,629	1,291	2,920	7,091	801
1978-79	29,709	13,653	43,362	1,718	1,362	3,080	7,410	824
1979-80	31,065	14,382	45,447	1,813	1,437	3,250	7,743	847
1980-81	32,762	15,150	47,912	1,913	1,516	3,429	8,092	870
1981-82	34,278	15,959	50,237	2,018	1,599	3,617	8,456	893
1982-83	35,570	16,812	52,352	2,129	1,687	3,816	8,752	916
1983-84	37,199	17,709	54,908	2,246	1,780	4,026	9,058	939
1984-85	39,616	19,598	59,205	2,500	1,981	4,481	9,375	962
Grand Total	397,374	209,256	(280,933) 606,630	(678,357) 27,037	(44,955) 21,430	48,467 (66,385)	116,484	13,226

Column 1 – Table VI, Column 4

Column 2 – Table VII, Column 3 plus Table VIII, Column 3 plus 18% x Table V, Column 2

Column 4 – Table VII, Column 4

Column 5 – Table VIII, Column 4

Note: These Tables do not include \$918,000 of Florida Inland Navigation District Funds on the 1968-69 program.

¹ Numbers in parenthesis are accumulated projects based on 13.9%, SRD's estimate of Dade County share under new Constitution.

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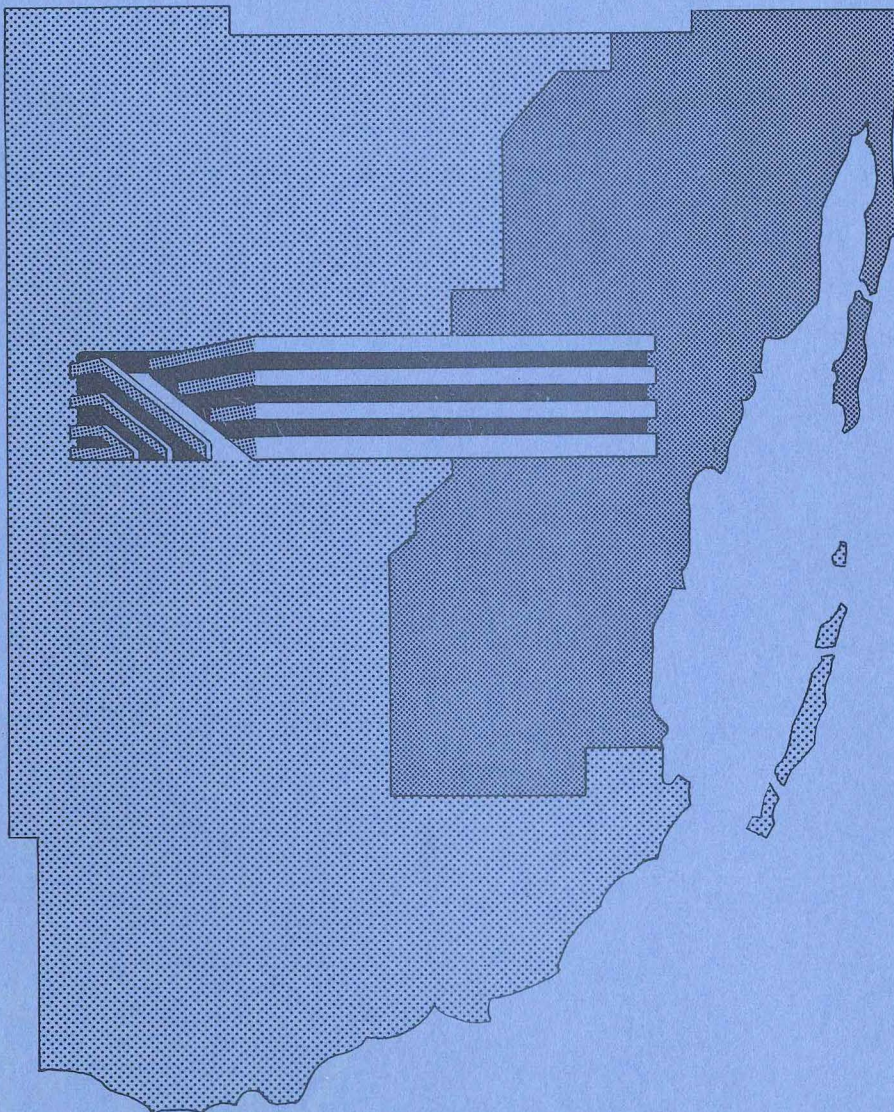
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MIAMI

PARKING ANALYSIS REPORT



THE MIAMI URBAN AREA
TRANSPORTATION STUDY PARKING ANALYSIS

Prepared for

MIAMI URBAN AREA TRANSPORTATION STUDY

by

FLORIDA STATE ROAD DEPARTMENT
TRAFFIC AND PLANNING DIVISION
URBAN STUDIES SECTION

in Cooperation with

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

and

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT

March, 1969

PREFACE

In the Miami Urban Area Transportation Study, 93 per cent of travel is by automobile. The termination of the automobile trip is always a parking space. Although consideration of future trip destinations within an area is critical in determining future roadway volumes and capacities, provision of parking facilities should be considered to allow the logical completion of any trip movement. This parking analysis report will help local technical administrative, policy and interested groups evaluate various solutions to problems associated with vehicle storage in their respective areas.

By assuming that zonal auto-driver trip ends are synonymous with the zonal parking demand, the determination of parking demand has been related directly to the auto-driver trip end. Therefore, the future forecasts of zonal parking demands represent the future forecasts of zonal auto-driver trip ends.

This parking study analysis provides situations as they exist in the base year (1964) and as they will exist in 1985 based on future forecasts of trips from the Miami Urban Area Transportation Study.

In reviewing this parking analysis report, one should bear in mind the possible effect within an area brought about by the addition of new parking facilities. Significant increase in land use for parking space can lessen the parking demand for an area. When new parking facilities are required which replace already assumed land uses, this in turn decreases the attractiveness and number of trips to that particular area. Because of this land use change the number of required parking spaces will be reduced.

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THE MIAMI URBAN AREA
TRANSPORTATION STUDY PARKING ANALYSIS

The Miami Parking Study was conducted by the Florida State Road Department. Twenty parking study areas were originally designated for study. Areas 1 and 18 were considered not to be present nor potential parking problem areas and were omitted. All parking study data was summarized and analyzed on a zone and sub-zone basis, making possible a more detailed analysis.

Factors of the parking situations studied in each area include parking supply, present parking demand and future parking demand. In addition to general parking, loading zones and special permits were also considered.

The parking study data provides inventory, usage and duration information indicating the parking supply and demand during the study period, but by itself does not show where the auto driver parks in relation to where his trip will end. Origin-destination trip data from the expanded home and roadside interviews, which includes the final destinations of trips, was used to determine the 1964 parking demand.

For purposes of analysis when parking supply is to be compared with parking demand, "practical capacity" is used. It is not practical to assume that any parking space can be occupied 100 per cent of the time even under ideal conditions. Time must be allowed for parking maneuvers and for the next motorist to find the available space. In accordance with accepted practice, operating efficiency factors have been used to determine the effective capacity for on-street and off-street parking spaces. ^{1/} Efficiency factors are based on type of operation, fluctuations in usage and ingress and egress

^{1/} Conducting a Comprehensive Parking Study - U.S. Department of Commerce, page 101.

characteristics which tend to reduce the capacity of a facility.

An efficiency factor of 90 per cent was used for on-street parking spaces and 85 per cent for off-street parking spaces.^{2/} Practical capacity is derived by applying these factors to the number of available spaces as inventoried.

The average parking time in each zone and sub-zone was obtained from data collected by a parking survey conducted by the Florida State Road Department. Parking times were observed on weekdays at each facility in each zone and sub-zone during the period from 6:30 A.M. to 6:30 P.M.

The 1964 parking demand was derived by using data collected during the origin-destination survey through home and roadside interviews in conjunction with average observed parking times for each zone and sub-zone in the parking study areas. The origin-destination survey data determined the average daily number of trips to each zone and sub-zone in the study area and the corresponding number of drivers desiring to park within each zone and sub-zone.

From the home interview records, parking data is available telling where auto drivers park, for how long and at what time of day. The product of the number of periods parked by drivers desiring to park in a certain sub-zone multiplied by each time period parked (30 minutes) yields the average daily parking demand for the residents living inside the study area. By using the roadside interview records, data relating to the parking desires of residents living outside the study area is derived. The product of the number of drivers desiring to park in a certain sub-zone multiplied by the average parking time of that particular sub-zone yields the average daily parking demand of resi-

^{2/} Ibid; page 102

dents living outside the study area. The sum of the parking demand from the home and roadside interview records yields the total average daily parking demand. This information was obtained for the same time range as that of the parking study (6:30 A.M. - 6:30 P.M.). Parking demand thus derived was compared with "practical capacity" for each sub-zone to determine whether there was a surplus or deficiency of parking capacity.

The 1985 parking demand for each zone and sub-zone in the parking study areas was determined by applying expansion factors to the 1964 parking demand. These factors were derived from 1964 and 1985 tabulation printouts, "Summary of Trip Ends," to each zone from the Miami Urban Area Transportation Study assignments. The 1964 tabulation was designated that of the study year and the 1985 tabulation was taken from the 1985 Recommended Principal Street and Highway Plan (Network 6). The 1964 parking demand to a certain zone and sub-zone multiplied by the expansion factor for that zone and sub-zone yields the 1985 parking demand.

In comparing parking demand to the parking supply it is clear that some sub-zones, although showing a net deficiency in parking spaces are adjacent or close to other sub-zones having a surplus of parking spaces. The extent to which surpluses in one sub-zone may be applied to alleviate deficiencies in another sub-zone depends on the distance between the two sub-zones. An acceptable walking distance of 750 feet for 1964 and 1985 is used in this analysis.^{3/}

Since the 1964 and 1985 parking demand was derived by use of auto-driver trips, it was compared to the practical capacity of available auto spa in order to determine the amount of surplus or deficient number of space

^{3/} Ibid; page 103

The following equations were used in computing the turnover rate, per cent occupancy and average parking time in the Miami Parking Study.

$$\text{Turnover Rate} = \frac{\text{different vehicles parked}}{\text{available spaces}}$$

$$\text{Per Cent Occupancy} = \frac{\text{space hours used (6:30 A.M. - 6:30 P.M.)}}{\text{available spaces} \times 12}$$

$$\text{Average Parking Time} = \frac{\text{space hours used}}{\text{different vehicles parked}}$$

The turnover rate is usually thought of as the total legal usage divided by the number of spaces, and thus an apparently high turnover would appear to be an index of efficient use. This may be very misleading, since a facility may show a good turnover and still at no time be fully occupied. Therefore, the maximum occupancy of such facilities should be considered, and no facility should be considered as efficiently used unless its maximum occupancy is very close to 100 per cent.

Each parking study area includes the following items:

- I. A map delineating the study area boundary including area number, area name, zones, sub-zones, and street names.
- II. A graph showing the vehicle accumulation and vehicles parked within the study area by one hour and half hour periods.
- III. All tables in this report will be classified as to type according to the following:
 - A. Summary of Parking Inventory
 - B. Parking Study Summary
 - C. Average Parking Times
 - D. 1964 Supply, Demand, Surplus or Deficient Space Hours
 - E. 1985 Supply, Demand, Surplus or Deficient Space Hours

AREA 2
NE 163RD STREET SHOPPING CENTER

Study Area 2 is bounded by NE 167th Street on the north, Snake Creek on the northeast, NE 17th Avenue on the east, NE 162nd Street, NE 163rd Street and NE 164th Street on the south and NE 8th Avenue on the west. All of this parking study area falls within Zones 171, 172, 173, 174, and 177 of the Miami Urban Area Transportation Study.

A major east-west thoroughfare, North Miami Beach Boulevard (NE 163rd Street), passes through this area with heavy commercial strip development. Several major traffic generators in Area 2 are Jeffersons Department Store, Pancake House (International) and Zayre's Department Store. Three major traffic generators in the shopping center itself are Burdines, Food Fair Store and J. C. Penny's.

The NE 163rd Street Shopping Center Area contains 9,834 parking spaces, as summarized in Table 2A. Approximately 78.5 per cent (7,723 spaces) of the parking supply is located in off-street facilities. The remaining 21.5 per cent (2,111 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.33 vehicles per space, with a low of .01 in Zone 171 (Sub-zone 002) and Zone 177 (Sub-zone 103). The high is 3.67 in Zone 172 (Sub-zone 002).

The average per cent occupancy for Area 2 is 19, with a low of 0 per cent in Zone 177 (Sub-zone 103) and a high of 46 per cent in Zone 172 (Sub-zone 002).

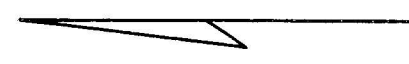
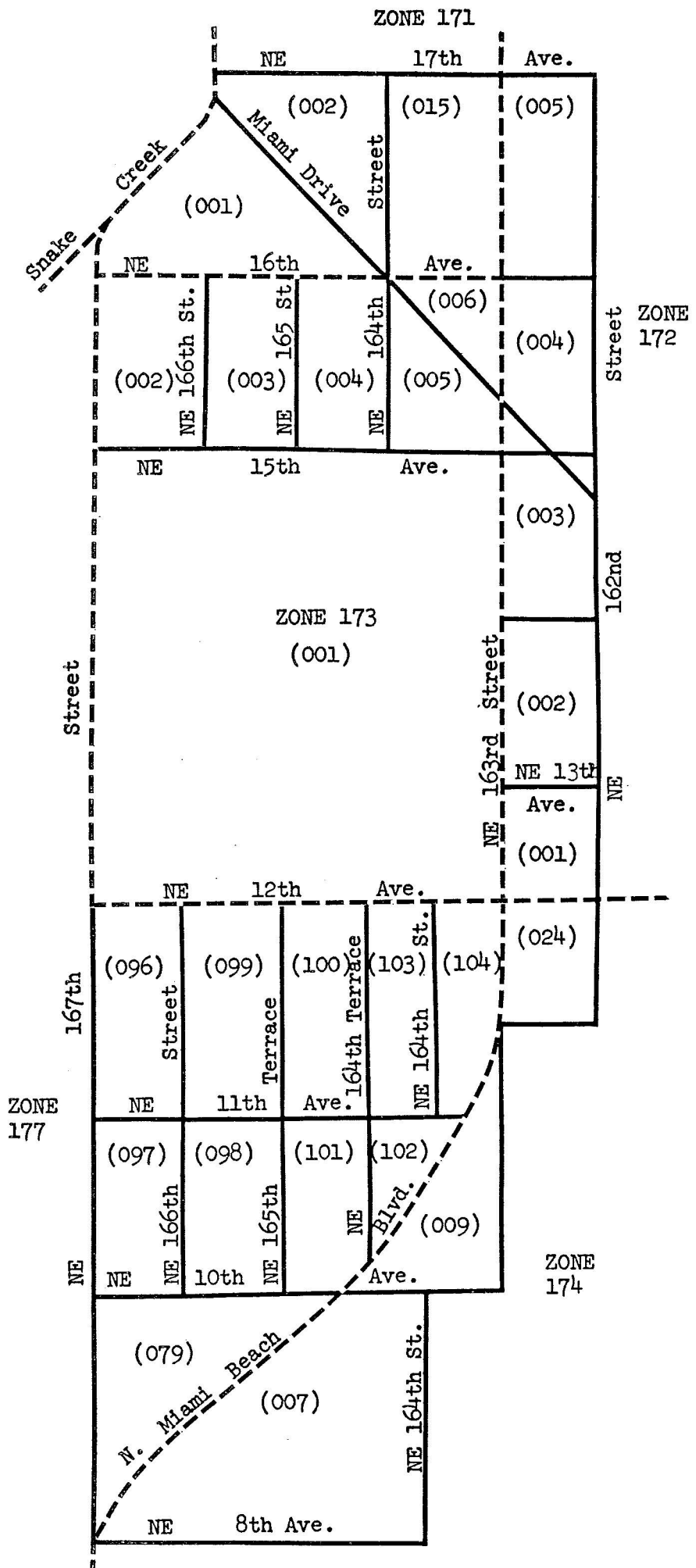
The average parking time for this area is 102 minutes (1 hour, 42 minutes), ranging from a low average of 47 minutes in Zone 174 (Sub-zone 009) to a high average of 540 minutes (9 hours) in two zones, Zone 171 (Sub-zone 002) and Zone 177 (Sub-zone 100).

Upon comparing the 1964 parking supply with the 1964 parking demand,

Table 2D, we find that all sub-zones have a surplus of space hours.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the NE 163rd Street Shopping Center Area shows space hour deficiency in Sub-zone 5 of Zone 172. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in Area 2.



AREA 2

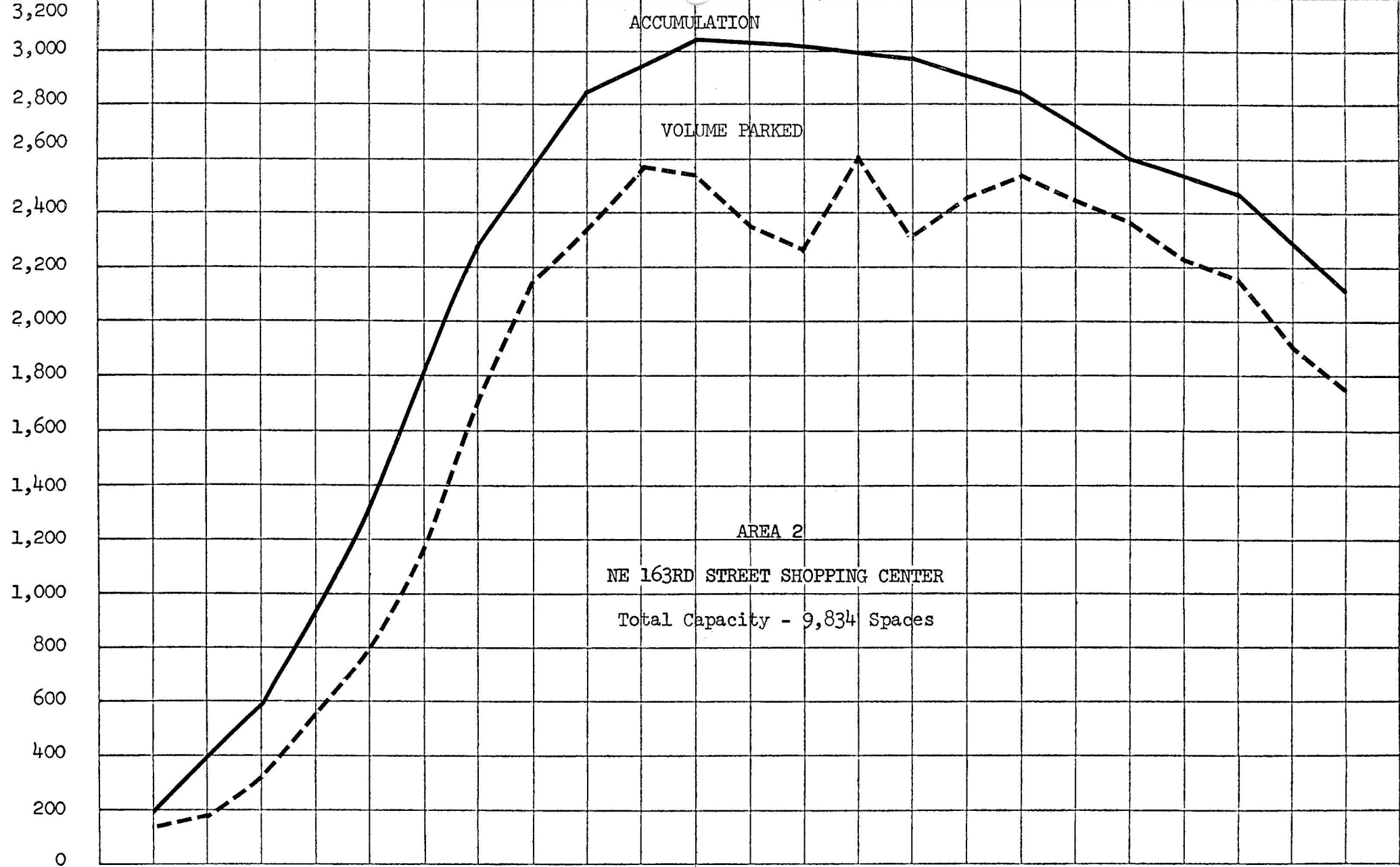
NE 163RD STREET
SHOPPING CENTER

Zones 171, 172,
173, 174 & 177

LEGEND

- Zone Boundary
- (001) Sub-Zone
- Street

VEHICLES



ACCUMULATION

VOLUME PARKED

AREA 2

NE 163RD STREET SHOPPING CENTER

Total Capacity - 9,834 Spaces

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

8

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 2A
 NE 163RD STREET SHOPPING CENTER
 SUMMARY OF PARKING INVENTORY
 AREA 2

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
171-001	148	-	-	65	213
171-002	72	-	-	-	72
171-015	151	-	-	71	222
172-001	50	-	-	107	157
172-002	103	46	-	75	224
172-003	52	-	-	59	111
172-004	75	-	-	-	75
172-005	79	-	-	-	79
173-001	231	-	-	5,000	5,231
173-002	50	-	-	164	214
173-003	56	-	-	368	424
173-004	76	-	-	57	133
173-005	30	-	-	34	64
173-006	38	-	-	-	38
174-007	193	-	-	1,150	1,343
174-009	53	-	-	19	72
174-024	30	-	-	226	256
177-079	67	-	-	152	219
177-096	70	-	-	-	70
177-097	62	-	-	-	62
177-098	68	-	-	-	68
177-099	68	-	-	-	68
177-100	66	-	-	-	66
177-101	50	-	-	16	66
177-102	28	-	-	69	97
177-103	68	-	-	-	68
177-104	31	-	-	91	122
TOTAL	2,065	46	-	7,723	9,834

TABLE 2B
NE 163rd STREET SHOPPING CENTER
PARKING STUDY SUMMARY
AREA 2

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
171-001	213	10	52	0.05	2
171-002	72	1	9	0.01	1
171-015	222	141	332	0.64	12
172-001	157	460	651	2.93	35
172-002	224	822	1,239	3.67	46
172-003	111	397	552	3.58	41
172-004	75	9	12	0.12	1
172-005	79	61	121	0.77	13
173-001	5,231	5,720	11,201	1.09	18
173-002	214	234	370	1.09	14
173-003	424	572	564	1.35	11
173-004	133	242	317	1.82	20
173-005	64	153	134	2.39	17
173-006	38	5	11	0.13	2
174-007	1,343	2,605	4,021	1.94	25
174-009	72	205	162	2.85	19
174-024	256	251	552	0.98	18
177-079	219	687	984	3.14	37
177-096	70	7	54	0.10	6
177-097	62	9	44	0.15	6
177-098	68	3	19	0.04	2
177-099	68	8	44	0.12	5
177-100	66	6	54	0.09	7
177-101	66	18	100	0.27	13
177-102	97	151	203	1.56	17
177-103	68	1	1	0.01	0
177-104	122	285	330	2.34	23
TOTAL	9,834	13,063	22,133	1.33	19

TABLE 2C
 NE 163rd STREET SHOPPING CENTER
 AVERAGE PARKING TIMES
 AREA 2

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
171-001	312	-	312
171-002	540	-	540
171-015	268	115	141
172-001	117	73	85
172-002	85	111	90
172-003	68	104	83
172-004	80	-	80
172-005	119	-	119
173-001	91	118	117
173-002	120	95	95
173-003	120	59	59
173-004	143	75	79
173-005	49	54	53
173-006	132	-	132
174-007	176	92	93
174-009	34	72	47
174-024	126	132	132
177-079	74	90	86
177-096	463	-	463
177-097	293	-	293
177-098	380	-	380
177-099	330	-	330
177-100	540	-	540
177-101	203	438	333
177-102	52	84	81
177-103	60	-	60
177-104	138	66	69
AVERAGE	95	103	102

TABLE 2D
 NE 163RD STREET SHOPPING CENTER
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 2

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
171-001	2,261	42	2,219	-
171-002	778	9	769	-
171-015	2,355	383	1,972	-
172-001	1,631	257	1,374	-
172-002	1,877	816	1,061	-
172-003	1,164	296	868	-
172-004	810	15	795	-
172-005	853	631	222	-
173-001	53,495	19,333	34,162	-
173-002	2,213	187	2,026	-
173-003	4,359	5	4,354	-
173-004	1,402	11	1,391	-
173-005	671	36	635	-
173-006	410	11	399	-
174-007	13,815	1,851	11,964	-
174-009	766	381	385	-
174-024	2,629	210	2,419	-
177-079	2,274	338	1,936	-
177-096	756	39	717	-
177-097	670	44	626	-
177-098	734	19	715	-
177-099	734	34	700	-
177-100	713	54	659	-
177-101	703	100	603	-
177-102	1,006	203	803	-
177-103	734	17	717	-
177-104	1,263	105	1,158	-
Total	101,076	25,427	75,649	-

TABLE 2E
 NE 163RD SHOPPING CENTER
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 2

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
171-001	2,261	95	2,166	-
171-002	778	20	758	-
171-015	2,355	864	1,491	-
172-001	1,631	394	1,237	-
172-002	1,877	1,251	626	-
172-003	1,164	454	710	-
172-004	810	23	787	-
172-005	853	968	-	115
173-001	53,495	23	53,472	-
173-002	2,213	218	1,995	-
173-003	4,359	6	4,353	-
173-004	1,402	13	1,389	-
173-005	671	42	629	-
173-006	410	13	397	-
174-007	13,815	2,018	11,797	-
174-009	766	415	351	-
174-024	2,629	229	2,400	-
177-079	2,274	415	1,859	-
177-096	756	48	708	-
177-097	670	54	616	-
177-098	734	23	711	-
177-099	734	42	692	-
177-100	713	66	647	-
177-101	703	123	580	-
177-102	1,006	249	757	-
177-103	734	21	713	-
177-104	1,263	129	1,134	-
Total	101,076	8,216	92,975	115

AREA 3
NORTH MIAMI C.B.D.

Study Area 3 is bounded by NE 129th Street on the northwest, NE 128th Street on the north, NE 7th Avenue and NE 126th Street on the northeast, NE 10th Avenue on the east, NE 124th Street and NE 123rd Street on the south and on the west by NE 4th Avenue and NE 5th Avenue. All of this parking study area falls within Zones 159, 160, and 161 of the Miami Urban Area Transportation Study.

This study area, which contains the North Miami City Hall and Post Office and has trip attractions associated with a Central Business District. Three other traffic generators in this area are a Food Fair Store, Grand Union Food Store, and a Kwick Check Retail Store. This study area is traversed by NE 6th Avenue, north to south, and the Dixie Highway running to the northeast as well as numerous cross streets.

The North Miami Central Business District contains 3,190 spaces, as summarized in Table 3A. Approximately 63.4 per cent (2,023 spaces) of the parking supply is located on off-street facilities. The remaining 36.6 per cent (1,167 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.62 vehicles per space, with a low of 0.05 in Zone 161 (Sub-zone 025) and a high of 4.14 in Zone 159 (Sub-zone 044).

The average per cent occupancy for Area 3 is 26, with a low of 2 per cent in Zone 161 (Sub-zone 025) and a high of 58 per cent in Zone 159 (Sub-zone 043).

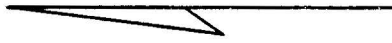
The average parking time for this area is 116 minutes (1 hour, 56 minutes), ranging from a low average of 63 minutes (1 hour, 3 minutes) in Zone

161 (Sub-zone 026) to a high average of 260 minutes (4 hours, 20 minutes) in Zone 161 (Sub-zone 025).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 3D, we find a space hour deficiency in Sub-zone 043 of Zone 159. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the North Miami Central Business District shows that we have a surplus of space hours in each zone.

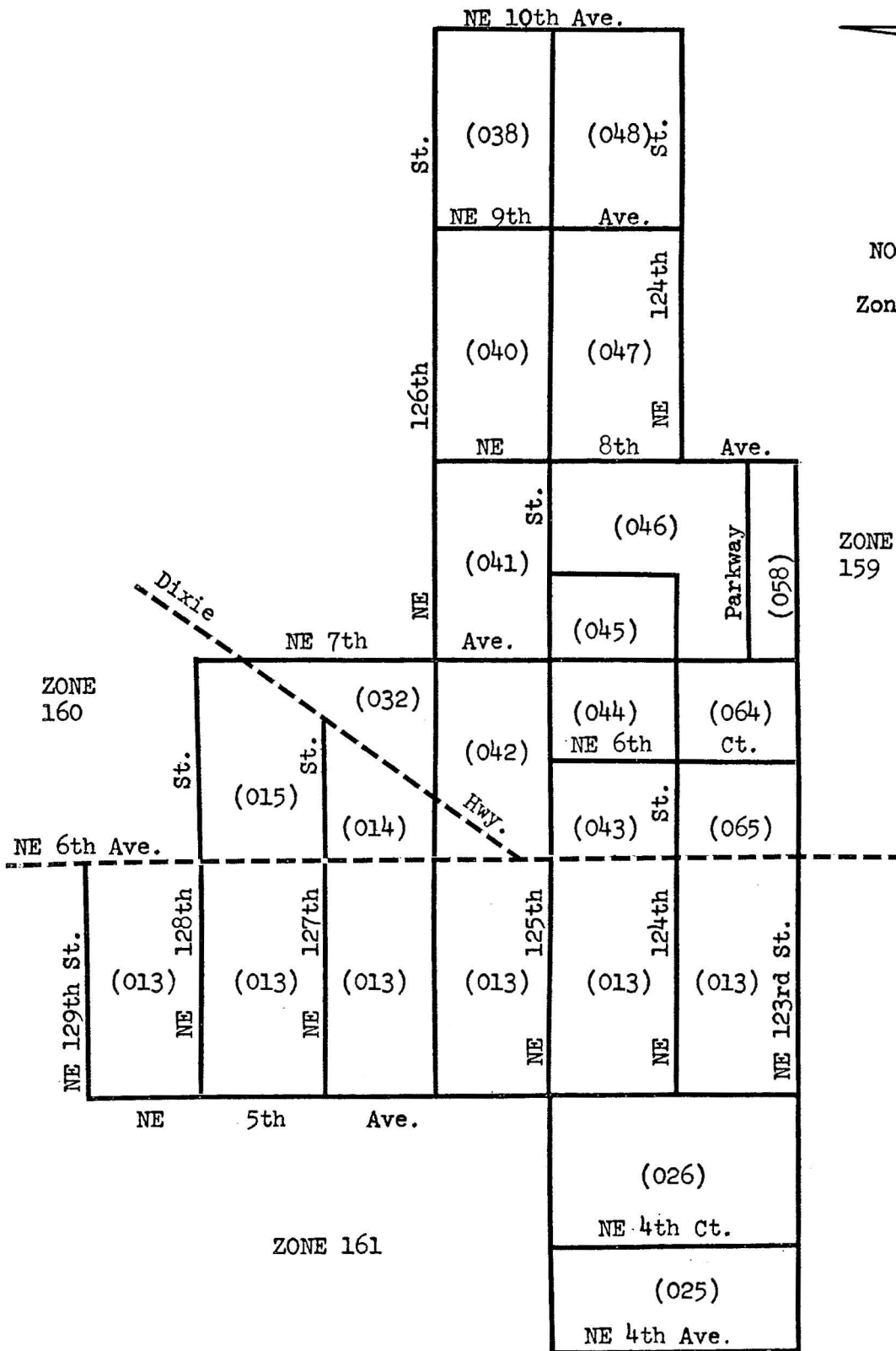
It is not recommended that any additional parking spaces be provided in Area 3.



AREA 3

NORTH MIAMI C.B.D.

Zones 159, 160 & 161



LEGEND

- Zone Boundary
- (013) Sub-Zone
- Street

VEHICLES

AREA 3
NORTH MIAMI - CBD
TOTAL CAPACITY - 3,190 Spaces

2,200
2,000
1,800
1,600
1,400
1,200
1,000
800
600
400
200
0

ACCUMULATION

VOLUME PARKED

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

LT

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

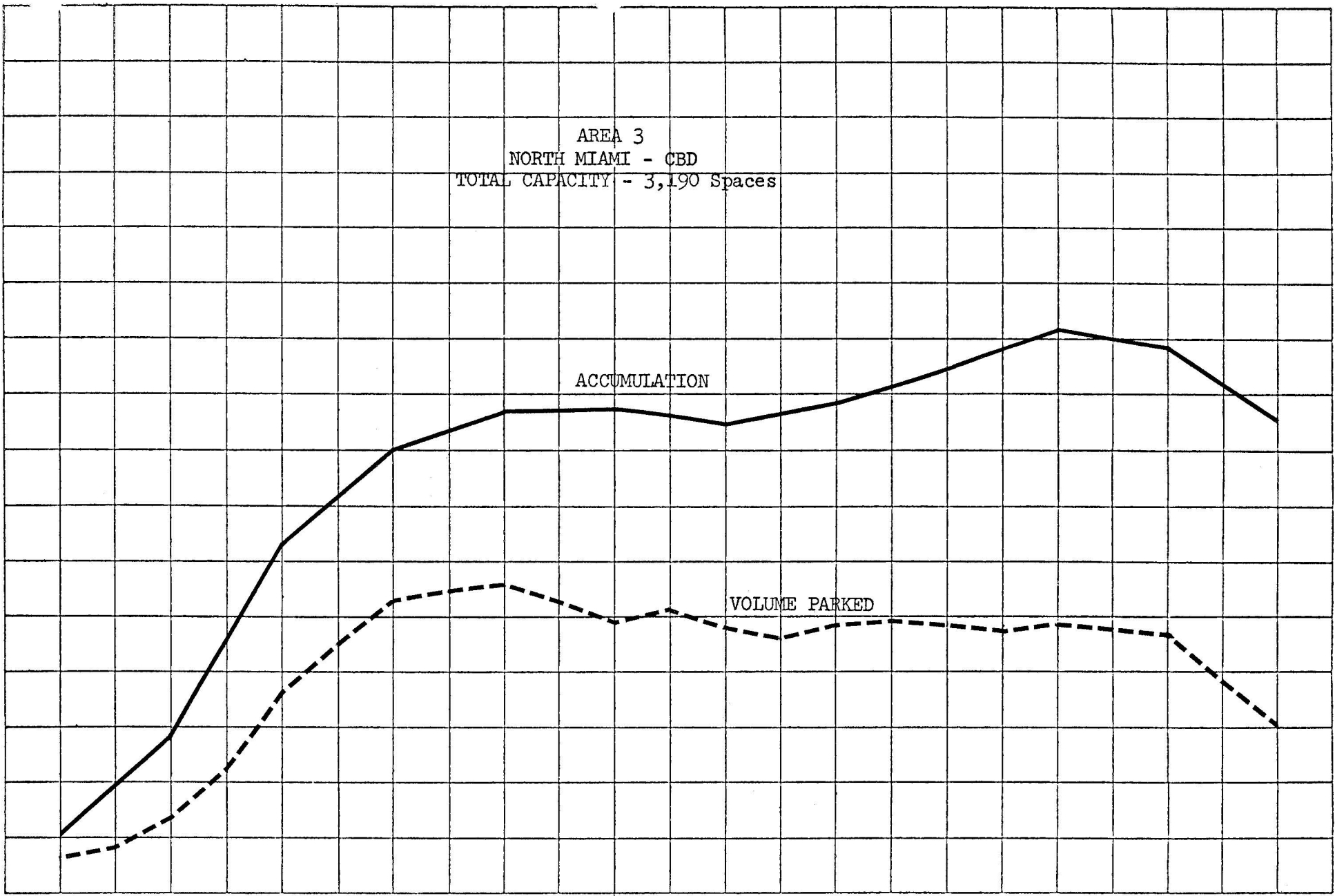


TABLE 3A
 NORTH MIAMI C.B.D.
 SUMMARY OF PARKING INVENTORY
 AREA 3

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
159-032	38	-	-	15	53
159-038	77	-	-	140	217
159-040	87	-	-	124	211
159-041	89	-	-	45	134
159-042	67	-	-	94	161
159-043	21	-	-	39	60
159-044	36	-	-	72	108
159-045	37	-	-	62	99
159-046	76	-	-	53	129
159-047	55	-	-	186	241
159-048	36	-	-	242	278
159-058	58	-	-	-	58
159-064	29	-	-	35	64
159-065	35	-	-	29	64
160-014	38	-	-	72	110
160-015	49	-	-	89	138
161-013	252	-	-	401	653
161-025	48	-	-	120	168
161-026	39	-	-	205	244
TOTAL	1,167	-	-	2,023	3,190

TABLE 3B
 NORTH MIAMI C.B.D.
 PARKING STUDY SUMMARY
 AREA 3

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
159-032	53	47	104	0.89	16
159-038	217	413	817	1.90	31
159-040	211	340	547	1.61	22
159-041	134	289	502	2.16	31
159-042	161	242	407	1.50	21
159-043	60	224	418	3.73	58
159-044	108	447	651	4.14	50
159-045	99	142	255	1.44	21
159-046	129	170	383	1.32	25
159-047	241	572	1,189	2.37	41
159-048	278	386	1,143	1.39	34
159-058	58	23	53	0.40	8
159-064	64	94	237	1.47	31
159-065	64	86	279	1.34	36
160-014	110	73	217	0.66	16
160-015	138	147	431	1.07	26
161-013	653	929	1,751	1.42	22
161-025	168	9	39	0.05	2
161-026	244	523	549	2.14	19
TOTAL	3,190	5,156	9,972	1.62	26

TABLE 3C
 NORTH MIAMI C.B.D.
 AVERAGE PARKING TIMES
 AREA 3

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
159-032	96	270	133
159-038	104	123	119
159-040	55	143	97
159-041	68	176	104
159-042	58	251	101
159-043	91	131	112
159-044	57	122	87
159-045	65	130	108
159-046	84	167	135
159-047	130	124	125
159-048	160	179	178
159-058	138	-	138
159-064	91	245	151
159-065	141	494	195
160-014	46	271	178
160-015	347	138	176
161-013	99	122	113
161-025	274	210	260
161-026	190	55	63
AVERAGE	89	131	116

TABLE 3D
 NORTH MIAMI C.B.D.
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 3

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
159-032	563	260	303	-
159-038	2,260	779	1,481	-
159-040	2,205	319	1,886	-
159-041	1,419	967	452	-
159-042	1,683	345	1,338	-
159-043	625	634	-	9
159-044	1,123	180	943	-
159-045	1,032	412	620	-
159-046	1,362	670	692	-
159-047	2,491	584	1,907	-
159-048	2,857	730	2,127	-
159-058	626	25	601	-
159-064	670	449	221	-
159-065	674	588	86	-
160-014	1,144	66	1,078	-
160-015	1,438	652	786	-
161-013	6,812	1,009	5,803	-
161-025	1,742	267	1,475	-
161-026	2,512	39	2,473	-
Total	33,238	8,975	24,272	9

TABLE 3E
NORTH MIAMI C.B.D.
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 3

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
159-032	563	256	307	-
159-038	2,260	766	1,494	-
159-040	2,205	314	1,891	-
159-041	1,419	951	468	-
159-042	1,683	339	1,344	-
159-043	625	623	2	-
159-044	1,123	177	946	-
159-045	1,032	405	627	-
159-046	1,362	659	703	-
159-047	2,491	574	1,917	-
150-048	2,857	718	2,139	-
159-058	626	25	601	-
159-064	670	441	229	-
159-065	674	578	96	-
160-014	1,144	56	1,088	-
160-015	1,438	550	888	-
161-013	6,812	886	5,926	-
161-025	1,742	235	1,507	-
161-026	2,512	34	2,478	-
Total	33,238	8,587	24,651	-

AREA 4
MIAMI-DADE JUNIOR COLLEGE

Study Area 4 is bounded by NW 119th Street on the north, NW 27th Avenue on the east, the Little River Canal on the south and by NW 32nd Avenue on the west. All of this parking study area falls within Zone 128 of the Miami Urban Area Transportation Study.

The Miami-Dade Junior College contains 2,908 parking spaces, as summarized in Table 4A. Approximately 94.6 per cent (2,751 spaces) of the parking supply is located in off-street facilities. The remaining 5.4 per cent (157 spaces) are curb spaces.

The average turnover rate for this parking study area is 2.11 vehicles per space. This area has a per cent occupancy of 55 and an average parking time of 187 minutes (3 hours, 7 minutes).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 4D, we find that Zone 128 (Sub-zone 001) has a surplus of space hours.

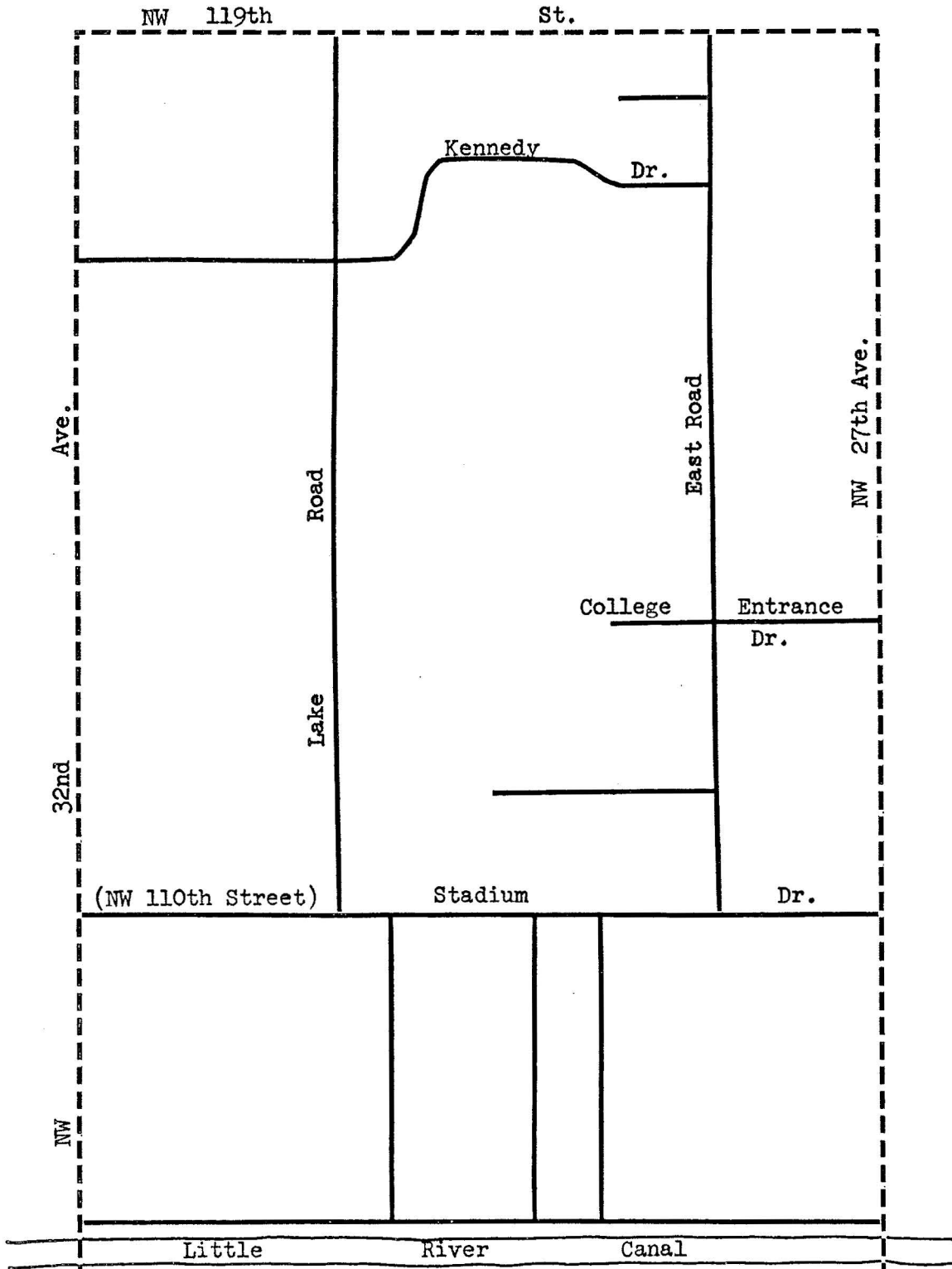
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Miami-Dade Junior College shows that we have a surplus of space hours for the area.

It is not recommended that any additional parking spaces be provided in Area 4.

AREA 4

MIAMI-DADE JUNIOR COLLEGE

Zone 128, Sub-Zone 001

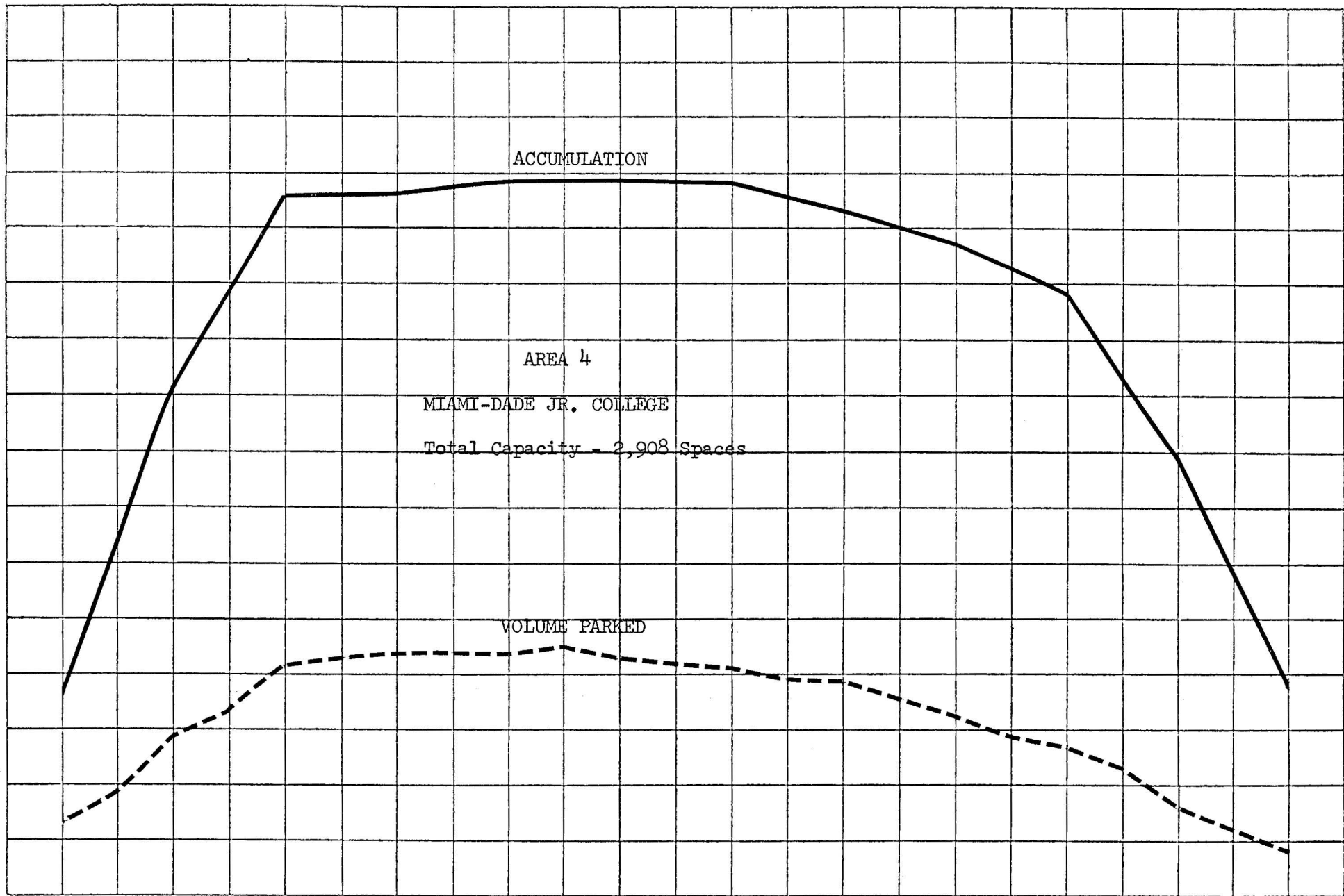


LEGEND

- Zone Boundary
- Street

VEHICLES

6,500
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

22

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 4A
 MIAMI-DADE JUNIOR COLLEGE
 SUMMARY OF PARKING INVENTORY
 AREA 4

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
128-001	157	-	-	2,751	2,908

TABLE 4B
 MIAMI-DADE JUNIOR COLLEGE
 PARKING STUDY SUMMARY
 AREA 4

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
128-001	2,908	6,126	19,101	2.11	55

TABLE 4C
 MIAMI DADE JUNIOR COLLEGE
 AVERAGE PARKING TIMES
 AREA 4

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
128-001	109	188	187

TABLE 4D
 MIAMI-DADE JUNIOR COLLEGE
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 4

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
128-001	29,756	21,237	8,519	-

TABLE 4E
 MIAMI-DADE JUNIOR COLLEGE
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 4

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
128-001	29,756	21,978	7,778	-

AREA 5 SURFSIDE

Study Area 5 is bounded on the north by 96th Street, on the east by the Atlantic Ocean, on the south by 93rd Street and on the west by Abbott Avenue. All of this parking study area falls within Zone 544 of the Miami Urban Area Transportation Study. Zone 544 contains Sub-zones 001-006, 008 and 009.

Several major tourist facilities and traffic generators in Area 5 are the Florida Shores Motel, Food Fair Store, Surf-Bal-Bay Library, Surfside Chamber of Commerce, Post Office and the Sea Patio Motel. This study area is traversed by Collins Avenue, a major north-south thoroughfare along with numerous cross streets.

The Surfside Area has 1,399 parking spaces, as summarized in Table 5A. Approximately 86.3 per cent (1,207 spaces) of the parking supply is located in off-street facilities. The remaining 13.7 per cent (192 spaces) are curb spaces.

The average turnover rate for this parking study area is 3.54 vehicles per space, with a low of 1.47 in Sub-zone 009 and a high of 8.86 in Sub-zone 006.

The average per cent occupancy for Area 5 is 61, with a low of 38 per cent in Sub-zone 003 and a high of 73 per cent in Sub-zone 004.

The average parking time for this area is 125 minutes (2 hours, 5 minutes), ranging from a low average of 57 minutes in Sub-zone 006 to a high average of 273 minutes (4 hours, 33 minutes) in Sub-zone 003.

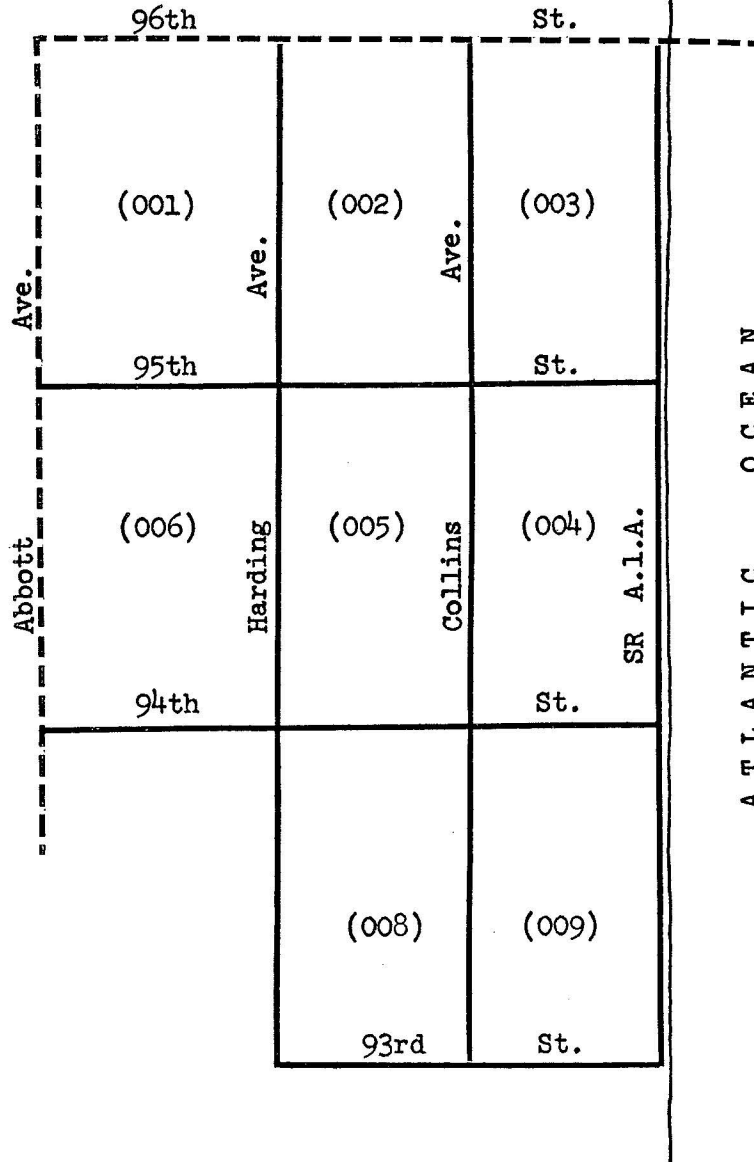
Upon comparing the 1964 parking supply with the 1964 parking demand, Table 5D, we find a space hour deficiency in Sub-zone 006 of Zone 544. By

using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Surfside area shows space hour deficiency in Sub-zone 006 of Zone 544. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in Area 5.

AREA 5
 SURFSIDE
 Zone 544

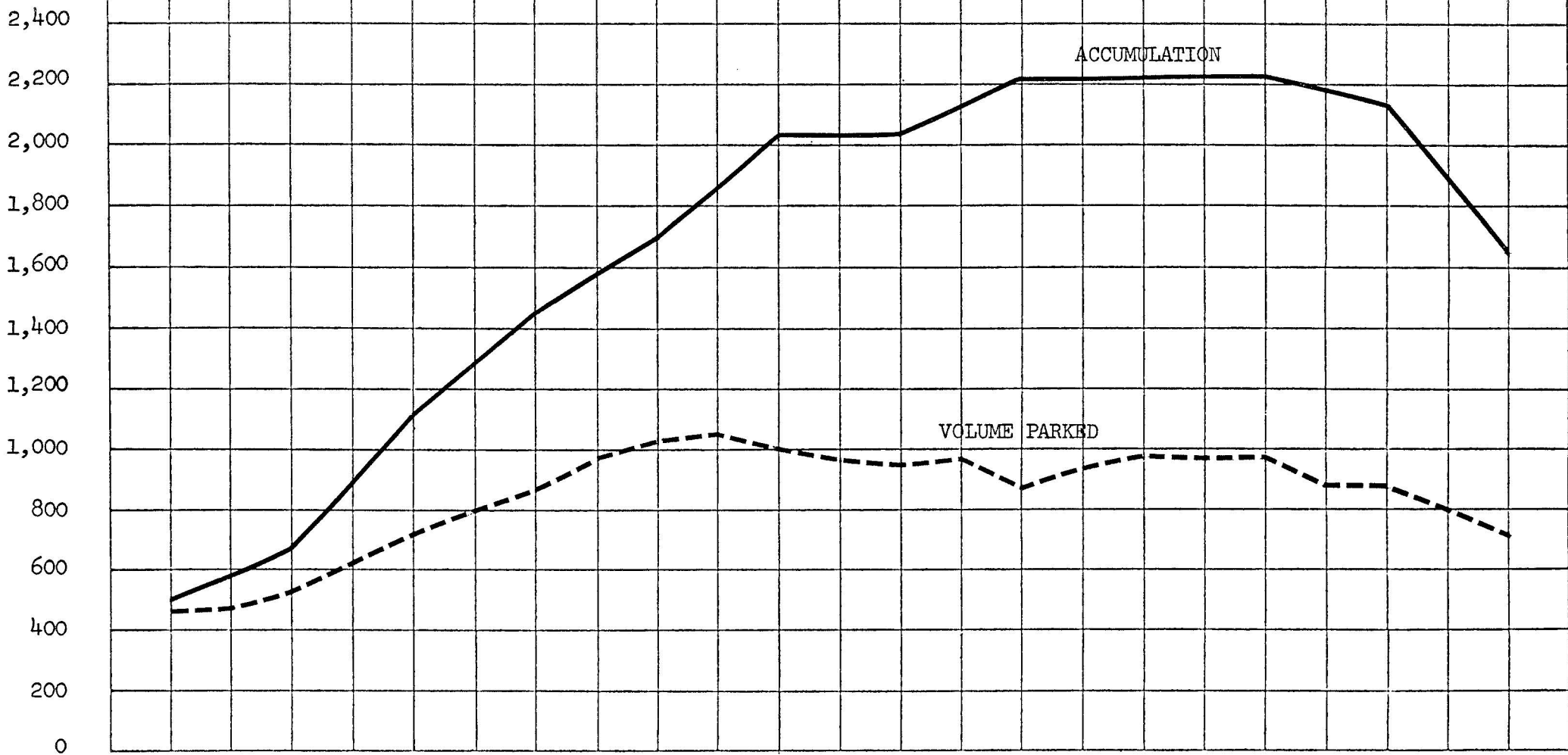


LEGEND

- Zone Boundary
- (001) Sub-Zone
- Street

VEHICLES

AREA 5
SURFSIDE
Total Capacity - 1,399 Spaces



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

18

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 5A
SURFSIDE
SUMMARY OF PARKING INVENTORY
AREA 5

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
544-001	39	-	-	164	203
544-002	75	-	-	168	243
544-003	2	-	-	146	148
544-004	-	-	-	93	93
544-005	30	-	-	160	190
544-006	30	-	-	140	170
544-008	5	-	-	223	228
544-009	11	-	-	113	124
TOTAL	192	-	-	1,207	1,399

TABLE 5B
SURFSIDE
PARKING STUDY SUMMARY
AREA 5

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
544-001	203	536	1,419	2.64	58
544-002	243	714	1,438	2.94	49
544-003	148	263	1,195	1.78	38
544-004	93	216	814	2.32	73
544-005	190	1,050	1,527	5.53	67
544-006	170	1,507	1,420	8.86	70
544-008	228	482	1,739	2.11	64
544-009	124	182	765	1.47	51
TOTAL	1,399	4,950	10,317	3.54	61

TABLE 5C
SURFSIDE
AVERAGE PARKING TIMES
AREA 5

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
544-001	133	174	159
544-002	51	207	121
544-003	54	281	273
544-004	51	237	226
544-005	45	110	87
544-006	88	52	57
544-008	45	231	216
544-009	208	261	252
AVERAGE	72	143	125

TABLE 5D
SURFSIDE
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 5

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
544-001	2,093	1,005	1,088	-
544-002	2,524	1,146	1,378	-
544-003	1,511	318	1,193	-
544-004	949	83	866	-
544-005	1,955	812	1,143	-
544-006	1,752	2,139	-	387
544-008	2,329	104	2,225	-
544-009	1,272	279	993	-
Total	14,385	5,886	8,886	387

TABLE 5E
SURFSIDE
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 5

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
544-001	2,093	1,016	1,077	-
544-002	2,524	1,159	1,365	-
544-003	1,511	322	1,189	-
544-004	949	84	865	-
544-005	1,955	821	1,134	-
544-006	1,752	2,163	-	411
544-008	2,329	105	2,224	-
544-009	1,272	282	990	-
Total	14,385	5,952	8,844	411

AREA 6
LITTLE RIVER

Study Area 6 is bounded by the Little River Canal and NE 83rd Street on the north, NE 7th Avenue on the east, the Little River Canal and NE 78th Street on the south, and N. Miami Avenue on the west. All of this parking study area falls within Zones 119, 140, 142, 143, and 144. There are several sub-zones in each zone.

Several major tourist facilities and traffic generators in Area 6 are the Biscayne Shopping Plaza, a Food Fair Store, Holiday Cafeteria, Jackson's/Byrons, Junior's Restaurant, Little River Apartments and Motor Court, Little River Post Office, Miami Sanatorium, Little River Library and a J.C. Penny Store. This study area is traversed by NE 79th Street, a major east-west route, and Biscayne Boulevard (US 1), a major north-south route.

The Little River Area contains 6,009 parking spaces, as summarized in Table 6A. Approximately 69.8 per cent (4,195 spaces) of the parking supply is located in off-street facilities. The remaining 30.2 per cent (1,814 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.59 vehicles per space, with a low of 0.19 in Zone 142 (Sub-zone 003) and a high of 4.60 in Zone 142 (Sub-zone 023). Zone 142 (Sub-zone 006) has no parking.

The average per cent occupancy for Area 6 is 31, with a low of 1 per cent in Zone 142 (Sub-zone 012) and a high of 61 per cent in Zone 140 (Sub-zone 001).

The average parking time for this area is 139 minutes (2 hours, 19 minutes), ranging from a low average of 40 minutes in Zone 142 (Sub-zone 012) to a high average of 473 minutes (7 hours, 53 minutes) in Zone 142 (Sub-zone 022).

Upon comparing the 1964 parking supply with the 1964 parking demand,

Table 6D, we find a space hour deficiency in Sub-zones 035 and 040 of Zone 144. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

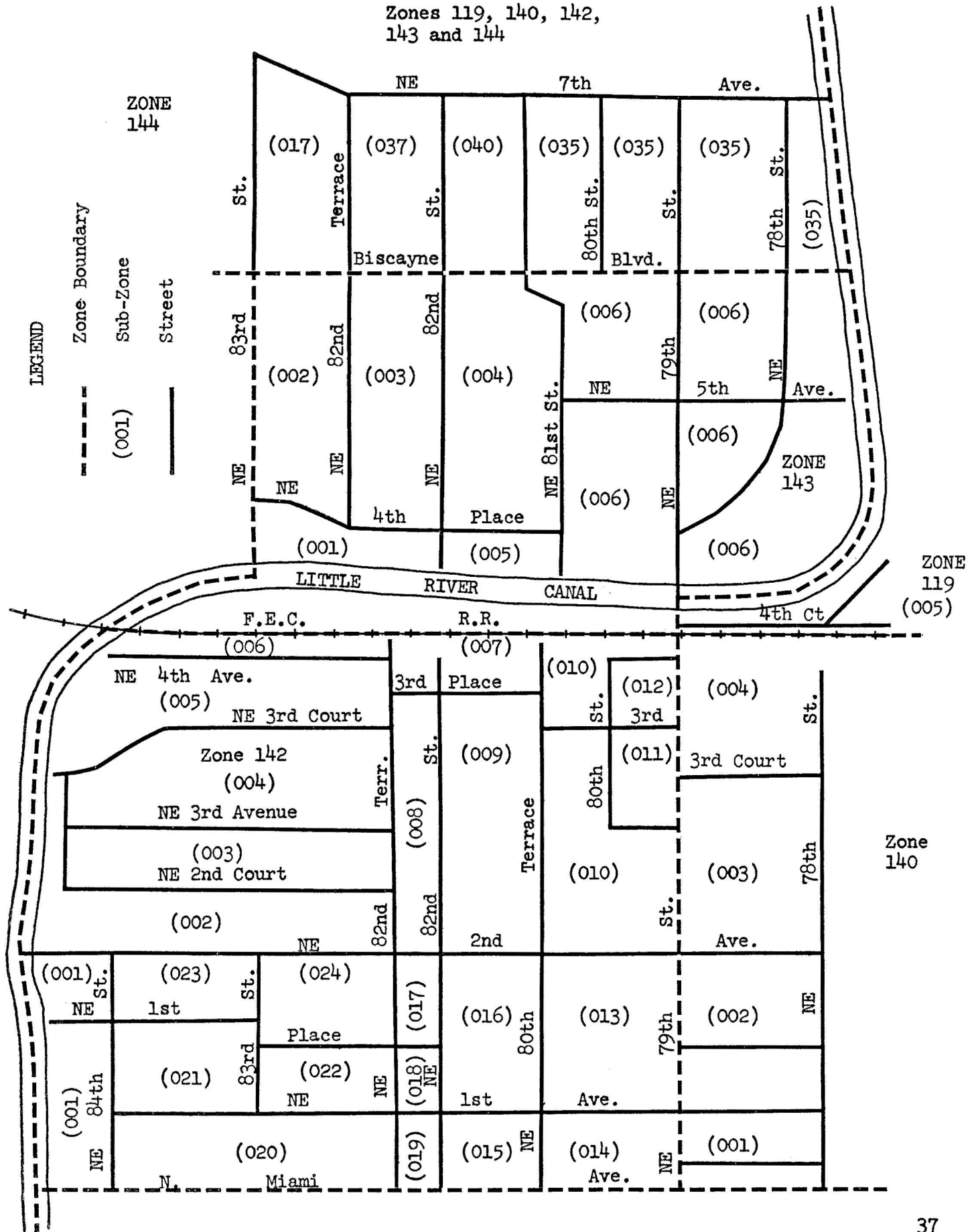
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Little River Area shows space hour deficiency in Sub-zones 035 and 040 of Zone 144. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in Area 6.

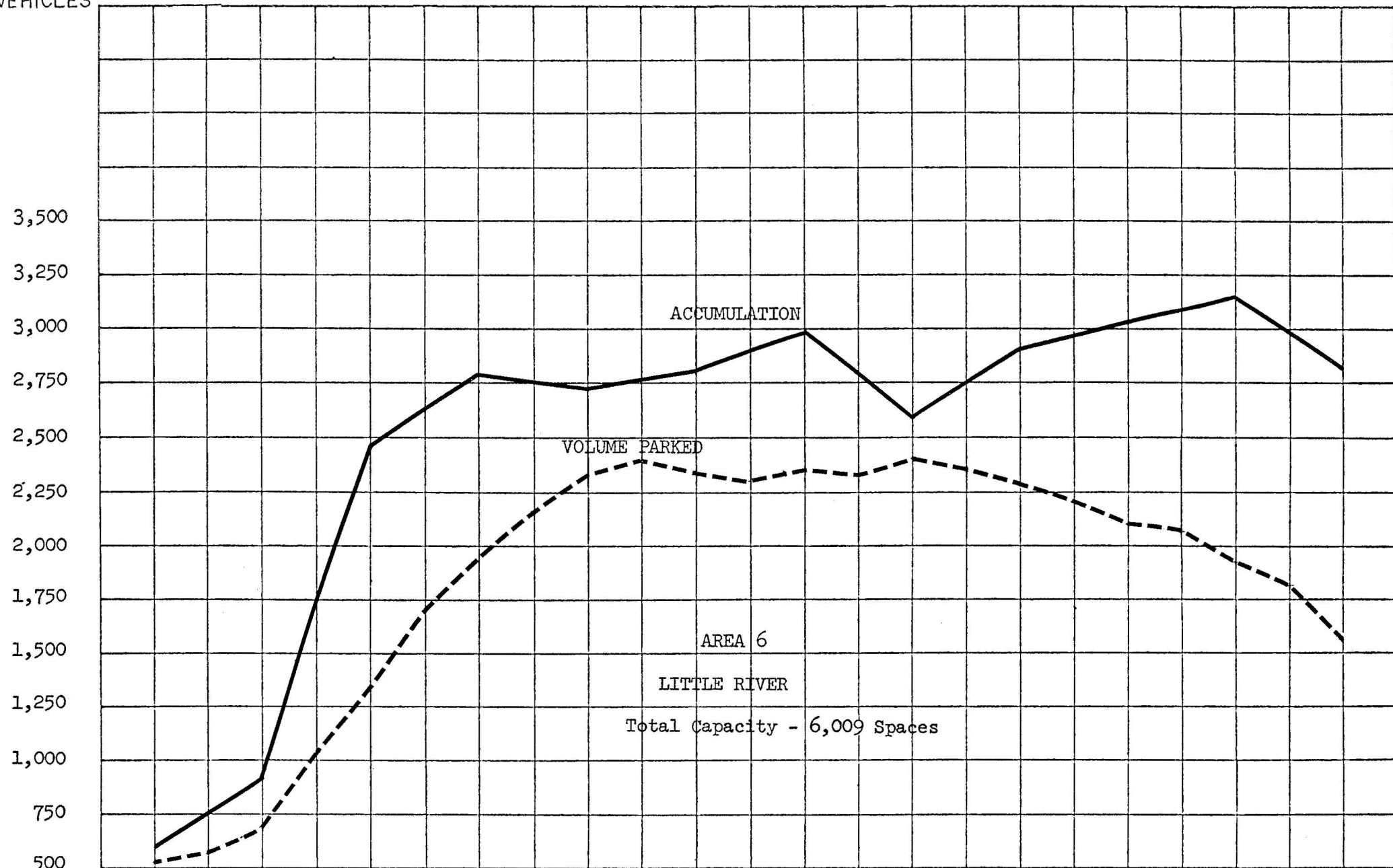
AREA 6

LITTLE RIVER

Zones 119, 140, 142, 143 and 144



VEHICLES



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

8E

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 6A
LITTLE RIVER
SUMMARY OF PARKING INVENTORY
AREA 6

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
119-005	82	5	-	60	147
140-001	1	-	-	22	23
140-002	27	9	-	275	311
140-003	38	-	-	249	287
140-004	-	-	-	34	34
142-001	69	-	-	199	268
142-002	49	1	-	212	262
142-003	95	-	-	-	95
142-004	79	-	-	-	79
142-005	46	-	-	-	46
142-006	35	-	-	-	35
142-007	47	-	-	36	83
142-008	89	-	-	-	89
142-009	53	-	-	182	235
142-010	28	5	-	164	197
142-011	23	-	-	-	23
142-012	14	-	-	-	14
142-013	62	24	-	224	310
142-014	49	-	-	96	145
142-015	51	-	-	-	51
142-016	63	-	-	217	280
142-017	33	-	-	54	87
142-018	24	-	-	-	24
142-019	42	-	-	-	42
142-020	69	-	-	9	78
142-021	54	-	-	145	199
142-022	36	-	-	-	36
142-023	15	2	-	104	121
142-024	21	-	-	90	111
143-001	20	-	-	-	20
143-002	32	-	-	89	121
143-003	37	-	-	-	37
143-004	68	-	-	219	287
143-005	18	-	-	204	222
143-006	35	20	-	974	1,029
144-017	62	-	-	76	138
144-035	120	-	-	177	297
144-037	29	-	-	48	77
144-040	33	-	-	36	69
TOTAL	1,748	66	-	4,195	6,009

TABLE 6B
LITTLE RIVER
PARKING STUDY SUMMARY
AREA 6

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
119-005	147	152	535	1.03	30
140-001	23	73	169	3.17	61
140-002	311	343	703	1.10	19
140-003	287	367	901	1.28	26
140-004	34	31	64	0.91	16
142-001	268	348	808	1.30	25
142-002	262	393	1,202	1.50	38
142-003	95	18	50	0.19	4
142-004	79	18	35	0.23	4
142-005	46	16	67	0.35	12
142-006	35	-	-	-	-
142-007	83	21	74	0.25	7
142-008	89	72	228	0.81	21
142-009	235	318	1,285	1.35	46
142-010	197	408	716	2.07	30
142-011	23	29	39	1.26	14
142-012	14	3	2	0.21	1
142-013	310	726	1,915	2.34	51
142-014	145	229	608	1.58	35
142-015	51	21	103	0.41	17
142-016	280	394	1,133	1.41	34
142-017	87	153	300	1.76	29
142-018	24	5	36	0.21	13
142-019	42	19	71	0.45	14
142-020	78	51	204	0.65	22
142-021	199	489	1,249	2.46	52
142-022	36	8	63	0.22	15
142-023	121	557	567	4.60	39
142-024	111	106	542	0.95	41
143-001	20	21	105	1.05	44
143-002	121	335	415	2.77	29
143-003	37	59	168	1.59	38
143-004	287	445	1,048	1.55	30
143-005	222	101	663	0.45	25
143-006	1,029	2,459	3,863	2.39	31
144-017	138	86	606	0.62	37
144-035	297	428	1,073	1.44	30
144-037	77	70	232	0.91	25
144-040	69	196	321	2.84	39
TOTAL	6,009	9,568	22,163	1.59	31

TABLE 6C
LITTLE RIVER
AVERAGE PARKING TIMES
AREA 6

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
119-005	215	206	211
140-001	90	192	139
140-002	74	140	105
140-003	52	177	147
140-004	-	124	124
142-001	258	112	139
142-002	63	245	184
142-003	167	-	167
142-004	117	-	117
142-005	251	-	251
142-006	-	-	-
142-007	270	175	211
142-008	190	-	190
142-009	138	264	242
142-010	53	113	105
142-011	81	-	81
142-012	40	-	40
142-013	61	222	158
142-014	230	155	159
142-015	294	-	294
142-016	186	167	173
142-017	89	165	118
142-018	432	-	432
142-019	224	-	224
142-020	273	160	240
142-021	180	145	153
142-022	473	-	473
142-023	44	63	61
142-024	182	366	307
143-001	300	-	300
143-002	153	48	74
143-003	171	-	171
143-004	111	154	141
143-005	300	414	394
143-006	87	94	94
144-017	210	464	423
144-035	106	181	150
144-037	200	198	199
144-040	103	96	98
AVERAGE	130	142	139

TABLE 6D
LITTLE RIVER
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 6

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
119-005	1,498	78	1,420	-
140-001	235	92	143	-
140-002	3,097	301	2,796	-
140-003	2,950	460	2,490	-
140-004	347	64	283	-
142-001	2,775	248	2,527	-
142-002	2,691	2,661	30	-
142-003	1,026	6	1,020	-
142-004	853	35	818	-
142-005	497	29	468	-
142-006	378	189	189	-
142-007	875	47	828	-
142-008	961	242	719	-
142-009	2,428	98	2,330	-
142-010	1,975	1,203	772	-
142-011	248	7	241	-
142-012	152	2	150	-
142-013	2,955	1,355	1,600	-
142-014	1,508	514	994	-
142-015	551	57	494	-
142-016	2,893	34	2,859	-
142-017	907	518	389	-
142-018	259	187	72	-
142-019	454	25	429	-
142-020	837	39	798	-
142-021	2,062	258	1,804	-
142-022	389	204	185	-
142-023	1,224	679	545	-
142-024	1,145	542	603	-
143-001	216	105	111	-
143-002	1,254	120	1,134	-
143-003	400	196	204	-
143-004	2,968	780	2,188	-
143-005	2,275	663	1,612	-
143-006	10,313	6,781	3,532	-
144-017	1,445	14	1,431	-
144-035	3,101	3,156	-	55
144-037	803	62	741	-
144-040	723	748	-	25
Total	61,668	22,799	38,949	80

TABLE 6E
LITTLE RIVER
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 6

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
119-005	1,498	87	1,411	-
140-001	235	145	90	-
140-002	3,097	474	2,623	-
140-003	2,950	725	2,225	-
140-004	347	101	246	-
142-001	2,775	179	2,596	-
142-002	2,691	1,925	766	-
142-003	1,026	4	1,022	-
142-004	853	25	828	-
142-005	497	21	476	-
142-006	378	137	241	-
142-007	875	34	841	-
142-008	961	175	786	-
142-009	2,428	71	2,357	-
142-010	1,975	870	1,105	-
142-011	248	5	243	-
142-012	152	1	151	-
142-013	2,955	980	1,975	-
142-014	1,508	372	1,136	-
142-015	551	41	510	-
142-016	2,893	25	2,868	-
142-017	907	375	532	-
142-018	259	135	124	-
142-019	454	18	436	-
142-020	837	28	809	-
142-021	2,062	187	1,875	-
142-022	389	148	241	-
142-023	1,224	491	733	-
142-024	1,145	392	753	-
143-001	216	130	86	-
143-002	1,254	148	1,106	-
143-003	400	242	158	-
143-004	2,968	965	2,003	-
143-005	2,275	820	1,455	-
143-006	10,313	8,387	1,926	-
144-017	1,445	17	1,428	-
144-035	3,101	3,865	-	764
144-037	803	76	727	-
144-040	723	916	-	193
Total	61,668	23,737	38,888	957

AREA 7
MIAMI SPRINGS-HIALEAH

Study Area 7 is bounded by W. and E. 7th Street on the north, First Avenue and E. 2nd Avenue on the east, Westward Drive on the south and S. Esplanade Avenue and W. First Avenue on the west. All of this parking study area falls within Zones 292, 294, 295, and 299 of the Miami Urban Area Transportation Study.

Several major tourist facilities and traffic generators in Area 7 are the Hialeah Post Office, Hialeah City Hall, Greyhound Bus Station, Adult Recreation Center, Miami Springs City Hall and Post Office, Hialeah-Miami Springs Chamber of Commerce, a Grand Union Food Store, Hialeah Laundry, a Jackson's/Byrons and Miami Springs Elementary School. Traversing the area is E. First Avenue and Okeechobee Road (US 27).

The Miami Springs-Hialeah area contains 2,961 parking spaces, as summarized in Table 7A. Approximately 50.3 per cent (1,490 spaces) of the parking supply is located in off-street facilities. The remaining 49.7 per cent (1,471 spaces) are curb spaces.

The average turnover rate for this parking study area is 2.02 vehicles per space, with a low of 0.39 in Zone 295 (Sub-zone 025) and a high of 4.78 in Zone 295 (Sub-zone 043).

The average per cent occupancy for Area 7 is 31, with a low of 11 per cent in Zone 295 (Sub-zone 025) and a high of 42 per cent in Zone 295 (Sub-zone 043).

The average parking time for this area is 110 minutes (1 hour, 50 minutes), ranging from a low average of 61 minutes (1 hour, 1 minute) in Zone 295 (Sub-zone 034) to a high average of 261 minutes (4 hours, 21 minutes) in Zone 295

(Sub-zone 038).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 7D, we find that all sub-zones have a surplus of space hours.

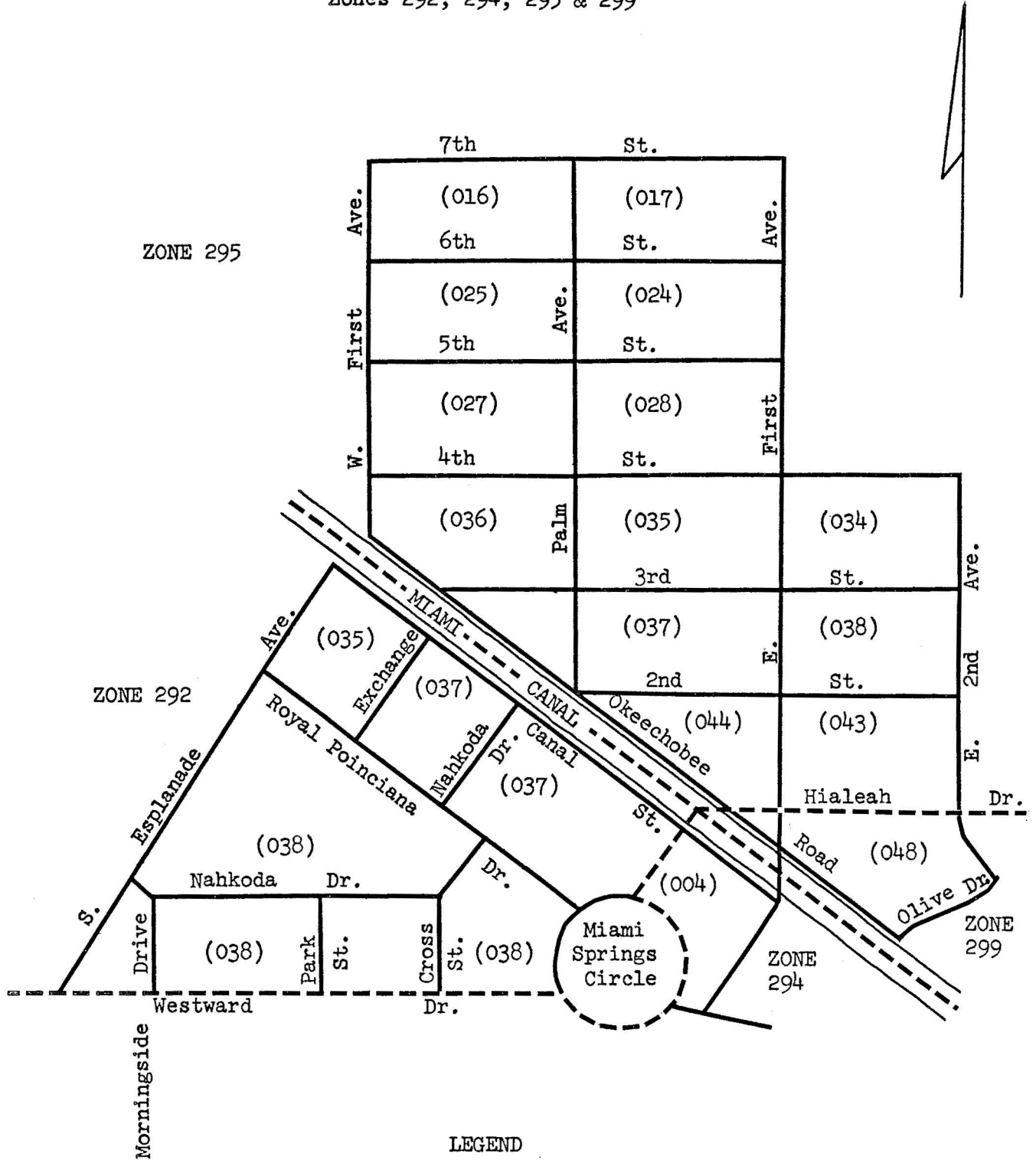
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Miami Springs-Hialeah Area shows that we have a surplus of space hours in each zone.

It is not recommended that any additional parking spaces be provided in Area 7.

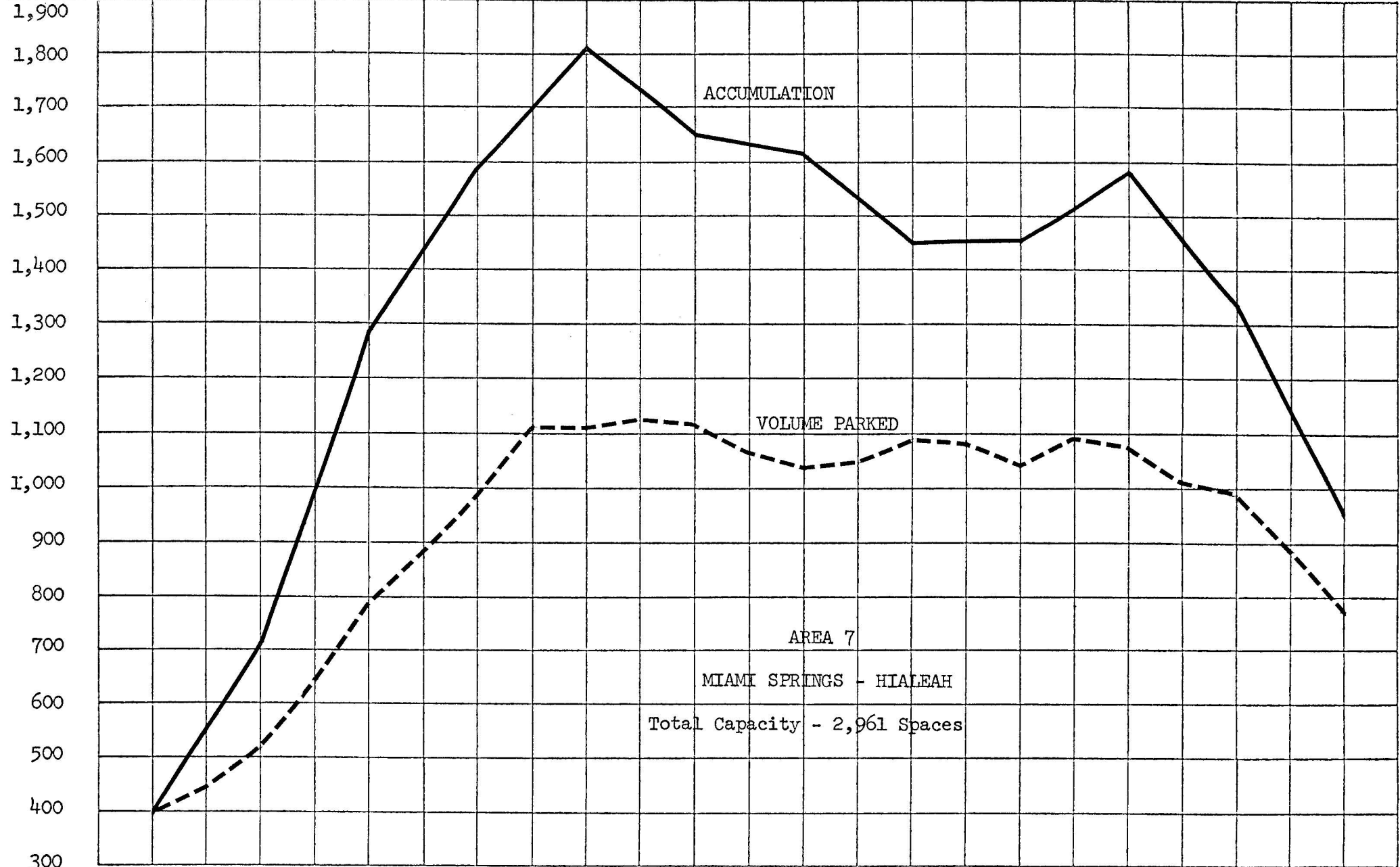
AREA 7

MIAMI SPRINGS-HIALEAH

Zones 292, 294, 295 & 299



VEHICLES



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

47

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

AREA 7

MIAMI SPRINGS - HIALEAH

Total Capacity - 2,961 Spaces

TABLE 7A
MIAMI SPRINGS - HIALEAH
SUMMARY OF PARKING INVENTORY
AREA 7

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
292-035	48	-	-	12	60
292-037	150	-	-	67	217
292-038	355	-	-	295	650
294-004	31	-	-	108	139
295-016	53	-	-	58	111
295-017	57	-	-	16	73
295-024	52	-	-	98	150
295-025	63	-	-	83	146
295-027	63	-	-	20	83
295-028	60	2	-	58	120
295-034	69	-	-	33	102
295-035	44	-	-	33	77
295-036	58	-	-	85	143
295-037	93	-	-	66	159
295-038	62	-	-	240	302
295-043	34	3	-	155	192
295-044	58	4	-	30	92
299-048	112	-	-	33	145
TOTAL	1,462	9	-	1,490	2,961

TABLE 7B
MIAMI SPRINGS - HIALEAH
PARKING STUDY SUMMARY
AREA 7

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
292-035	60	83	269	1.38	37
292-037	217	187	679	0.86	26
292-038	650	1,428	2,423	2.20	31
294-004	139	447	575	3.22	34
295-016	111	142	542	1.28	41
295-017	73	87	213	1.19	24
295-024	150	239	690	1.59	38
295-025	146	57	192	0.39	11
295-027	83	59	142	0.71	14
295-028	120	224	388	1.87	27
295-034	102	375	384	3.68	31
295-035	77	199	358	2.58	39
295-036	143	237	354	1.66	21
295-037	159	370	492	2.33	26
295-038	302	329	1,432	1.09	40
295-043	192	918	962	4.78	42
295-044	92	304	365	3.30	33
299-048	145	298	536	2.06	31
TOTAL	2,961	5,983	10,996	2.02	31

TABLE 7C
 MIAMI SPRINGS - HIALEAH
 AVERAGE PARKING TIMES
 AREA 7

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
292-035	202	171	194
292-037	172	355	218
292-038	84	126	102
294-004	42	124	77
295-016	242	218	229
295-017	161	125	147
295-024	126	199	173
295-025	200	207	202
295-027	138	174	144
295-028	80	168	104
295-034	58	69	61
295-035	77	237	108
295-036	68	108	90
295-037	67	110	80
295-038	125	314	261
295-043	71	61	63
295-044	60	173	72
299-048	88	170	108
AVERAGE	89	136	110

TABLE 7D
 MIAMI SPRINGS - HIALEAH
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 7

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
292-035	640	55	585	-
292-037	2,303	322	1,981	-
292-038	6,843	2,113	4,730	-
294-004	1,437	1,002	435	-
295-016	1,165	15	1,150	-
295-017	779	274	505	-
295-024	1,561	876	685	-
295-025	1,527	70	1,457	-
295-027	884	413	471	-
295-028	1,240	264	976	-
295-034	1,082	487	595	-
295-035	812	67	745	-
295-036	1,493	300	1,193	-
295-037	1,677	205	1,472	-
295-038	3,117	39	3,078	-
295-043	1,949	1,548	401	-
295-044	932	259	673	-
299-048	1,547	378	1,169	-
Total	30,988	8,687	22,301	-

TABLE 7E
 MIAMI SPRINGS - HIALEAH
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 7

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
292-035	640	50	590	-
292-037	2,303	295	2,008	-
292-038	6,843	1,934	4,909	-
294-004	1,437	1,201	236	-
295-016	1,165	10	1,155	-
295-017	779	190	589	-
295-024	1,561	616	945	-
295-025	1,527	48	1,479	-
295-027	884	286	598	-
295-028	1,240	183	1,057	-
295-034	1,082	337	745	-
295-035	812	46	766	-
295-036	1,493	208	1,285	-
295-037	1,677	142	1,535	-
295-038	3,117	27	3,090	-
295-043	1,949	1,072	877	-
295-044	932	179	753	-
299-048	1,547	464	1,083	-
Total	30,988	7,288	23,700	-

AREA 8
ALLAPATTAH

Study Area 8 is bounded by NW 38th Street on the northwest, NW 15th Avenue and NW 37th Street on the north, NW 13th Avenue on the east, NW 35th Street and NW 34th Street on the south and NW 18th Avenue on the west. All of this parking study area falls within Zones 88 and 93 of the Miami Urban Area Transportation Study. Each of the two zones has numerous sub-zones.

Several major traffic generators in Area 8 are the Miami Jackson High School, the Allapattah Branch Library, Food Fair Store, Jackson's/Byrons and a Kwick Check Retail Store. Traversing the area is NW 36th Street, a major east-west thoroughfare.

The Allapattah Area contains 2,091 parking spaces, as summarized in Table 8A, Approximately 71.2 per cent (1,489 spaces) of the parking supply is located in off-street facilities. The remaining 28.8 per cent (602 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.79 vehicles per space, with a low of 0.49 in Zone 088 (Sub-zone 036) and a high of 5.20 in Zone 088 (Sub-zone 038).

The average per cent occupancy for Area 8 is 30, with a low of 12 per cent in Zone 088 (Sub-zone 036) and a high of 47 per cent in Zone 093 (Sub-zone 043).

The average parking time for this area is 119 minutes (1 hour, 59 minutes), ranging from a low average of 59 minutes in Zone 088 (Sub-zone 038) to a high average of 319 minutes (5 hours, 19 minutes) in Zone 093 (Sub-zone 043).

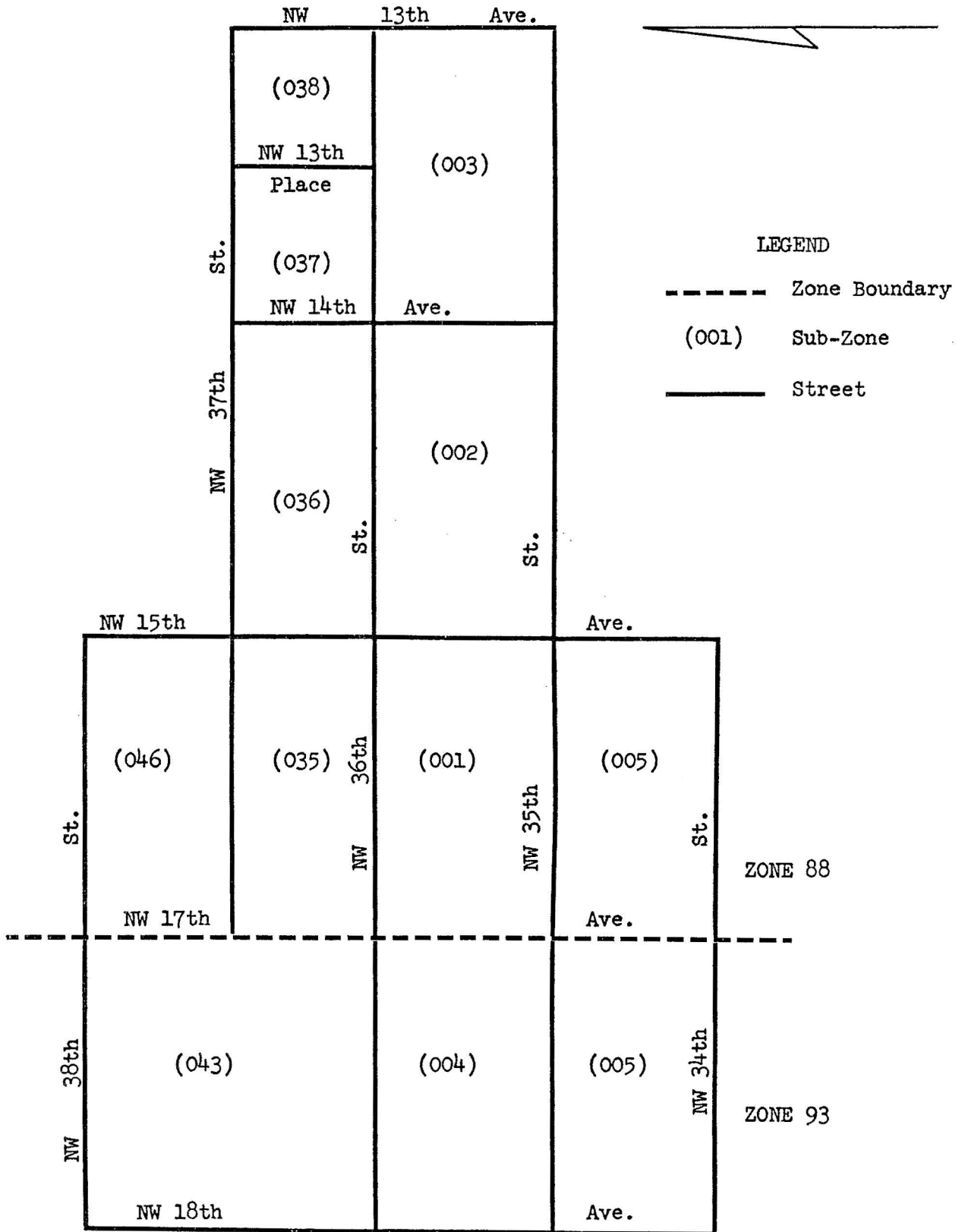
Upon comparing the 1964 parking supply with the 1964 parking demand, Table 8D, we find a space hour deficiency in Sub-zone 038 of Zone 088. By

using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Allapattah Area shows space hour deficiency in Sub-zone 038 of Zone 088. By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

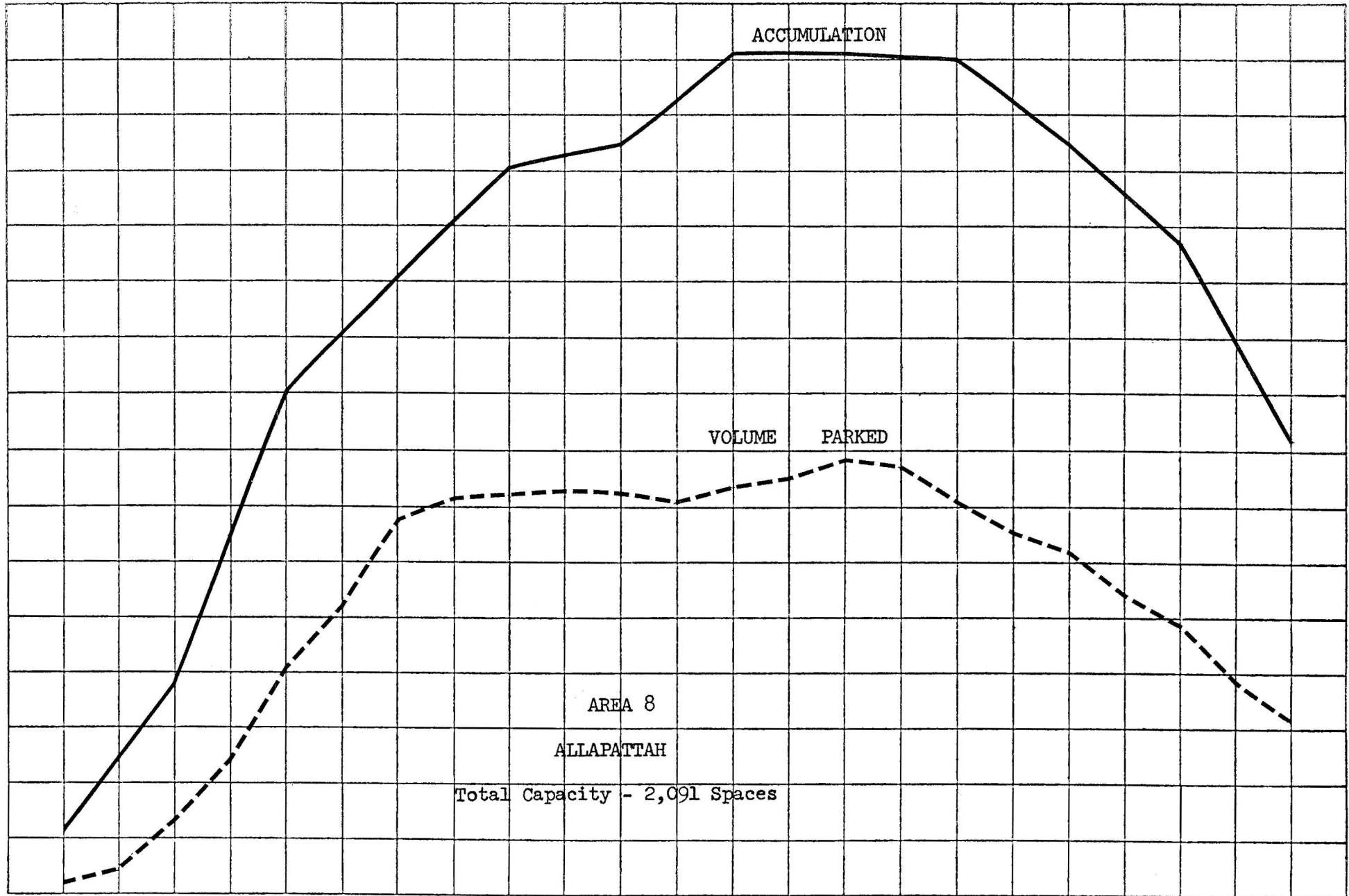
It is not recommended that any additional parking spaces be provided in Area 8.

AREA 8
 ALLAPATTAH
 Zones 88 & 93



VEHICLES

1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

95

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

AREA 8

ALLAPATTAH

Total Capacity - 2,091 Spaces

ACCUMULATION

VOLUME

PARKED

TABLE 8A
ALLAPATTAH
SUMMARY OF PARKING INVENTORY
AREA 8

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
088-001	34	23	-	171	228
088-002	57	-	-	168	225
088-003	48	5	-	154	207
088-005	72	-	-	134	206
088-035	35	7	-	93	135
088-036	54	-	-	24	78
088-037	33	-	-	46	79
088-038	27	5	-	58	90
088-046	49	-	-	77	126
093-004	49	1	-	125	175
093-005	54	-	-	284	338
093-043	49	-	-	155	204
TOTAL	561	41	-	1,489	2,091

TABLE 8B
ALLAPATTAH
PARKING STUDY SUMMARY
AREA 8

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
088-001	228	431	815	1.89	30
088-002	225	343	741	1.52	27
088-003	207	233	1,070	1.13	43
088-005	206	285	559	1.38	23
088-035	135	355	375	2.63	23
088-036	78	38	115	0.49	12
088-037	79	153	251	1.94	26
088-038	90	468	461	5.20	43
088-046	126	160	344	1.27	23
093-004	175	628	721	3.59	34
093-005	338	421	812	1.25	20
093-043	204	218	1,158	1.07	47
TOTAL	2,091	3,733	7,422	1.79	30

TABLE 8C
 ALLAPATTAH
 AVERAGE PARKING TIMES
 AREA 8

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
088-001	36	174	113
088-002	80	147	130
088-003	97	420	276
088-005	73	158	118
088-035	38	78	63
088-036	148	215	182
088-037	98	99	98
088-038	99	51	59
088-046	170	120	129
093-004	115	53	69
093-005	77	135	116
093-043	282	328	319
AVERAGE	86	134	119

TABLE 8D
ALLAPATTAH
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 8

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
088-001	2,110	888	1,222	-
088-002	2,330	556	1,774	-
088-003	2,089	403	1,686	-
088-005	2,145	756	1,389	-
088-035	1,327	518	809	-
088-036	828	205	623	-
088-037	825	43	782	-
088-038	884	1,440	-	556
088-046	1,314	29	1,285	-
093-004	1,804	1,241	563	-
093-005	3,481	284	3,197	-
093-043	2,110	1,345	765	-
Total	21,247	7,708	14,095	556

TABLE 8E
ALLAPATTAH
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 8

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
088-001	2,110	953	1,157	-
088-002	2,330	597	1,733	-
088-003	2,089	433	1,656	-
088-005	2,145	812	1,333	-
088-035	1,327	556	771	-
088-036	828	220	608	-
088-037	825	46	779	-
088-038	884	1,546	-	662
088-046	1,314	31	1,283	-
093-004	1,804	1,211	593	-
093-005	3,481	277	3,204	-
093-043	2,110	1,313	797	-
Total	21,247	7,995	13,914	662

AREA 9
MIAMI SPRINGS AND MIAMI INTERNATIONAL AIRPORT

Study Area 9 is divided into two separate sections. Although this parking study area is treated as one, it will be divided into two sections in this report for clarification.

The first section of Area 9, lying within Miami Springs, is physically separated from the second section by airline runways and buildings. It is bounded on the north by Oakwood Drive, on the east by LeJeune Road, on the south by NW 36th Street and on the west by Palmetto Drive. This section of the study area falls within Zone 294 of the Miami Urban Area Transportation Study. There are numerous sub-zones and cross streets in this section.

The second section is the Passenger Terminal Area fronting on two streets. These streets are LeJeune Road on the east and Perimeter Road on the south and southeast. This part of the parking study area falls within Zone 307 (Sub-zone 001) of the Miami Urban Area Transportation Study.

MIAMI SPRINGS SECTION

Two major traffic generators of the Miami Springs Section are the Miami Airways Motel and a Kwick Check Retail Store.

The Miami Springs Section of Area 9 contains 3,573 parking spaces, as summarized in Table 9A. Approximately 70.4 per cent (2,515 spaces) of the parking supply is located in off-street facilities. The remaining 29.6 (1,058 spaces) are curb spaces.

The average turnover rate for this section of the parking study area is 1.45 vehicles per space, with a low of 0.59 in Zone 294 (Sub-zone 065) and a high of 2.36 in Zone 294 (Sub-zone 072).

The average per cent occupancy for this section is 50, with a low of 16

per cent in Zone 294 (Sub-zone 065) and a high of 72 per cent in Zone 294 (Sub-zone 068).

The average parking time is 250 minutes (4 hours, 10 minutes), ranging from a low average of 90 minutes (1 hour, 30 minutes) in Zone 294 (Sub-zone 072) to a high average of 370 minutes (6 hours, 10 minutes) in Zone 294 (Sub-zone 059).

PASSENGER TERMINAL SECTION

In addition to the terminal other major traffic generators in this part of the study area are the Airport International Hotel, Federal Aviation Administration, National Airlines and Pan American Airways (main office).

The Passenger Terminal Section contains 6,167 parking spaces, as summarized in Table 9A. Approximately 98.3 per cent (6,064 spaces) of the parking supply is located in off-street facilities. The remaining 1.7 per cent (103 spaces) are curb spaces.

The average turnover rate for this section of the parking study area is 1.49 vehicles per space. This section has a per cent occupancy of 62 and an average parking time of 299 minutes (4 hours, 59 minutes).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 9D, we find that all sub-zones in both the Miami Springs Section and the Airport Passenger Terminal Section have a surplus of space hours.

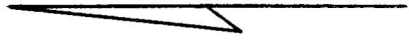
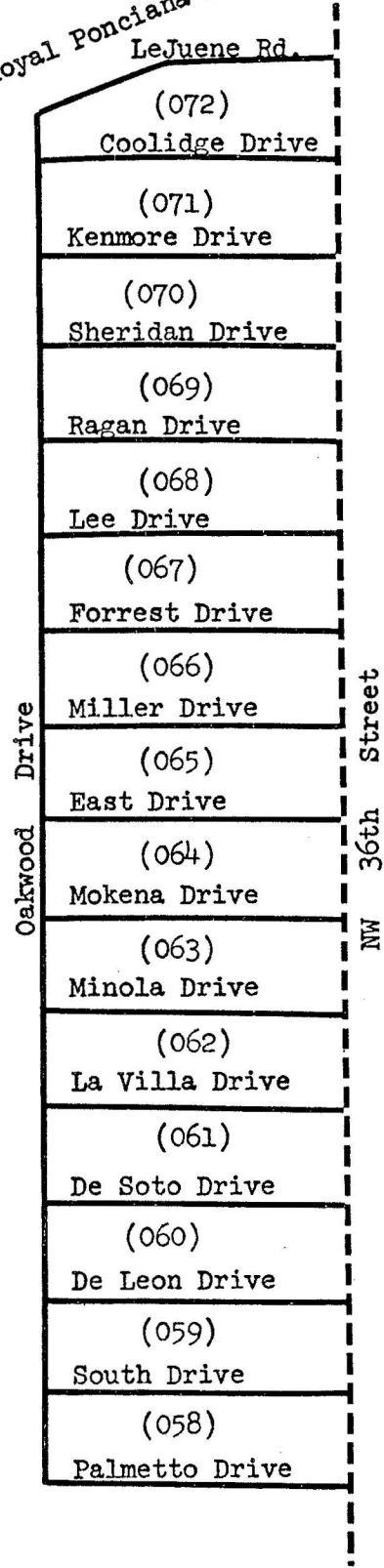
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for Area 9 shows that the Miami Springs Section has a surplus of space hours. The Passenger Terminal Section has a deficiency in Sub-zone 001 of Zone 307.

The deficiency in the Passenger Terminal Section, as determined is in

space hours. Since a greater number of curb spaces will not be available and since there is only one sub-zone in this zone, this additional space must be provided by adding lots or garages. As an example, if the deficiency is 40,160 space hours and existing off-street facilities have an efficiency factor of 85 per cent, it will be necessary to provide $40,160 / .85$ or 47,247 additional space hours. This number divided by 12 (the number of hours in the parking study period) yields the number of parking spaces needed.

It is not recommended that any additional parking spaces be provided in the Miami Springs Section of Area 9. However, it is recommended that 3,937 additional parking spaces be provided where physically and economically possible in the Passenger Terminal Section to meet the 1985 parking demand.

So. Royal Ponceana Boulevard
LeJuene Rd.



AREA 9
MIAMI SPRINGS SECTION
Zone 294

LEGEND
 - - - - - Zone Boundary
 (058) Sub-Zone
 _____ Street

VEHICLES

3,000

2,000

1,000

0

ACCUMULATION

VOLUME PARKED

MIAMI SPRINGS SECTION
AREA 9

TOTAL CAPACITY - 3,573 SPACES

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

↑

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

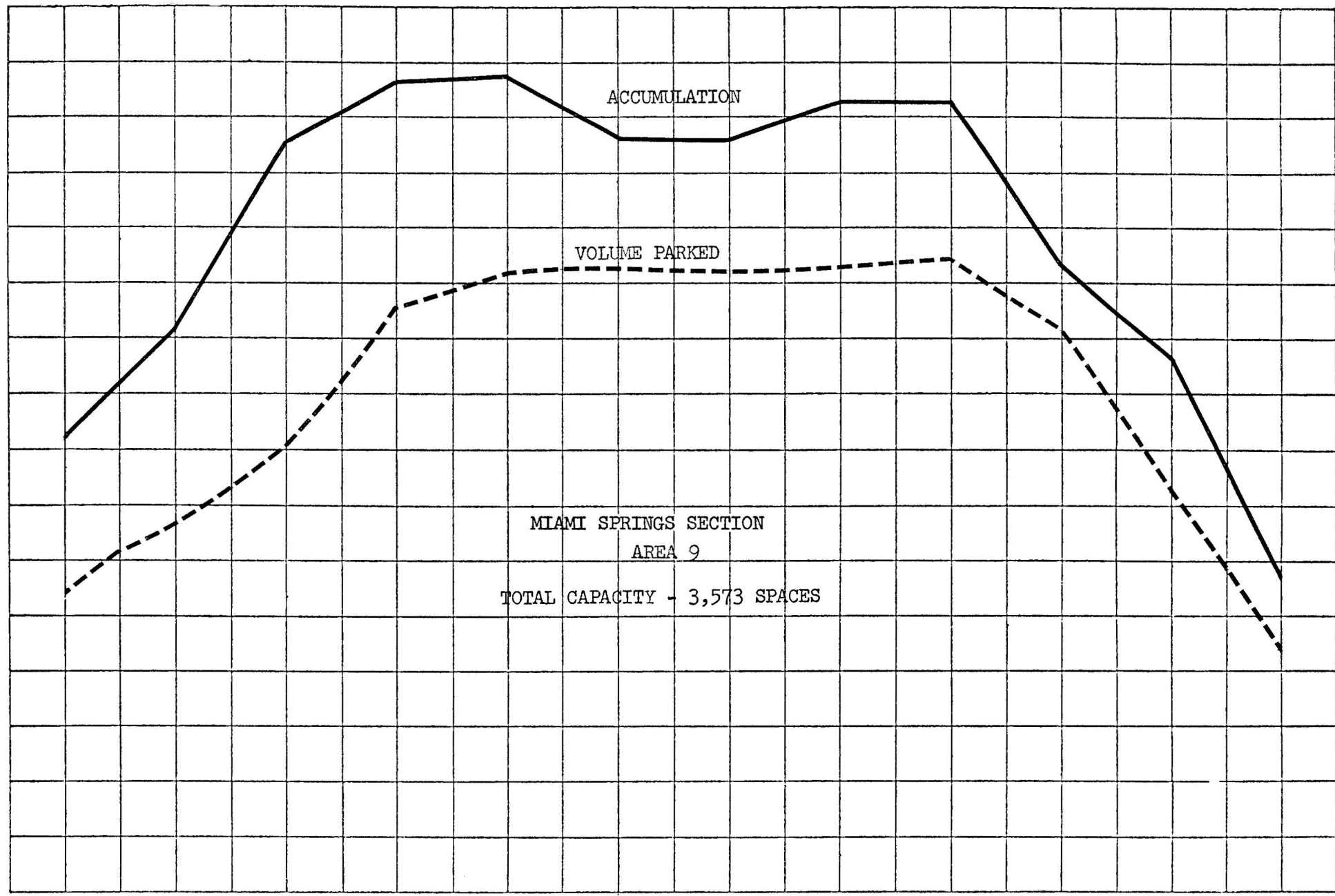
5:00

5:30

6:00

6:30

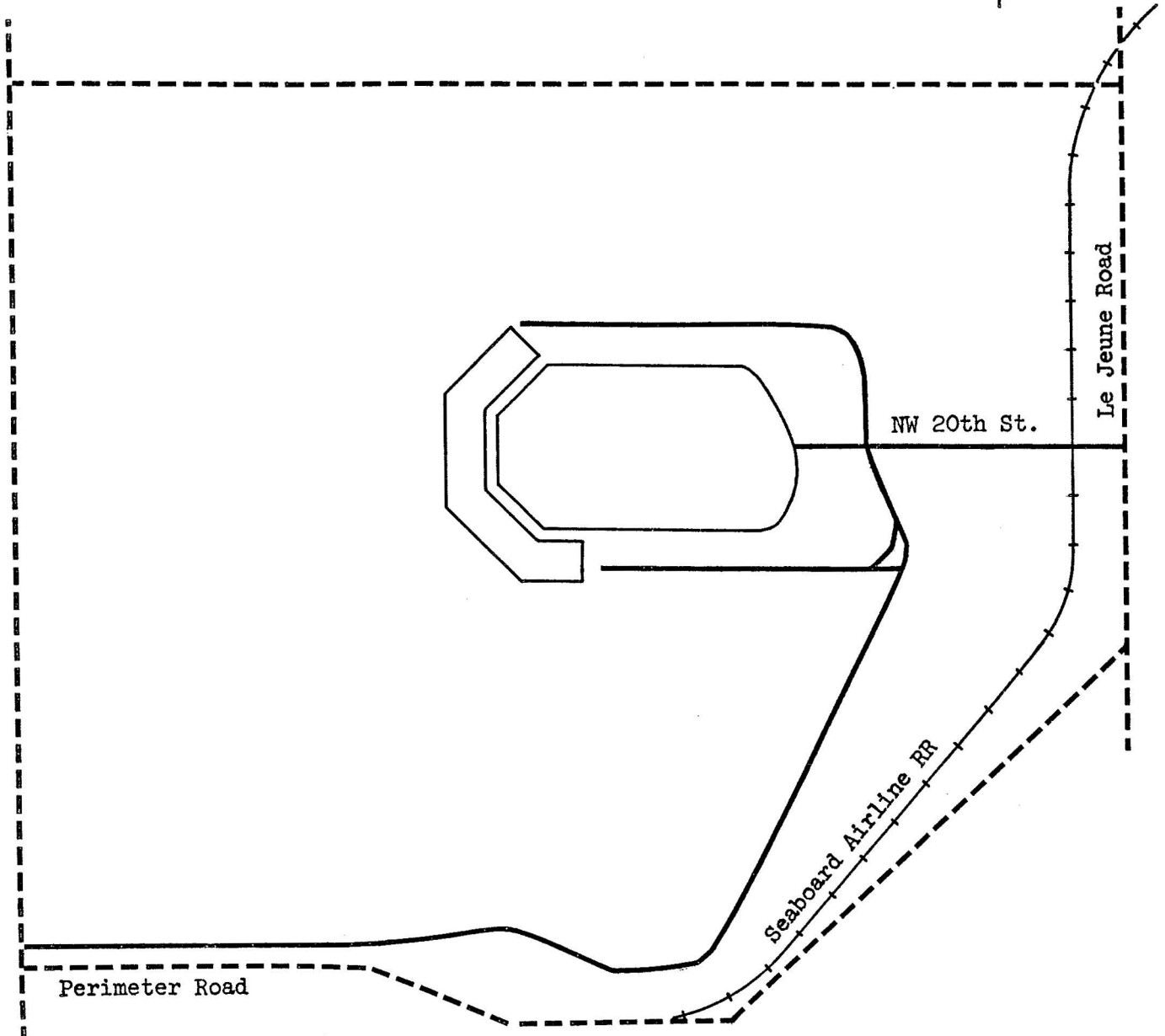
VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA



AREA 9

MIAMI INTERNATIONAL AIRPORT

Zone 307, Sub-Zone 001



LEGEND

----- Zone Boundary

———— Street

VEHICLES

6,000

5,000

4,000

3,000

2,000

1,000

0

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

ACCUMULATION

VOLUME PARKED

MIAMI INTERNATIONAL AIRPORT

AREA 9

Total Capacity - 6,167 Spaces

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 9A
 MIAMI SPRINGS & MIAMI INTERNATIONAL AIRPORT
 SUMMARY OF PARKING INVENTORY
 AREA 9

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
294-058	123	-	4	139	266
294-059	74	-	-	192	266
294-060	71	-	5	60	136
294-061	61	-	3	24	88
294-062	60	--	2	15	77
294-063	66	-	5	85	156
294-064	57	-	6	32	95
294-065	78	-	3	29	110
294-066	42	-	-	14	56
294-067	70	2	-	193	265
294-068	56	-	-	395	451
294-069	69	-	-	673	742
294-070	75	-	-	397	472
294-071	116	4	6	93	219
294-072	-	-	-	174	174
TOTAL (MS) ^{/1}	1,018	6	34	2,515	3,573
307-001(MIA) ^{/2}	103	-	-	6,064	6,167
AREA TOTAL	1,121	6	34	8,579	9,740

(MS)^{/1} - Miami Springs

(MIA)^{/2} - Miami International Airport

TABLE 9B
 MIAMI SPRINGS AND MIAMI INTERNATIONAL AIRPORT
 PARKING STUDY SUMMARY
 AREA 9

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
294-058	266	464	1,397	1.74	44
294-059	266	185	1,141	0.70	36
294-060	136	154	452	1.13	28
294-061	88	56	188	0.64	18
294-062	77	47	236	0.61	26
294-063	156	290	519	1.86	28
294-064	95	167	368	1.76	32
294-065	110	65	214	0.59	16
294-066	56	38	114	0.68	17
294-067	265	381	1,612	1.44	51
294-068	451	782	3,904	1.73	72
294-069	742	1,033	6,273	1.39	70
294-070	472	603	3,547	1.28	63
294-071	219	512	1,006	2.34	38
294-072	174	410	614	2.36	29
TOTAL (MS) ^{/1}	3,573	5,187	21,585	1.45	50
307-001(MIA) ^{/2}	6,167	9,176	45,742	1.49	62
AREA TOTAL	9,740	14,363	67,327	1.47	58

(MS)^{/1} - Miami Springs

(MIA)^{/2} - Miami International Airport

TABLE 9C
 MIAMI SPRINGS & MIAMI INTERNATIONAL AIRPORT
 AVERAGE PARKING TIMES
 AREA 9

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
294-058	95	231	181
294-059	167	445	370
294-060	138	213	176
294-061	233	176	201
294-062	180	439	301
294-063	84	116	107
294-064	108	142	132
294-065	122	304	198
294-066	184	150	180
294-067	219	271	254
294-068	199	322	300
294-069	264	379	364
294-070	192	397	353
294-071	154	99	118
294-072	-	90	90
AVERAGE (MS) ^{/1}	168	275	250
307-001 (MIA) ^{/2}	33	357	299
AREA AVERAGE	92	329	281

(MS)^{/1} - Miami Springs

(MIA)^{/2} - Miami International Airport

TABLE 9D
 MIAMI SPRINGS & MIAMI INTERNATIONAL AIRPORT
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 9

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
294-058	2,746	484	2,262	-
294-059	2,757	40	2,717	-
294-060	1,379	407	972	-
294-061	904	482	422	-
294-062	801	236	565	-
294-063	1,580	9	1,571	-
294-064	941	58	883	-
294-065	1,138	204	934	-
294-066	597	14	583	-
294-067	2,725	1,129	1,596	-
294-068	4,634	416	4,218	-
294-069	7,609	27	7,582	-
294-070	4,859	560	4,299	-
294-071	2,202	258	1,944	-
294-072	1,775	778	997	-
Total (MS) ¹	36,647	5,102	31,545	-
307-001(MIA) ²	62,965	50,921	12,044	-
Area Total	99,612	56,023	43,589	-

(MS)¹ - Miami Springs

(MIA)² - Miami International Airport

TABLE 9E
 MIAMI SPRINGS & MIAMI INTERNATIONAL AIRPORT
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 9

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
294-058	2,746	580	2,166	-
294-059	2,757	48	2,709	-
294-060	1,379	488	891	-
294-061	904	578	326	-
294-062	801	283	518	-
294-063	1,580	11	1,569	-
294-064	941	70	871	-
294-065	1,138	244	894	-
294-066	597	17	580	-
294-067	2,725	1,353	1,372	-
294-068	4,634	499	4,135	-
294-069	7,609	32	7,577	-
294-070	4,859	671	4,188	-
294-071	2,202	309	1,893	-
294-072	1,775	932	843	-
Total (MS) ¹	36,647	6,115	30,532	-
307-001(MIA) ²	62,965	103,125	-	40,160
Area Total	99,612	109,240	30,532	40,160

(MS)¹ - Miami Springs

(MIS)² - Miami International Airport

AREA 10 CIVIC CENTER

Study Area 10 is bounded by NW 20th Street on the north, NW 7th Avenue on the east, NW 11th Street on the south, the Miami River on the southwest and NW 17th Avenue on the west. All of this area falls within Zones 083, 085, 090, and 091 of the Miami Urban Area Transportation Study. There are numerous sub-zones in these zones.

This study area, which contains much of the civic oriented traffic, has several major traffic generators. They include the following: the U.S. Veteran's Administration Hospital, National Children's Cardiac Hospital, the Cerebral Palsy Clinic, Cedars of Lebanon Hospital, Jackson Memorial Hospital, Dade County Health Department, the Public Safety Building, Court Building, State Building, Municipal Justice Building, the Mahi Temple, the City Garage and Shops, City of Miami Incinerator Number 1 and the Merrill Stevens Dry Dock. Traversing the study area is a north-south major route--NW 12th Avenue.

The Civic Center area contains 9,950 parking spaces, as summarized in Table 10A. Approximately 59.5 per cent (5,917 spaces) of the parking supply is located in off-street facilities. The remaining 40.5 per cent (4,033 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.29 vehicles per space, with a low of 0.03 in Zone 091 (Sub-zone 005) and a high of 3.04 in Zone 085 (Sub-zone 010). Zone 090 (Sub-zone 018) and Zone 090 (Sub-zone 023) do not have any parking.

The average per cent occupancy for Area 10 is 40, with a low of 0 per cent in Zone 091 (Sub-zone 005) and a high of 72 per cent in Zone 085 (Sub-zone 002).

The average parking time for this area is 224 minutes (3 hours, 44 minutes), ranging from a low average of 50 minutes in Zone 084 (Sub-zone 033) to a high average of 452 minutes (7 hours, 32 minutes) in Zone 085 (Sub-zone 002).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 10D, we find a space hour deficiency in Zone 085 (Sub-zones 002, 011, and 026), Zone 090 (Sub-zone 003) and Zone 091 (Sub-zone 004). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

Along with the construction of the East-West Expressway through the Civic Center Parking Study Area, 205 metered off-street parking spaces have been added to the parking supply in the vicinity of NW 12th Avenue. These 2,091 space hours of practical capacity have been added to Zone 084 (Sub-zone 024) in the 1985 Supply, Demand, Surplus or Deficient Space Hour Table for Area 10.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Civic Center Parking Study Area shows space hour deficiency in Zone 085 (Sub-zones 002, 011, 018, and 026), Zone 090 (Sub-zones 003, 004, and 023) and Zone 091 (Sub-zones 003 and 004). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find the 1985 parking demand can be met except in Zone 085 (Sub-zone 011), Zone 090 (Sub-zone 003) and Zone 091 (Sub-zone 004). Due to the increasing need for the streets to perform their main function of traffic movement, curb parking will necessarily be restricted or possibly prohibited. This necessitates the recommendation that additional off-street parking spaces be provided in the Civic Center Parking Study Area.

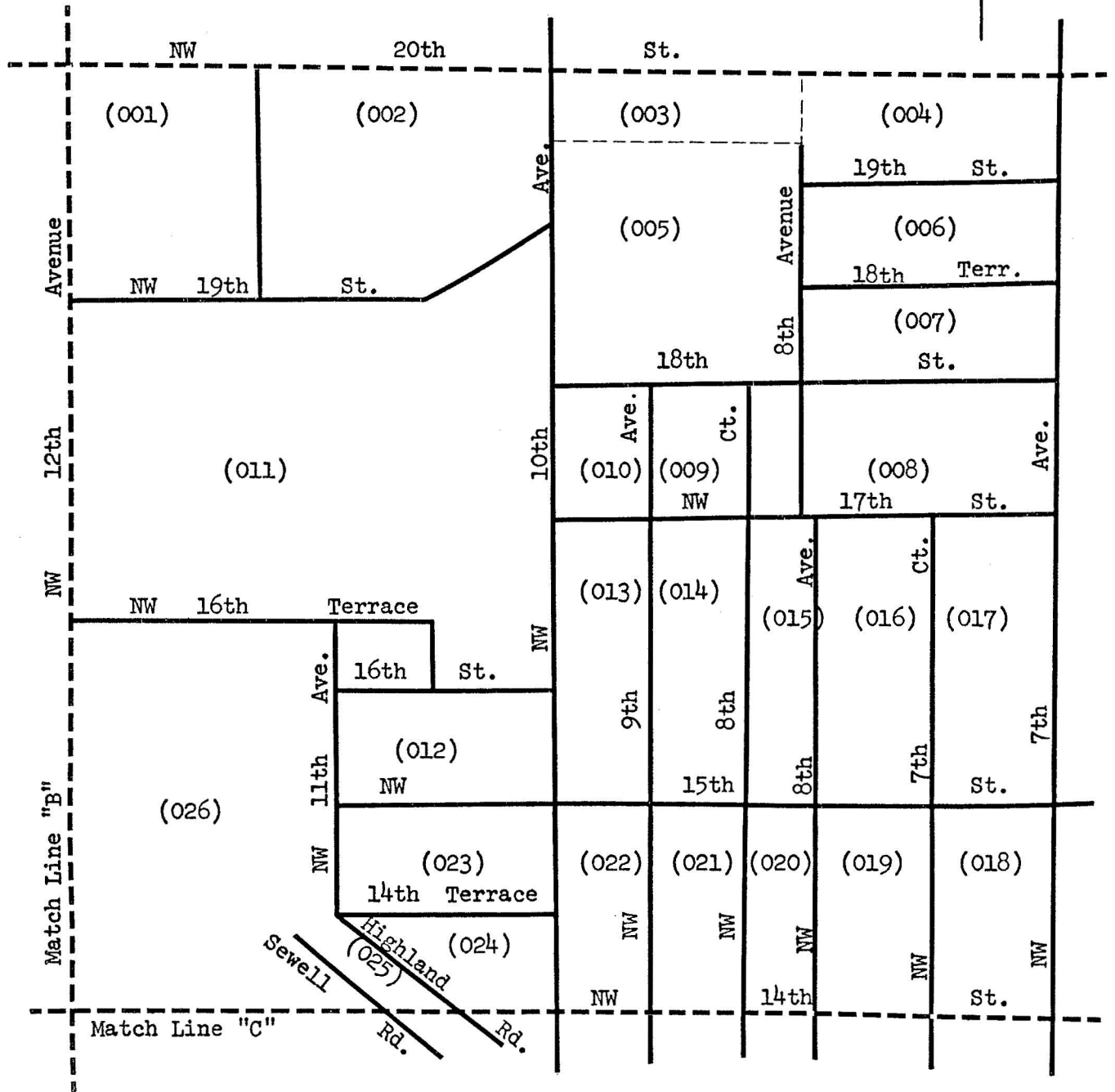
Zone 085 (Sub-zone 011) has a critical deficiency of 1,909 space hours. Since a greater number of curb spaces will not be available, this additional space must be provided by adding lots or garages. This deficiency must be expanded by dividing by the efficiency factor. As an example, if the deficiency is 1,909 space hours and existing off-street facilities have an efficiency factor of 85 per cent, it will be necessary to provide $1,909 / .85$ or 2,246 additional space hours. This number divided by 12 (the number of hours in the parking study period) yields the number of parking spaces needed (187 spaces).

Zone 090 (Sub-zone 003) has a critical deficiency of 4,792 space hours or a total of 470 needed parking spaces.

Zone 091 (Sub-zone 004) has a critical deficiency of 3,385 space hours or a total of 332 needed parking spaces.

It is recommended that 989 additional parking spaces be provided in these critical sub-zones where physically and economically possible in the Civic Center Area to meet the 1985 demands.

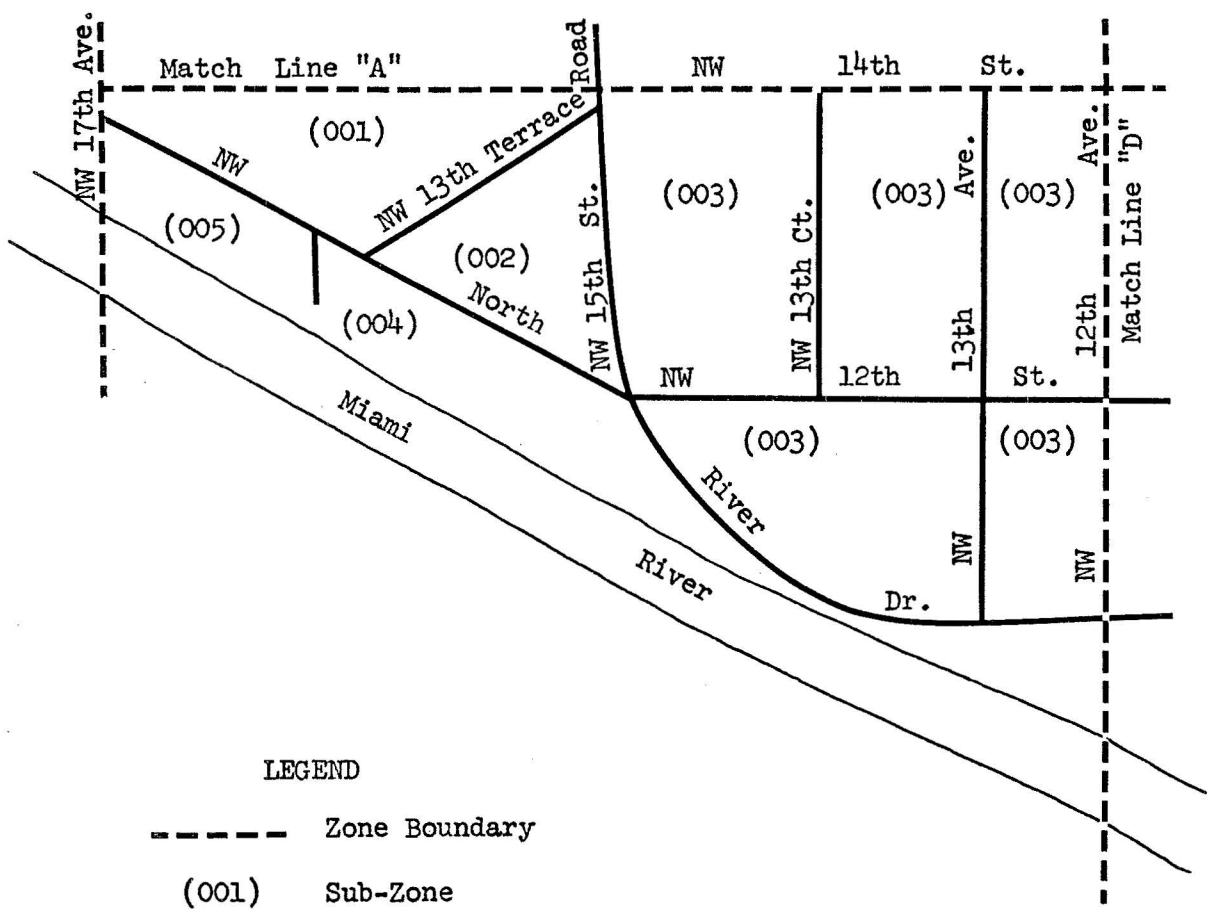
AREA 10
 CIVIC CENTER
 ZONE 085



LEGEND

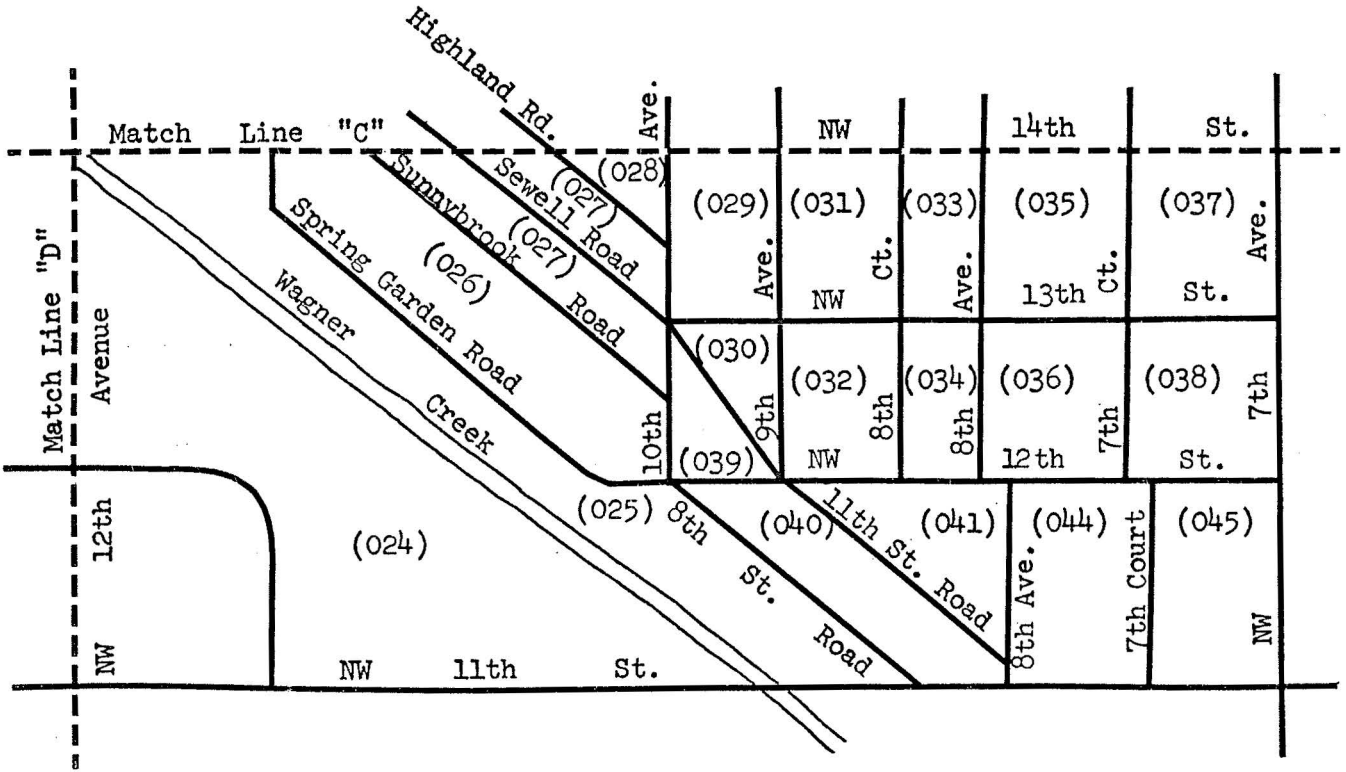
- Zone Boundary
- (001) Sub-Zone
- Street

AREA 10
 CIVIC CENTER
 Zone 091



- LEGEND
- Zone Boundary
 - (001) Sub-Zone
 - Street

AREA 10
CIVIC CENTER
Zone 084

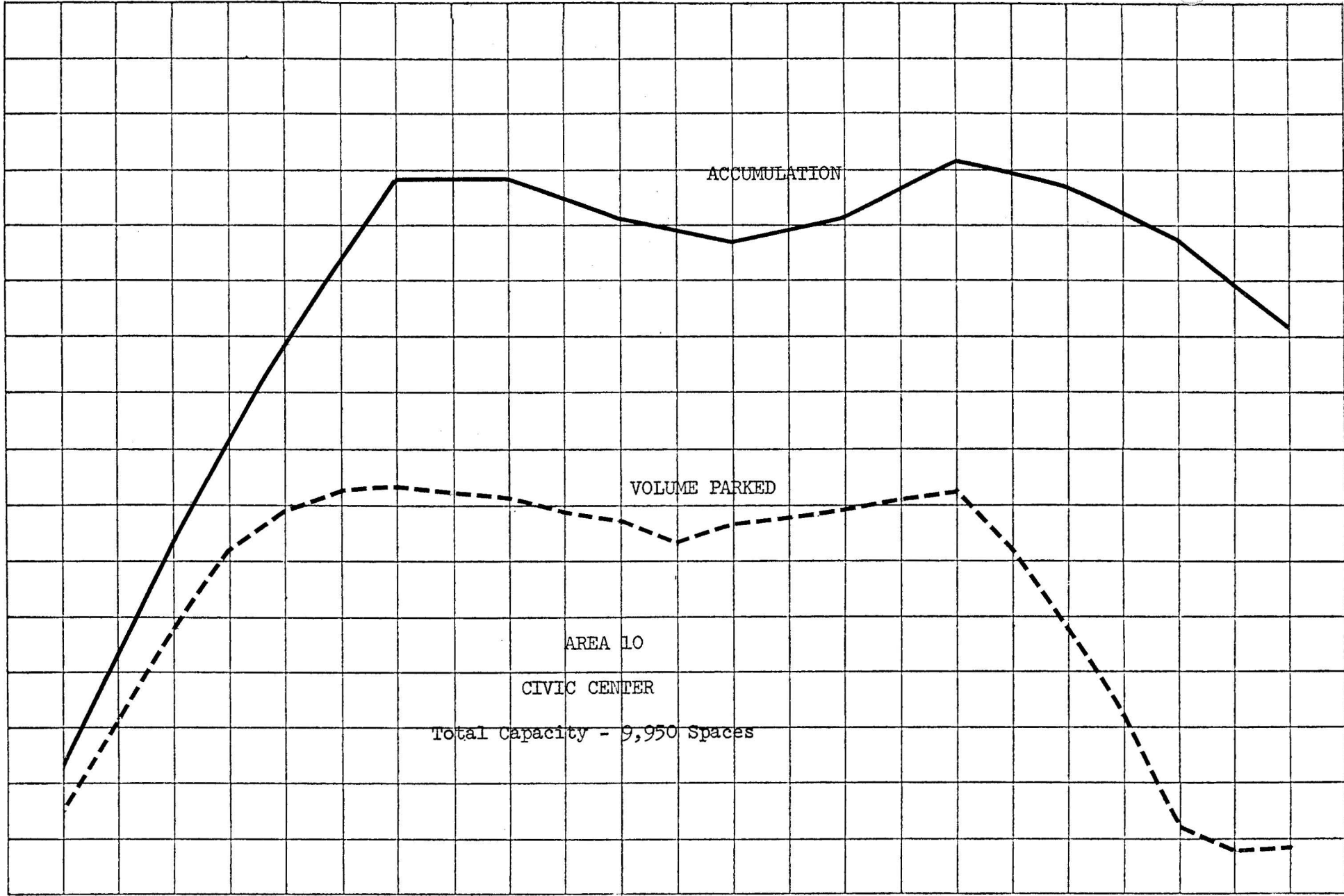


LEGEND

- Zone Boundary
- (024) Sub-Zone
- Street

VEHICLES

9,000
8,500
8,000
7,500
7,000
6,500
6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

64

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 10A
CIVIC CENTER
SUMMARY OF PARKING INVENTORY
AREA 10

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
084-024	31	-	-	729	760
084-025	43	4	-	49	96
084-026	65	-	-	6	71
084-027	120	-	-	-	120
084-028	12	-	-	-	12
084-029	40	-	-	-	40
084-030	35	-	-	-	35
084-031	43	-	-	-	43
084-032	53	-	-	-	53
084-033	26	-	-	-	26
084-034	26	-	-	-	26
084-035	13	-	-	-	13
084-036	40	-	-	-	40
084-037	35	-	-	48	83
084-038	37	2	-	53	92
084-039	24	-	-	-	24
084-040	32	-	-	18	50
084-041	42	-	-	-	42
084-044	41	-	-	-	41
084-045	40	-	-	18	58
085-001	22	-	-	64	86
085-002	25	-	-	58	83
085-003	29	-	-	-	29
085-004	52	4	-	77	133
085-005	82	-	-	162	244
085-006	60	-	-	56	116
085-007	59	-	-	-	59
085-008	29	3	-	52	84
085-009	69	-	-	-	69
085-010	27	2	-	28	57
085-011	173	19	-	1,407	1,599
085-012	49	-	-	39	88
085-013	51	-	-	233	284
085-014	34	-	-	11	45
085-015	64	-	-	6	70
085-016	61	-	-	6	67
085-017	53	-	-	43	96
085-018	43	5	-	14	62
085-019	48	-	-	20	68
085-020	51	-	-	27	78
085-021	58	-	-	-	58
085-022	52	-	-	51	103
085-023	63	-	-	-	63
085-024	52	-	-	-	52
085-025	35	-	-	9	44
085-026	20	-	-	52	72

(Con't.)

TABLE 10A (Con't.)
CIVIC CENTER
SUMMARY OF PARKING INVENTORY
AREA 10

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
090-001	30	-	-	122	152
090-002	43	-	-	57	100
090-003	234	-	-	-	234
090-004	59	-	-	469	528
090-005	41	-	-	-	41
090-007	42	-	-	-	42
090-008	46	3	-	29	78
090-009	52	1	-	10	63
090-010	107	-	-	26	133
090-012	38	-	-	9	47
090-013	42	-	-	-	42
090-014	51	-	-	7	58
090-015	59	-	-	11	70
090-017	63	-	-	12	75
090-018	13	-	-	-	13
090-019	43	-	-	68	111
090-020	39	-	-	59	98
090-021	58	-	-	-	58
090-022	44	-	-	-	44
090-023	39	-	-	-	39
090-024	69	-	-	16	85
090-025	43	-	-	15	58
090-026	36	-	-	66	102
091-001	90	-	-	-	90
091-002	52	-	-	28	80
091-003	281	16	-	1,336	1,633
091-004	65	-	-	182	247
091-005	36	-	-	59	95
TOTAL	3,974	59	-	5,917	9,950

TABLE 10B
CIVIC CENTER
PARKING STUDY SUMMARY
AREA 10

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
084-024	760	1,285	5,002	1.69	55
084-025	96	95	345	0.99	30
084-026	71	35	121	0.49	14
084-027	120	11	18	0.09	1
084-028	12	1	3	0.08	2
084-029	40	7	6	0.18	1
084-030	35	2	3	0.06	1
084-031	43	16	22	0.37	4
084-032	53	8	20	0.15	3
084-033	26	12	10	0.46	3
084-034	26	19	77	0.73	25
084-035	13	25	93	1.92	60
084-036	40	26	95	0.65	20
084-037	83	52	125	0.63	13
084-038	92	78	518	0.85	47
084-039	24	8	33	0.33	11
084-040	50	53	123	1.06	21
084-041	42	20	64	0.48	13
084-044	41	31	130	0.76	26
084-045	58	45	220	0.78	32
085-001	86	57	395	0.66	38
085-002	83	95	716	1.14	72
085-003	29	5	22	0.17	6
085-004	133	78	277	0.59	17
085-005	244	374	1,414	1.53	48
085-006	116	113	364	0.97	26
085-007	59	40	110	0.68	16
085-008	84	54	71	0.64	7
085-009	69	49	190	0.71	23
085-010	57	173	432	3.04	63
085-011	1,599	2,723	12,796	1.70	67
085-012	88	141	631	1.60	60
085-013	284	414	1,873	1.46	55
085-014	45	9	38	0.20	7
085-015	70	29	51	0.41	6
085-016	67	19	51	0.28	6
085-017	96	68	266	0.71	17
085-018	62	68	231	1.10	31
085-019	68	43	221	0.63	27
085-020	78	32	140	0.41	15
085-021	58	20	82	0.34	12
085-022	103	69	257	0.67	21
085-023	63	72	234	1.14	31
085-024	52	21	38	0.40	6
085-025	44	28	74	0.64	14
085-026	72	46	137	0.64	16

TABLE 10B (Con't.)
CIVIC CENTER
PARKING STUDY SUMMARY
AREA 10

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
090-001	152	179	852	1.18	47
090-002	100	133	292	1.33	16
090-003	234	86	351	0.37	13
090-004	528	916	2,899	1.73	46
090-005	41	69	219	1.68	45
090-007	42	14	33	0.33	7
090-008	78	83	138	1.06	15
090-009	63	53	71	0.84	9
090-010	133	27	57	0.20	4
090-012	47	61	184	1.30	33
090-013	42	33	89	0.79	18
090-014	58	22	116	0.38	17
090-015	70	32	149	0.46	18
090-017	75	25	91	0.33	10
090-018	13	0	0	-	-
090-019	111	69	245	0.62	18
090-020	98	106	275	1.08	23
090-021	58	8	37	0.14	5
090-022	44	2	3	0.05	1
090-023	39	0	0	-	-
090-024	85	14	60	0.16	6
090-025	58	28	141	0.48	20
090-026	102	104	365	1.02	30
091-001	90	75	339	0.83	31
091-002	80	140	544	1.75	11
091-003	1,633	3,726	11,322	2.28	58
091-004	247	133	704	0.54	24
091-005	95	3	4	0.03	-
TOTAL	9,950	12,810	47,719	1.29	40

TABLE 10C
CIVIC CENTER
AVERAGE PARKING TIMES
AREA 10

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
084-024	296	230	234
084-025	300	184	218
084-026	260	129	207
084-027	98	-	98
084-028	180	-	180
084-029	51	-	51
084-030	90	-	90
084-031	83	-	83
084-032	150	-	150
084-033	50	-	50
084-034	243	-	243
084-035	223	-	223
084-036	219	-	219
084-037	151	137	144
084-038	249	508	398
084-039	248	-	248
084-040	87	213	139
084-041	192	-	192
084-044	252	-	252
084-045	211	396	293
085-001	-	416	416
085-002	408	491	452
085-003	264	-	264
085-004	200	215	213
085-005	126	398	227
085-006	285	178	193
085-007	165	-	165
085-008	79	-	79
085-009	233	-	233
085-010	139	174	150
085-011	245	285	282
085-012	314	214	269
085-013	214	290	271
085-014	168	360	253
085-015	101	114	106
085-016	161	-	161
085-017	235	233	235
085-018	173	263	204
085-019	309	308	308
085-020	167	337	263
085-021	246	-	246
085-022	215	227	223
085-023	195	-	195
085-024	109	-	109
085-025	174	127	159
085-026	70	287	179
090-001	304	284	286
090-002	234	103	132

(Con't)

TABLE 10C (Con't.)
 CIVIC CENTER
 AVERAGE PARKING TIMES
 AREA 10

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
090-003	245	-	245
090-004	230	188	190
090-005	190	-	190
090-007	141	-	141
090-008	162	80	100
090-009	106	58	80
090-010	113	153	127
090-012	170	208	181
090-013	162	-	162
090-014	405	210	316
090-015	300	249	279
090-017	288	114	218
090-018	-	-	-
090-019	208	217	213
090-020	169	151	156
090-021	278	-	278
090-022	90	-	90
090-023	-	-	-
090-024	216	360	257
090-025	309	283	302
090-026	164	216	211
091-001	271	-	271
091-002	231	236	233
091-003	95	230	182
091-004	336	294	318
091-005	80	-	80
AVERAGE	170	246	224

TABLE 10D
CIVIC CENTER
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 10

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
084-024	7,769	3,312	4,457	-
084-025	964	25	939	-
084-026	763	121	642	-
084-027	1,296	18	1,278	-
084-028	130	11	119	-
084-029	432	6	426	-
084-030	378	6	372	-
084-031	464	1	463	-
084-032	572	20	552	-
084-033	281	10	271	-
084-034	281	77	204	-
084-035	140	93	47	-
084-036	432	70	362	-
084-037	868	214	654	-
084-038	940	200	740	-
084-039	443	33	410	-
084-040	530	123	407	-
084-041	454	64	390	-
084-044	443	130	313	-
084-045	432	204	228	-
085-001	891	131	760	-
085-002	862	1,083	-	221
085-003	313	22	291	-
085-004	1,347	225	1,122	-
085-005	2,538	25	2,513	-
085-006	1,219	364	855	-
085-007	637	406	231	-
085-008	843	71	772	-
085-009	745	190	555	-
085-010	578	16	562	-
085-011	16,219	16,848	-	629
085-012	927	9	918	-
085-013	2,928	23	2,905	-
085-014	480	319	161	-
085-015	753	51	702	-
085-016	720	5	715	-
085-017	1,011	24	987	-
085-018	607	588	19	-
085-019	722	61	661	-
085-020	826	140	686	-
085-021	626	348	278	-
085-022	1,082	257	825	-
085-023	680	234	446	-
085-024	562	5	557	-
085-025	470	74	396	-
085-026	746	880	-	134

TABLE 10D (Con't.)
 CIVIC CENTER
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 10

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
090-001	1,569	169	1,400	-
090-002	1,045	141	904	-
090-003	2,527	3,533	-	1,006
090-004	5,421	2,524	2,897	-
090-005	443	39	404	-
090-007	454	11	443	-
090-008	793	15	778	-
090-009	664	210	454	-
090-010	1,421	57	1,364	-
090-012	502	184	318	-
090-013	454	89	365	-
090-014	623	5	618	-
090-015	749	149	600	-
090-017	802	18	784	-
090-018	141	0	141	-
090-019	1,158	226	932	-
090-020	1,023	22	1,001	-
090-021	626	39	587	-
090-022	475	3	472	-
090-023	421	187	234	-
090-024	908	60	848	-
090-025	617	10	607	-
090-026	1,062	4	1,058	-
091-001	972	14	958	-
091-002	848	104	744	-
091-003	16,661	15,542	1,119	-
091-004	2,558	5,597	-	3,039
091-005	991	192	799	-
Total	103,272	56,281	52,020	5,029

TABLE 10E
CIVIC CENTER
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 10

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
084-024	9,860	4,129	5,731	-
084-025	964	31	933	-
084-026	763	151	612	-
084-027	1,296	22	1,274	-
084-028	130	14	116	-
084-029	432	7	425	-
084-030	378	7	371	-
084-031	464	1	463	-
084-032	572	25	547	-
084-033	281	12	269	-
084-034	281	96	185	-
084-035	140	116	24	-
084-036	432	87	345	-
084-037	868	267	601	-
084-038	940	249	691	-
084-039	443	41	402	-
084-040	530	153	377	-
084-041	454	80	374	-
084-044	443	162	281	-
084-045	432	254	178	-
085-001	891	196	695	-
085-002	862	1,620	-	758
085-003	313	33	280	-
085-004	1,347	337	1,010	-
085-005	2,538	37	2,501	-
085-006	1,219	545	674	-
085-007	637	607	30	-
085-008	843	106	737	-
085-009	745	284	461	-
085-010	578	24	554	-
085-011	16,219	25,208	-	8,989
085-012	927	13	914	-
085-013	2,928	34	2,894	-
085-014	480	477	3	-
085-015	753	76	677	-
085-016	720	7	713	-
085-017	1,011	36	975	-
085-018	607	880	-	273
085-019	722	91	631	-
085-020	826	209	617	-
085-021	626	521	105	-
085-022	1,082	385	697	-
085-023	680	350	330	-
085-024	562	7	555	-
085-025	470	111	359	-
085-026	746	1,317	-	571

TABLE 10E (Con't.)
 CIVIC CENTER
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 10

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
090-001	1,569	455	1,114	-
090-002	1,045	379	666	-
090-003	2,527	9,503	-	6,976
090-004	5,421	6,789	-	1,368
090-005	443	105	338	-
090-007	454	30	424	-
090-008	793	40	753	-
090-009	664	565	99	-
090-010	1,421	153	1,268	-
090-012	502	495	7	-
090-013	454	239	215	-
090-014	623	13	610	-
090-015	749	401	348	-
090-017	802	48	754	-
090-018	141	-	141	-
090-019	1,158	608	550	-
090-020	1,023	59	964	-
090-021	626	105	521	-
090-022	475	8	467	-
090-023	421	503	-	82
090-024	908	161	747	-
090-025	617	27	590	-
090-026	1,062	11	1,051	-
091-001	972	20	952	-
091-002	848	151	697	-
091-003	16,661	22,569	-	5,908
091-004	2,558	8,127	-	5,569
091-005	991	279	712	-
Total	105,363	91,258	44,599	30,494

AREA 11
MIAMI BEACH

Study Area 11 is bounded by Dade Boulevard on the northwest, 20th Street on the northeast, the Atlantic Ocean on the east, Biscayne Bay on the south and west. All of this parking study area falls within Zones 517-522 and 524-529 of the Miami Urban Area Transportation Study. There are numerous sub-zones in these zones.

This study area contains recreational areas, multiple family residence dwelling units, large tourist hotel, food stores, the police station, Miami Beach Convention Hall, a kennel club and dog track, department stores, theatres, restaurants, schools, and a commercial Central Business District. This area has numerous major traffic generators.

Area 11 in Miami Beach contains 21,690 parking spaces, as summarized in Table 11A. Approximately 47.7 per cent (10,342 spaces) of the parking supply is located in off-street facilities, the remaining 52.3 per cent (11,348 spaces) are curb spaces.

The average turnover rate for this parking study area is 2.07 vehicles per space, with a low of 0.37 in Zone 525 (Sub-zone 022) and a high of 8.48 in Zone 525 (Sub-zone 014).

The average per cent occupancy for Area 11 is 53, with a low of 7 per cent in Zone 518 (Sub-zone 002) and Zone 529 (Sub-zone 001). The high is 177 per cent in Zone 525 (Sub-zone 014).

The average parking time for this area is 184 minutes (3 hours, 4 minutes), ranging from a low average of 48 minutes in Zone 526 (Sub-zone 017) to a high average of 442 minutes (7 hours, 22 minutes) in Zone 517 (Sub-zone 022).

Upon comparing the 1964 parking supply with the 1964 parking demand,

Table 11D, we find a space hour deficiency in Zone 517 (Sub-zone 015), Zone 519 (Sub-zones 006 and 014), Zone 520 (Sub-zones 003, 009, 010, 014 and 018), Zone 521 (Sub-zones 021, 035, and 038), Zone 525 (Sub-zones 005, 009, 010, 014, 026, and 029), Zone 526 (Sub-zones 003, 010, 013, and 014), Zone 527 (Sub-zones 003, 007, 008, 013, 014, and 015) and Zone 528 (Sub-zones 004, 005, 007, 010, 011, 014, 021, and 022). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find the 1964 parking demand can be met except in Zone 528 (Sub-zone 022). Due to the increasing need for the streets to perform their main function of traffic movement, curb parking will necessarily be restricted or possibly prohibited. This necessitates the recommendation that additional off-street parking spaces be provided in the Miami Beach Parking Study Area.

Zone 528 (Sub-zone 022) has a critical deficiency of 2,964 space hours. Since a greater number of curb spaces will not be available, this additional space must be provided by adding lots or garages. This deficiency must be expanded by dividing by the efficiency factor. As an example, if the deficiency is 2,964 space hours and existing off-street facilities have an efficiency factor of 85 per cent, it will be necessary to provide $2,964 / .85$ or 3,487 additional space hours. This number divided by 12 (the number of hours in the parking study period) yields the number of parking spaces needed.

It is recommended that 291 additional parking spaces be provided where physically and economically possible in Zone 528 (Sub-zone 022) in the Miami Beach Area to meet the present demands.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the

Miami Beach Parking Study Area shows space hour deficiency in Zone 517 (Sub-zones 002, 003, 004, 005, 006, 009, 012, 015, 016, 019, 022 and 023), Zone 518 (Sub-zone 001), Zone 519 (Sub-zones 006, 012, 013, and 014), Zone 520 (Sub-zones 001, 003, 004, 008, 009, 010, 014, and 018), Zone 521 (Sub-zones 021, 035, and 038), Zone 522 (Sub-zones 001, 006, 008, and 010), Zone 524 (Sub-zones 007, 009, and 011), Zone 525 (Sub-zones 005, 009, 010, 014, 015, 026, and 029), Zone 526 (Sub-zones 001, 003, 010, 013, and 014), Zone 527 (Sub-zones 003, 007, 013, 014 and 015), and Zone 528 (Sub-zones 004, 005, 007, 010, 011, 014, and 022). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find the 1985 parking demand can be met except in Zone 517 (Sub-zones 015 and 023), Zone 520 (Sub-zone 009) and Zone 528 (Sub-zone 022). This necessitates the recommendation that additional off-street parking spaces be provided in the Miami Beach Parking Study Area.

Zone 517 (Sub-zone 015) has a critical deficiency of 1,184 space hours or a total of 116 needed parking spaces.

Zone 517 (Sub-zone 023) has a critical deficiency of 1, or a total of 170 needed parking spaces.

Zone 520 (Sub-zone 009) has a critical deficiency of 288 space hours or a total of 28 needed parking spaces.

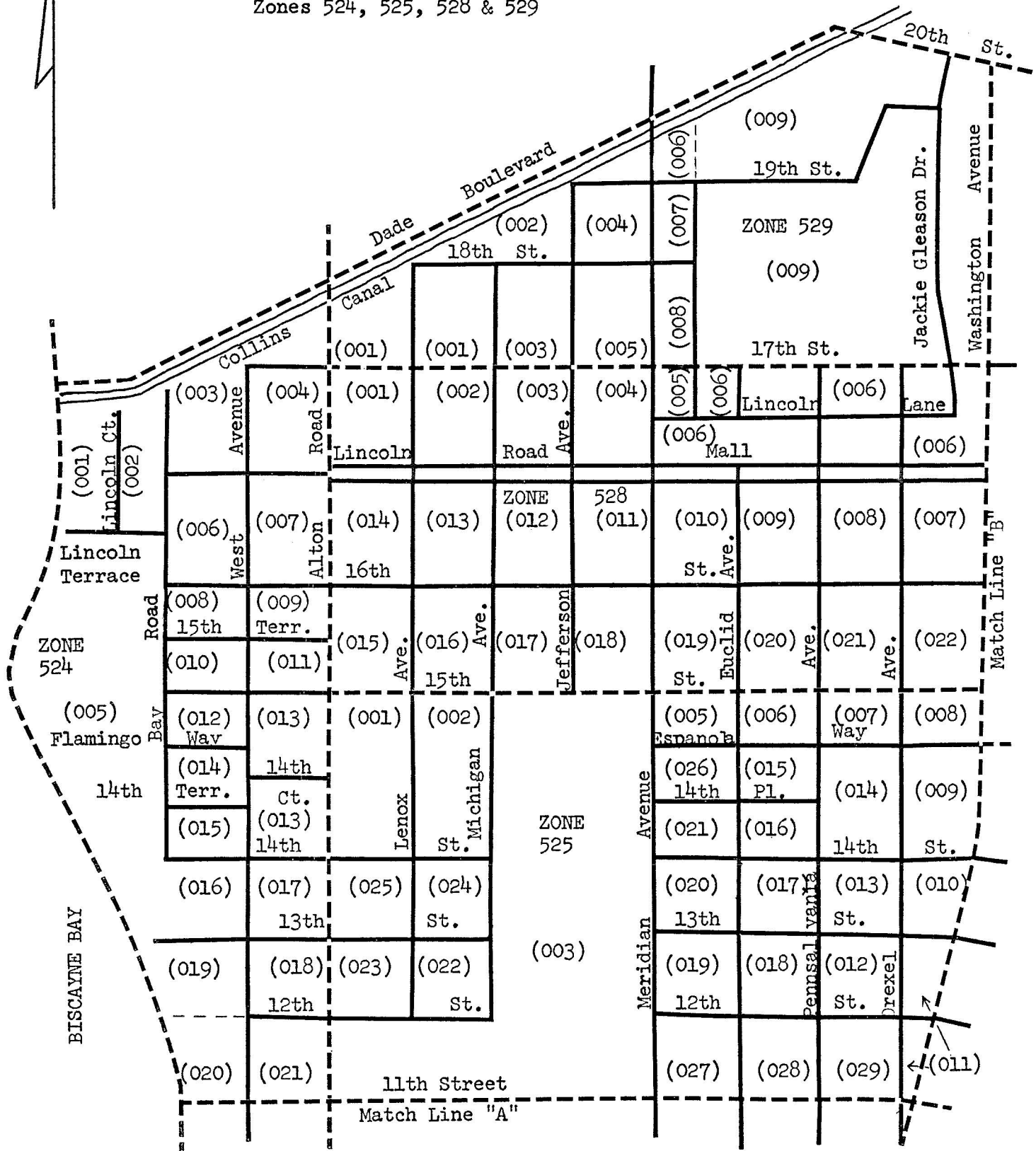
Zone 528 (Sub-zone 022) has a critical deficiency of 996 space hours or a total of 98 needed parking spaces.

It is recommended that 412 additional parking spaces be provided in these critical sub-zones where physically and economically possible in the Miami Beach Area to meet the 1985 demands.

AREA 11

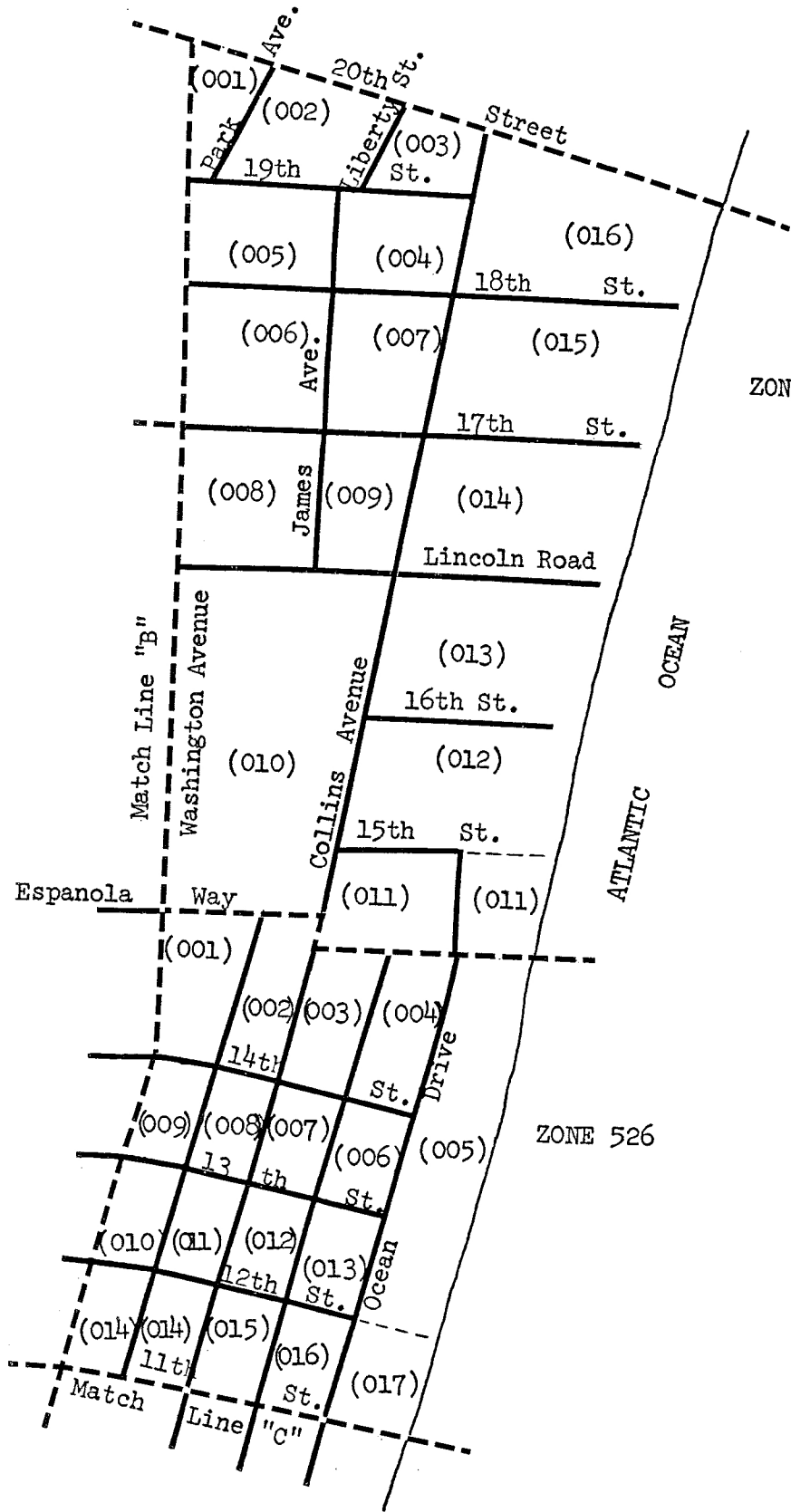
MIAMI BEACH

Zones 524, 525, 528 & 529



LEGEND

- - - - - Zone Boundary
- (001) Sub-Zone
- Street



AREA 11

MIAMI BEACH

Zones 526 & 527

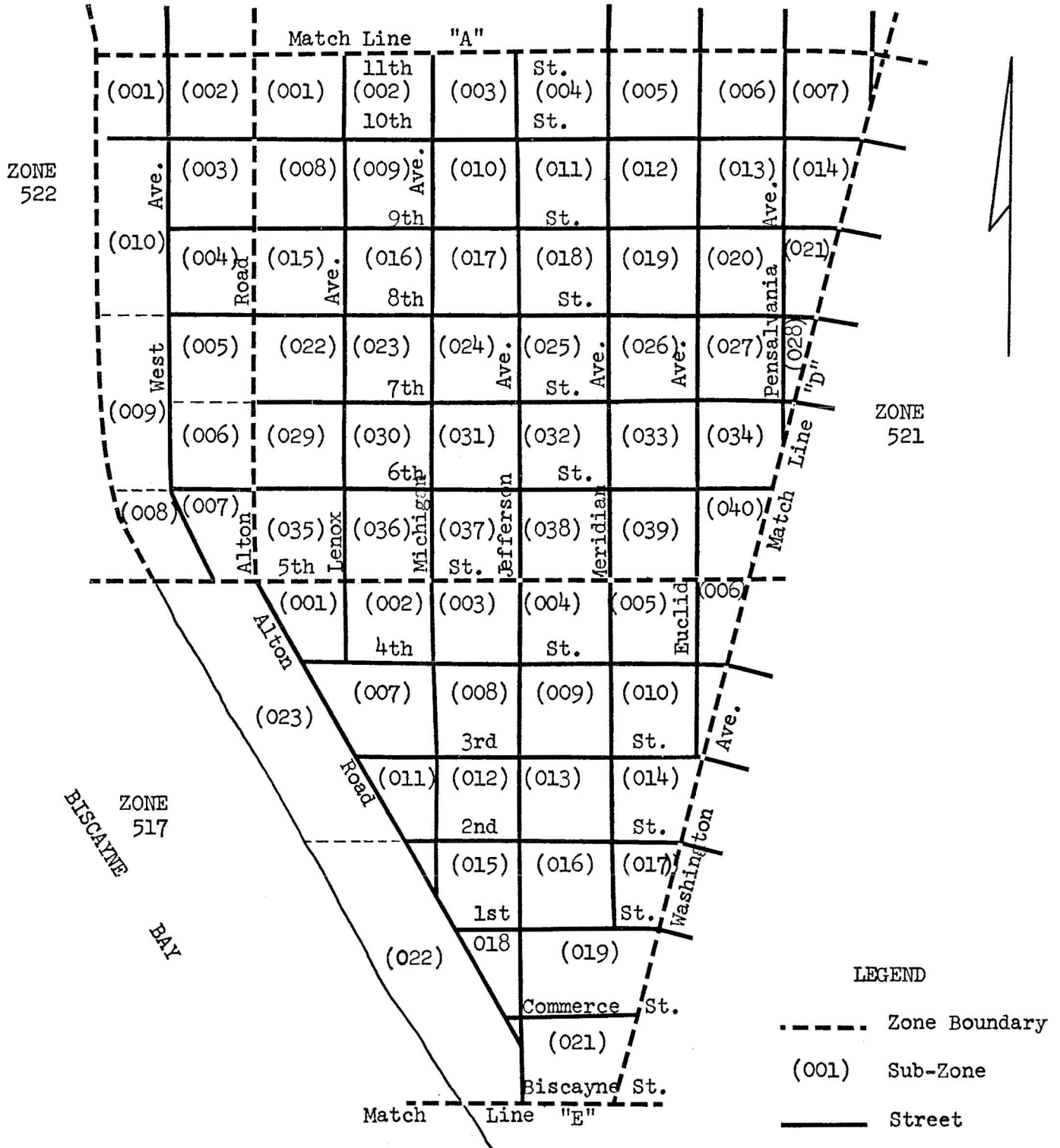
LEGEND

- Zone Boundary
- (001) Sub-Zone
- Street

AREA 11

MIAMI BEACH

Zones 517, 521, & 522

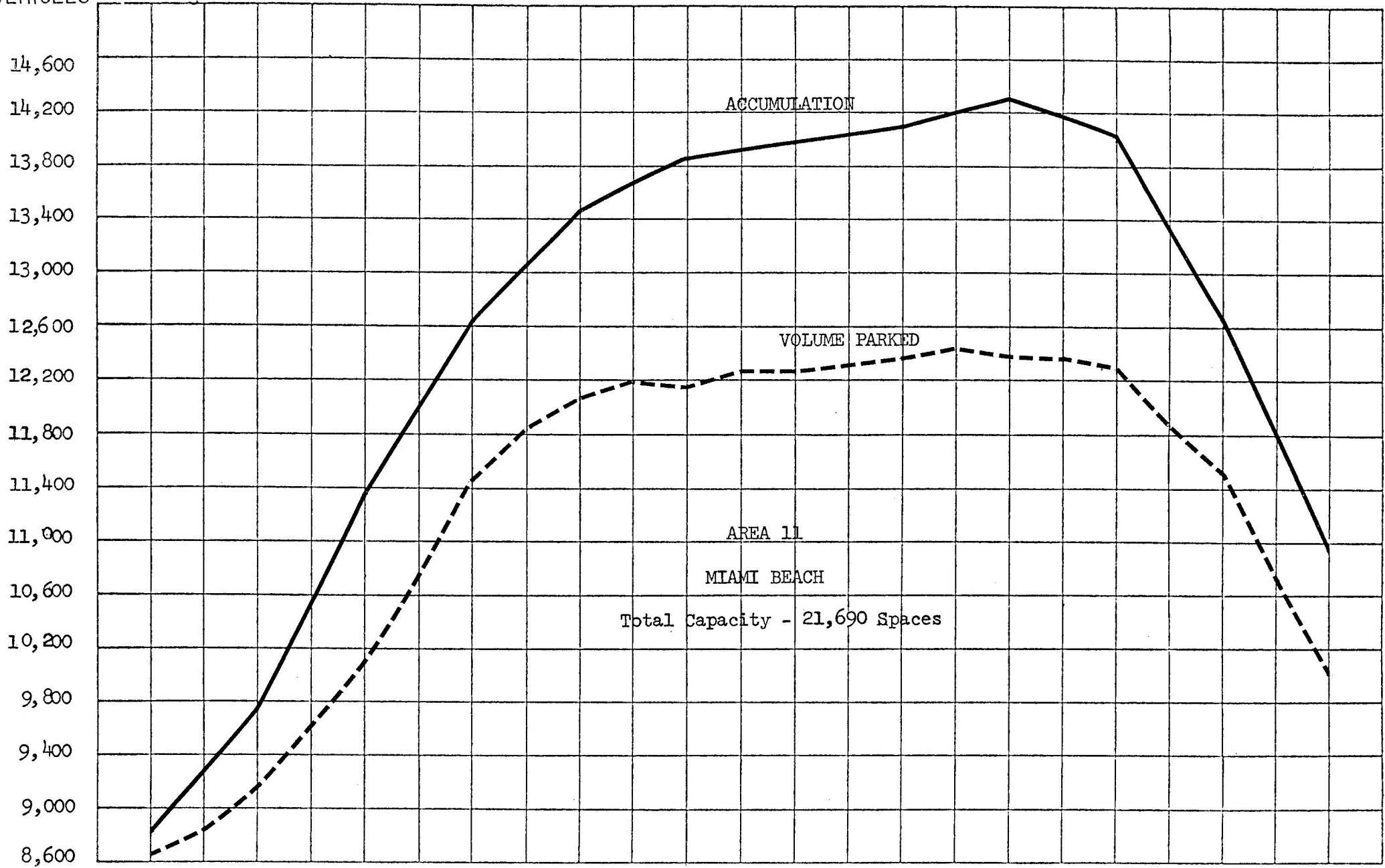




AREA 11
 MIAMI BEACH
 Zones 518, 519, & 520

- LEGEND
- Zone Boundary
 - (001) Sub-Zone
 - Street

VEHICLES



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

L6

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 11A
MIAMI BEACH
SUMMARY OF PARKING INVENTORY
AREA 11

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
517-001	22	-	-	50	72
517-002	36	3	-	24	63
517-003	32	2	-	-	34
517-004	37	6	-	10	53
517-005	36	4	-	29	69
517-006	69	1	-	-	70
517-007	62	2	-	-	64
517-008	56	-	-	41	97
517-009	57	-	-	-	57
517-010	52	-	-	5	57
517-011	61	-	-	5	66
517-012	73	-	-	-	73
517-013	53	-	-	21	74
517-014	51	1	-	-	52
517-015	41	-	-	-	41
517-016	53	8	-	69	130
517-017	42	3	-	-	45
517-018	29	-	-	-	29
517-019	127	11	-	-	138
517-021	117	14	-	-	131
517-022	54	-	-	100	154
517-023	54	-	-	135	189
518-001	69	-	-	28	97
518-002	35	3	-	200	238
519-001	64	3	-	60	127
519-002	30	2	-	90	122
519-003	29	3	-	67	99
519-004	50	6	-	18	74
519-005	3	2	-	40	45
519-006	13	6	-	16	35
519-007	52	2	-	7	61
519-008	23	5	-	-	28
519-009	25	3	-	25	53
519-010	64	12	-	236	312
519-011	40	7	-	-	47
519-012	29	-	-	6	35
519-013	24	1	-	-	25
519-014	37	10	-	15	62
519-015	20	4	-	16	40
519-016	20	1	-	30	51
520-001	98	2	-	-	100
520-003	18	29	-	108	155
520-004	10	-	-	-	10
520-005	13	3	-	-	16
520-006	39	15	-	44	98
520-007	11	6	-	24	41
520-008	15	7	-	16	38
520-009	40	6	-	17	63
520-010	20	7	-	-	27
520-011	18	8	-	-	26

(Con't.)

TABLE 11A (Con't.)
MIAMI BEACH
SUMMARY OF PARKING INVENTORY
AREA 11

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
520-012	48	6	-	6	60
520-013	26	2	-	-	28
520-014	18	6	-	-	24
520-015	39	12	-	24	75
520-016	21	3	-	15	39
520-017	19	8	-	-	27
520-018	36	6	-	12	54
520-019	26	2	-	22	50
520-020	18	3	-	47	68
521-001	46	-	-	-	46
521-002	61	-	-	-	61
521-003	59	-	-	5	64
521-004	54	2	-	14	70
521-005	55	1	-	5	61
521-006	61	-	-	3	64
521-007	55	1	-	45	101
521-008	41	1	-	19	61
521-009	53	-	-	18	71
521-010	61	-	-	-	61
521-011	59	-	-	8	67
521-012	52	-	-	5	57
521-013	55	2	-	-	57
521-014	43	4	-	36	83
521-015	45	-	-	13	58
521-016	50	-	-	55	105
521-017	56	-	-	-	56
521-018	56	-	-	-	56
521-019	50	-	-	5	55
521-020	49	1	-	-	50
521-021	32	7	-	-	39
521-022	55	-	-	-	55
521-023	61	-	-	-	61
521-024	58	-	-	-	58
521-025	54	-	-	-	54
521-026	58	2	-	-	60
521-027	79	3	-	-	82
521-028	14	2	-	-	16
521-029	37	3	-	-	40
521-030	56	-	-	9	65
521-031	58	-	-	-	58
521-032	54	2	-	44	100
521-033	55	-	-	8	63
521-034	51	2	-	-	53
521-035	21	3	-	-	24
521-036	49	3	-	-	52
521-037	35	5	-	-	40
521-038	29	7	-	-	36
521-039	43	10	-	-	53
521-040	32	6	-	-	38
522-001	10	-	-	30	40
522-002	43	-	-	83	126

(Con't.)

TABLE 11A (Con't.)
 MIAMI BEACH
 SUMMARY OF PARKING INVENTORY
 AREA 11

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
522-003	39	4	-	136	179
522-004	47	6	-	-	53
522-005	31	3	-	125	159
522-006	37	3	-	-	40
522-007	14	3	-	44	61
522-008	6	6	-	-	12
522-009	24	5	-	120	149
522-010	12	3	-	110	125
524-001	34	1	-	-	35
524-002	51	-	-	-	51
524-003	72	-	-	48	120
524-004	93	5	-	133	231
524-005	160	-	-	910	1,070
524-006	64	4	-	42	110
524-007	66	2	-	-	68
524-008	30	-	-	-	30
524-009	48	6	-	-	54
524-010	60	-	-	-	60
524-011	67	-	-	29	96
524-012	47	-	-	-	47
524-013	148	5	-	-	153
524-014	34	-	-	-	34
524-015	36	-	-	-	36
524-016	129	-	-	-	129
524-017	94	-	-	-	94
524-018	75	-	-	-	75
524-019	27	-	-	185	212
524-020	13	-	-	198	211
524-021	65	-	-	-	65
525-001	132	11	-	99	242
525-002	90	7	-	-	97
525-003	277	-	-	61	338
525-005	23	-	-	-	23
525-006	35	-	-	-	35
525-007	21	5	-	-	26
525-008	18	12	-	-	30
525-009	37	11	-	-	48
525-010	41	4	-	20	65
525-011	68	11	-	28	107
525-012	59	-	-	-	59
525-013	57	1	-	-	58
525-014	13	6	-	8	27
525-015	42	-	-	-	42
525-016	75	-	-	10	85
525-017	93	1	-	-	94
525-018	96	-	-	-	96
525-019	94	5	-	-	99
525-020	93	-	-	-	93
525-021	40	3	-	-	43
525-022	62	-	-	-	62

(Con't.)

TABLE 11A (Con't.)
 MIAMI BEACH
 SUMMARY OF PARKING INVENTORY
 AREA 11

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
525-023	94	-	-	-	94
525-024	105	-	-	-	105
525-025	102	-	-	-	102
525-026	44	1	-	-	45
525-027	72	-	-	-	72
525-028	77	-	-	-	77
525-029	49	1	-	24	74
526-001	50	4	-	10	64
526-002	22	2	-	20	44
526-003	21	8	-	22	51
526-004	22	13	-	-	35
526-005	60	-	-	24	84
526-006	19	6	-	9	34
526-007	21	2	-	60	83
526-008	24	2	-	16	42
526-009	25	1	-	5	31
526-010	21	-	-	-	21
526-011	19	4	-	76	99
526-012	23	3	-	4	30
526-013	21	8	-	-	29
526-014	33	5	-	6	44
526-015	14	3	-	25	42
526-016	18	6	-	22	46
526-017	16	-	-	-	16
527-001	38	24	-	32	94
527-002	36	8	-	39	83
527-003	9	4	-	13	26
527-004	35	7	-	348	390
527-005	46	2	-	121	169
527-006	37	5	-	229	271
527-007	36	7	-	-	43
527-008	45	11	-	87	143
527-009	31	2	-	90	123
527-010	67	18	-	301	386
527-011	22	6	-	70	98
527-012	23	6	-	189	218
527-013	23	2	-	13	38
527-014	31	6	-	8	45
527-015	50	1	-	56	107
527-016	31	5	-	38	74
528-001	26	1	-	286	313
528-002	35	6	-	135	176
528-003	33	2	-	206	241
528-004	31	7	-	-	38
528-005	26	2	-	-	28
528-006	43	54	-	1,569	1,666
528-007	30	4	-	48	82
528-008	44	4	-	50	98
528-009	39	2	-	52	93
528-010	41	2	-	43	86

(Con't.)

TABLE 11A (Con't.)
 MIAMI BEACH
 SUMMARY OF PARKING INVENTORY
 AREA 11

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
528-011	44	3	-	43	90
528-012	48	1	-	67	116
528-013	28	2	-	55	85
528-014	27	6	-	132	165
528-015	45	7	-	71	123
528-016	62	-	-	-	62
528-017	61	2	-	-	63
528-018	64	1	-	-	65
528-019	60	4	-	-	64
528-020	62	1	-	-	63
528-021	63	1	-	-	64
528-022	51	66	-	-	57
529-001	126	2	-	-	128
529-002	52	-	-	-	52
529-003	45	-	-	-	45
529-004	43	-	-	39	82
529-005	41	2	-	23	66
529-006	29	-	-	14	43
529-007	50	1	-	34	85
529-008	67	2	-	-	69
529-009	128	-	-	1,129	1,257
TOTAL	10,584	764	-	10,342	21,690

TABLE 11B
MIAMI BEACH
PARKING STUDY SUMMARY
AREA 11

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
517-001	72	159	752	2.21	87
517-002	63	142	433	2.25	57
517-003	34	84	334	2.47	82
517-004	53	119	391	2.25	61
517-005	69	101	514	1.46	62
517-006	70	132	641	1.89	76
517-007	64	107	535	1.67	70
517-008	97	151	449	1.56	39
517-009	57	110	365	1.93	53
517-010	57	117	401	2.05	59
517-011	66	108	484	1.64	61
517-012	73	126	383	1.73	44
517-013	74	136	472	1.84	53
517-014	52	82	262	1.58	42
517-015	41	64	275	1.56	56
517-016	130	335	1,082	2.58	69
517-017	45	147	416	3.27	77
517-018	29	29	174	1.00	50
517-019	138	413	759	2.99	46
517-021	131	181	595	1.38	38
517-022	154	118	870	0.77	47
517-023	189	260	1,289	1.38	57
518-001	97	152	373	1.57	32
518-002	238	91	213	0.38	7
519-001	127	129	573	1.02	38
519-002	122	103	350	0.84	24
519-003	99	309	666	3.12	56
519-004	74	131	453	1.77	51
519-005	45	71	141	1.58	26
519-006	35	80	304	2.29	72
519-007	61	127	528	2.08	72
519-008	28	88	275	3.14	82
519-009	53	74	423	1.40	67
519-010	312	725	1,892	2.32	51
519-011	47	126	416	2.68	74
519-012	35	75	332	2.14	79
519-013	25	77	297	3.08	99
519-014	62	341	419	5.50	56
519-015	40	81	207	2.03	43
519-016	51	116	581	2.27	95
520-001	100	218	348	2.18	29
520-003	155	590	940	3.81	51
520-004	10	65	70	6.50	58
520-005	16	57	68	3.56	35
520-006	98	390	723	3.98	61
520-007	41	111	329	2.71	67

(Con't.)

TABLE 11B (Con't.)
 MIAMI BEACH
 PARKING STUDY SUMMARY
 AREA 11

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
520-008	38	67	200	1.76	44
520-009	63	253	329	4.02	33
520-010	27	70	284	2.59	88
520-011	26	56	178	2.15	57
520-012	60	128	352	2.13	49
520-013	28	49	239	1.75	71
520-014	24	50	103	2.08	36
520-015	75	244	584	3.25	65
520-016	39	86	293	2.21	63
520-017	27	66	93	2.44	29
520-018	54	207	337	3.83	52
520-019	50	79	305	1.58	51
520-020	68	129	382	1.90	47
521-001	46	94	370	2.04	67
521-002	61	123	414	2.02	57
521-003	64	130	489	2.03	64
521-004	70	142	536	2.03	64
521-005	61	135	279	2.21	38
521-006	64	140	455	2.19	59
521-007	101	112	683	1.11	56
521-008	61	121	467	1.98	64
521-009	71	139	480	1.96	56
521-010	61	113	442	1.85	60
521-011	67	133	462	1.99	57
521-012	57	114	412	2.00	60
521-013	57	134	407	2.35	60
521-014	83	67	435	0.81	44
521-015	58	128	342	2.21	49
521-016	105	173	554	1.65	44
521-017	56	154	424	2.75	63
521-018	56	133	363	2.38	54
521-019	55	94	295	1.71	45
521-020	50	119	390	2.38	65
521-021	39	58	228	1.49	49
521-022	55	126	350	2.29	53
521-023	61	138	468	2.26	64
521-024	58	139	458	2.40	66
521-025	54	129	352	2.39	54
521-026	60	111	409	1.85	57
521-027	82	136	773	1.66	79
521-028	16	56	63	3.50	33
521-029	40	107	302	2.68	63
521-030	65	168	535	2.58	69
521-031	58	140	457	2.41	66
521-032	100	186	449	1.86	37
521-033	63	217	659	3.44	87
521-034	53	155	547	2.92	86

(Con't.)

TABLE 11B (Con't.)
 MIAMI BEACH
 PARKING STUDY SUMMARY
 AREA 11

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
521-035	24	72	256	3.00	89
521-036	52	161	450	3.10	72
521-037	40	142	386	3.55	80
521-038	36	140	332	3.89	77
521-039	53	234	541	4.42	85
521-040	38	150	392	3.95	86
522-001	40	96	341	2.40	71
522-002	126	527	980	4.18	65
522-003	179	478	1,467	2.67	68
522-004	53	162	469	3.06	74
522-005	159	146	485	0.92	25
522-006	40	94	309	2.35	64
522-007	61	199	493	3.26	67
522-008	12	32	102	2.67	71
522-009	149	147	451	0.99	25
522-010	125	274	1,024	2.19	68
524-001	35	66	195	1.89	46
524-002	51	142	348	2.78	57
524-003	120	263	760	2.19	53
524-004	231	602	1,248	2.62	45
524-005	1,070	1,814	5,944	1.70	46
524-006	110	198	751	1.80	57
524-007	68	347	600	5.10	74
524-008	30	64	241	2.13	67
524-009	54	67	288	1.24	44
524-010	60	143	537	2.38	82
524-011	96	126	364	1.31	32
524-012	47	104	380	2.21	67
524-013	153	194	625	1.27	34
524-014	34	63	273	1.85	67
524-015	36	38	142	1.06	33
524-016	129	85	356	0.66	23
524-017	94	92	285	0.98	25
524-018	75	210	535	2.80	59
524-019	212	409	1,547	1.93	61
524-020	211	380	1,317	1.80	52
524-021	65	163	484	2.51	62
525-001	242	356	1,209	1.47	42
525-002	97	179	580	1.85	50
525-003	338	544	1,821	1.61	45
525-005	23	57	249	2.48	90
525-006	35	52	256	1.49	61
525-007	26	126	259	4.85	83
525-008	30	161	240	5.19	67
525-009	48	350	519	7.29	90
525-010	65	369	566	5.68	73

(Con't.)

TABLE 11B (Con't.)
 MIAMI BEACH
 PARKING STUDY SUMMARY
 AREA 11

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
525-011	107	152	642	1.42	50
525-012	59	142	655	2.41	93
525-013	58	158	681	2.72	98
525-014	27	229	576	8.48	177
525-015	42	67	425	1.60	84
525-016	85	124	393	1.46	39
525-017	94	130	570	1.38	51
525-018	96	132	595	1.38	52
525-019	99	126	455	1.27	38
525-020	93	141	491	1.52	44
525-021	43	107	362	2.49	70
525-022	62	23	72	0.37	10
525-023	94	50	175	0.53	16
525-024	105	47	120	0.45	10
525-025	102	39	111	0.38	9
525-026	45	93	392	2.07	73
525-027	72	88	345	1.22	40
525-028	77	103	460	1.34	50
525-029	74	130	732	1.76	82
526-001	64	250	408	3.91	53
526-002	44	85	347	1.93	66
526-003	51	66	353	1.29	58
526-004	35	70	148	2.00	35
526-005	84	206	395	2.45	39
526-006	34	79	210	2.32	51
526-007	83	114	531	1.37	53
526-008	42	125	364	2.98	72
526-009	31	236	318	7.61	85
526-010	21	150	124	7.14	49
526-011	99	122	548	1.23	46
526-012	30	39	257	1.30	71
526-013	29	66	134	2.28	39
526-014	44	260	383	5.91	73
526-015	42	74	381	1.76	76
526-016	46	85	275	1.85	50
526-017	16	24	19	1.50	10
527-001	94	124	685	1.32	61
527-002	83	142	845	1.71	85
527-003	26	85	283	3.27	91
527-004	390	940	2,813	2.41	60
527-005	169	285	1,543	1.69	76
527-006	271	379	2,335	1.40	72
527-007	43	112	432	2.60	84
527-008	143	437	1,139	3.06	66

(Con't.)

TABLE 11B (Con't.)
 MIAMI BEACH
 PARKING STUDY SUMMARY
 AREA 11

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
527-009	123	276	1,092	2.24	74
527-010	386	1,514	3,397	3.92	73
527-011	98	290	840	2.96	71
527-012	218	295	1,552	1.35	59
527-013	38	126	452	3.32	99
527-014	45	244	555	5.42	103
527-015	107	261	974	2.44	76
527-016	74	149	655	2.01	74
528-001	313	951	1,433	3.04	38
528-002	176	160	861	0.91	41
528-003	241	461	1,486	1.91	51
528-004	38	291	278	7.66	61
528-005	28	231	260	8.25	77
528-006	1,666	3,651	9,672	2.19	48
528-007	82	428	626	5.22	64
528-008	98	233	789	2.38	67
528-009	93	142	528	1.53	47
528-010	86	193	703	2.24	68
528-011	90	286	885	3.18	82
528-012	116	263	846	2.27	61
528-013	85	219	689	2.58	68
528-014	165	314	979	1.90	49
528-015	123	222	690	1.80	47
528-016	62	158	695	2.55	93
528-017	63	166	747	2.63	99
528-018	65	176	712	2.71	91
528-019	64	157	650	2.45	85
528-020	63	162	730	2.57	97
528-021	64	150	738	2.34	96
528-022	57	227	683	3.98	100
529-001	128	56	115	0.44	7
529-002	52	37	191	0.71	31
529-003	45	65	334	1.44	62
529-004	82	111	590	1.35	60
529-005	66	94	523	1.42	66
529-006	43	48	159	1.12	31
529-007	85	109	360	1.28	35
529-008	69	109	396	1.58	48
529-009	1,257	950	3,824	0.76	25
TOTAL	21,690	44,825	137,833	2.07	53

TABLE 11C
MIAMI BEACH
AVERAGE PARKING TIMES
AREA 11

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
517-001	235	323	284
517-002	184	177	183
517-003	239	-	239
517-004	207	128	197
517-005	313	289	305
517-006	291	-	291
517-007	300	-	300
517-008	194	116	178
517-009	199	-	199
517-010	197	520	206
517-011	276	204	269
517-012	182	-	182
517-013	158	643	208
517-014	192	-	192
517-015	258	-	258
517-016	173	221	194
517-017	170	-	170
517-018	360	-	360
517-019	110	-	110
517-021	197	-	197
517-022	372	526	442
517-023	396	325	297
518-001	144	600	147
518-002	181	49	140
519-001	268	220	267
519-002	235	169	204
519-003	77	193	129
519-004	207	213	207
519-005	141	109	119
519-006	191	347	228
519-007	242	336	249
519-008	188	-	188
519-009	288	451	343
519-010	131	171	157
519-011	198	-	198
519-012	259	340	266
519-013	231	-	231
519-014	62	261	74
519-015	135	380	153
519-016	212	410	301
520-001	96	-	96
520-003	70	112	96
520-004	65	-	65
520-005	72	-	72
520-006	83	456	111
520-007	120	273	178
520-008	127	266	179
520-009	76	84	78

(Con't.)

TABLE 11C (Con't.)
 MIAMI BEACH
 AVERAGE PARKING TIMES
 AREA 11

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
520-010	243	-	243
520-011	191	-	191
520-012	154	330	165
520-013	293	-	293
520-014	124	-	124
520-015	119	283	144
520-016	173	352	204
520-017	85	-	85
520-018	96	113	98
520-019	245	187	232
520-020	93	225	178
521-001	236	-	236
521-002	202	-	202
521-003	221	440	226
521-004	231	206	226
521-005	124	120	124
521-006	193	280	195
521-007	407	264	366
521-008	222	261	232
521-009	199	233	207
521-010	235	-	235
521-011	201	300	208
521-012	212	345	217
521-013	182	-	182
521-014	396	365	390
521-015	161	157	160
521-016	178	213	192
521-017	165	-	165
521-018	164	-	164
521-019	188	-	188
521-020	197	-	197
521-021	236	-	236
521-022	167	-	167
521-023	203	-	203
521-024	198	-	198
521-025	164	-	164
521-026	221	-	221
521-027	341	-	341
521-028	68	-	68
521-029	169	-	169
521-030	188	215	191
521-031	196	-	196
521-032	165	71	145

(Con't.)

TABLE 11C (Con't.)
 MIAMI BEACH
 AVERAGE PARKING TIMES
 AREA 11

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
521-033	177	323	182
521-034	212	-	212
521-035	213	-	213
521-036	168	-	168
521-037	163	-	163
521-038	142	-	142
521-039	139	-	139
521-040	157	-	157
522-001	227	210	213
522-002	186	85	112
522-003	209	176	184
522-004	174	-	174
522-005	181	233	199
522-006	197	-	197
522-007	117	180	149
522-008	191	-	191
522-009	211	149	184
522-010	244	220	224
524-001	177	-	177
524-002	147	-	147
524-003	171	177	173
524-004	60	230	124
524-005	273	185	197
524-006	203	266	228
524-007	104	-	104
524-008	226	-	226
524-009	258	-	258
524-010	225	-	225
524-011	158	249	173
524-012	219	-	219
524-013	193	-	193
524-014	260	-	260
524-015	224	-	224
524-016	251	-	251
524-017	186	-	186
524-018	153	-	153
524-019	231	226	227
524-020	166	214	208
524-021	178	-	178
525-001	147	267	204
525-002	194	-	194
525-003	188	330	201
525-005	262	-	262
525-006	295	-	295
525-007	123	-	123
525-008	89	-	89

(Con't.)

TABLE 11C (Con't.)
 MIAMI BEACH
 AVERAGE PARKING TIMES
 AREA 11

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
525-009	89	-	89
525-010	73	373	92
525-011	244	278	253
525-012	277	-	277
525-013	259	-	259
525-014	152	131	151
525-015	381	-	381
525-016	203	48	190
525-017	263	-	263
525-018	270	-	270
525-019	217	-	217
525-020	209	-	209
525-021	203	-	203
525-022	188	-	188
525-023	210	-	210
525-024	153	-	153
525-025	171	-	171
525-026	253	-	253
525-027	235	-	235
525-028	268	-	268
525-029	356	301	338
526-001	83	231	98
526-002	241	256	245
526-003	326	312	321
526-004	127	-	127
526-005	65	258	115
526-006	110	372	159
526-007	336	252	279
526-008	136	270	175
526-009	83	63	81
526-010	50	-	50
526-011	231	280	270
526-012	358	720	395
526-013	122	-	122
526-014	80	306	88
526-015	184	482	309
526-016	125	268	194
526-017	48	-	48
527-001	340	317	331
527-002	341	377	357
527-003	130	460	200
527-004	280	168	180
527-005	314	330	325
527-006	248	418	370

(Con't.)

TABLE 11C (Con't.)
 MIAMI BEACH
 AVERAGE PARKING TIMES
 AREA 11

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
527-007	231	-	231
527-008	126	190	156
527-009	134	360	237
527-010	89	153	135
527-011	55	310	174
527-012	446	300	316
527-013	187	363	215
527-014	134	164	136
527-015	245	202	224
527-016	188	439	264
528-001	37	121	90
528-002	129	674	323
528-003	136	206	193
528-004	57	-	57
528-005	68	-	68
528-006	97	165	159
528-007	101	73	88
528-008	190	235	203
528-009	228	180	223
528-010	161	859	219
528-011	157	253	186
528-012	206	180	193
528-013	154	236	189
528-014	64	338	187
528-015	173	224	186
528-016	264	-	264
528-017	270	-	270
528-018	49	-	49
528-019	248	-	248
528-020	270	-	270
528-021	295	-	295
528-022	181	-	181
529-001	123	-	123
529-002	310	-	310
529-003	308	-	308
529-004	354	269	319
529-005	338	305	334
529-006	194	203	199
529-007	134	266	198
529-008	218	-	218
529-009	118	336	242
AVERAGE	172	206	184

TABLE 11D
MIAMI BEACH
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
517-001	748	276	472	-
517-002	634	380	254	-
517-003	346	334	12	-
517-004	502	391	111	-
517-005	685	319	366	-
517-006	745	641	104	-
517-007	669	10	659	-
517-008	1,023	449	574	-
517-009	616	365	251	-
517-010	613	31	582	-
517-011	710	22	688	-
517-012	788	383	405	-
517-013	786	7	779	-
517-014	551	13	538	-
517-015	443	1,174	-	731
517-016	1,276	1,237	39	-
517-017	454	31	423	-
517-018	313	18	295	-
517-019	1,371	759	612	-
517-021	1,263	153	1,110	-
517-022	1,603	966	637	-
517-023	1,960	1,778	182	-
518-001	1,031	982	49	-
518-002	2,418	275	2,143	-
519-001	1,303	13	1,290	-
519-002	1,242	14	1,228	-
519-003	997	81	916	-
519-004	724	299	425	-
519-005	440	56	384	-
519-006	303	304	-	1
519-007	633	94	539	-
519-008	249	74	175	-
519-009	525	17	508	-
519-010	3,098	764	2,334	-
519-011	432	41	391	-
519-012	374	332	42	-
519-013	259	119	60	-
519-014	553	609	-	56
519-015	379	207	172	-
519-016	522	215	307	-
520-001	1,058	945	113	-
520-003	1,296	1,735	-	439
520-004	108	100	8	-
520-005	141	32	109	-
520-006	870	442	428	-
520-007	364	22	342	-

TABLE 11D (Con't.)
 MIAMI BEACH
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
520-008	325	247	78	-
520-009	605	917	-	312
520-010	216	371	-	155
520-011	194	27	167	-
520-012	580	261	319	-
520-013	281	66	215	-
520-014	194	218	-	24
520-015	666	481	185	-
520-016	380	20	360	-
520-017	205	3	202	-
520-018	511	1,137	-	626
520-019	505	108	397	-
520-020	674	27	647	-
521-001	497	215	282	-
521-002	659	17	642	-
521-003	688	489	199	-
521-004	726	28	698	-
521-005	645	62	583	-
521-006	690	455	235	-
521-007	1,053	683	370	-
521-008	637	44	593	-
521-009	756	480	276	-
521-010	659	442	217	-
521-011	718	28	690	-
521-012	613	412	201	-
521-013	594	57	537	-
521-014	831	328	50	-
521-015	619	342	277	-
521-016	1,101	176	925	-
521-017	605	8	597	-
521-018	605	5	600	-
521-019	591	13	578	-
521-020	529	390	139	-
521-021	346	782	-	436
521-022	594	8	586	-
521-023	659	34	625	-
521-024	626	26	600	-
521-025	583	352	231	-
521-026	626	69	557	-
521-027	853	17	836	-
521-028	151	2	149	-
521-029	400	17	383	-
521-030	697	535	162	-
521-031	626	457	169	-
521-032	1,032	19	1,013	-
521-033	675	54	621	-
521-034	551	63	488	-

TABLE 11D (Con't.)
 MIAMI BEACH
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
521-035	227	261	-	34
521-036	529	14	515	-
521-037	378	245	133	-
521-038	313	347	-	34
521-039	464	20	444	-
521-040	346	235	111	-
522-001	414	412	2	-
522-002	1,311	417	894	-
522-003	1,808	328	1,480	-
522-004	507	106	401	-
522-005	1,610	46	1,564	-
522-006	400	306	94	-
522-007	600	449	151	-
522-008	65	165	-	100
522-009	1,483	118	1,365	-
522-010	1,252	1,024	228	-
524-001	367	15	352	-
524-002	551	15	536	-
524-003	1,268	6	1,262	-
524-004	2,361	281	2,080	-
524-005	11,010	800	10,210	-
524-006	1,119	405	714	-
524-007	713	476	237	-
524-008	324	23	301	-
524-009	518	571	-	53
524-010	648	44	604	-
524-011	1,020	754	266	-
524-012	508	7	501	-
524-013	1,598	32	1,566	-
524-014	367	4	363	-
524-015	389	11	378	-
524-016	1,393	8	1,385	-
524-017	1,015	6	1,009	-
524-018	810	28	782	-
524-019	2,179	223	1,956	-
524-020	2,159	178	1,981	-
524-021	702	220	482	-
525-001	2,436	144	2,292	-
525-002	972	203	769	-
525-003	3,613	463	3,150	-
525-005	248	249	-	1
525-006	378	84	294	-
525-007	227	16	211	-
525-008	194	45	149	-
525-009	400	437	-	37
525-010	647	717	-	70

TABLE 11D (Con't.)
 MIAMI BEACH
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
525-011	1,019	86	933	-
525-012	637	209	428	-
525-013	616	17	599	-
525-014	222	244	-	22
525-015	454	425	29	-
525-016	912	393	519	-
525-017	1,004	570	434	-
525-018	1,037	14	1,023	-
525-019	1,015	33	982	-
525-020	1,004	491	513	-
525-021	432	362	70	-
525-022	670	72	598	-
525-023	1,015	11	1,004	-
525-024	1,134	5	1,129	-
525-025	1,102	45	1,057	-
525-026	475	608	-	133
525-027	778	345	433	-
525-028	832	460	372	-
525-029	774	1,336	-	562
526-001	642	579	63	-
526-002	442	58	384	-
526-003	451	483	-	32
526-004	238	116	122	-
526-005	893	51	842	-
526-006	297	8	289	-
526-007	839	206	633	-
526-008	422	108	314	-
526-009	321	48	273	-
526-010	227	408	-	181
526-011	981	95	886	-
526-012	289	33	256	-
526-013	227	356	-	129
526-014	417	418	-	1
526-015	406	38	368	-
526-016	418	19	399	-
526-017	173	19	154	-
527-001	736	209	527	-
527-002	787	216	571	--
527-003	230	591	-	361
527-004	3,927	15	3,912	-
527-005	1,731	15	1,716	-
527-006	2,736	39	2,697	-
527-007	389	484	-	95
527-008	1,373	1,488	-	115

TABLE 11D (Con't.)
 MIAMI BEACH
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
527-009	1,253	211	1,042	-
527-010	3,793	2,936	857	-
527-011	952	840	112	-
527-012	2,176	621	1,555	-
527-013	381	718	-	337
527-014	417	1,367	-	950
527-015	1,111	1,405	-	294
527-016	723	601	122	-
528-001	3,198	1,046	2,152	-
528-002	1,755	343	1,412	-
528-003	2,457	548	1,909	-
528-004	335	1,329	-	994
528-005	281	360	-	79
528-006	16,468	5,868	10,600	-
528-007	814	2,469	-	1,655
528-008	985	706	279	-
528-009	951	390	561	-
528-010	882	1,139	-	257
528-011	914	1,822	-	908
528-012	1,201	210	991	-
528-013	863	494	369	-
528-014	1,638	2,998	-	1,360
528-015	1,210	1,125	85	-
528-016	670	183	487	-
528-017	659	208	451	-
528-018	691	18	673	-
528-019	648	255	393	-
528-020	670	18	652	-
528-021	680	738	-	58
528-022	551	3,794	-	3,243
529-001	1,361	594	767	-
529-002	562	191	371	-
529-003	486	15	471	-
529-004	862	32	830	-
529-005	677	58	619	-
529-006	456	159	297	-
529-007	887	17	870	-
529-008	724	393	331	-
529-009	12,898	3,041	9,857	-
Total	219,794	90,625	144,044	14,875

TABLE 11E
MIAMI BEACH
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
517-001	748	605	143	-
517-002	634	833	-	199
517-003	346	732	-	386
517-004	502	857	-	355
517-005	685	699	-	14
517-006	745	1,404	-	659
517-007	669	22	647	-
517-008	1,023	984	39	-
517-009	616	800	-	184
517-010	613	68	545	-
517-011	710	48	662	-
517-012	788	839	-	51
517-013	786	15	771	-
517-014	551	28	523	-
517-015	443	2,572	-	2,129
517-016	1,276	2,710	-	1,434
517-017	454	68	386	-
517-018	313	39	274	-
517-019	1,371	1,663	-	292
517-021	1,263	335	928	-
517-022	1,603	2,117	-	514
517-023	1,960	3,896	-	1,936
518-001	1,031	2,124	-	1,093
518-002	2,418	595	1,823	-
519-001	1,303	24	1,279	-
519-002	1,242	26	1,216	-
519-003	997	148	849	-
519-004	724	547	177	-
519-005	440	103	337	-
519-006	303	556	-	253
519-007	633	172	461	-
519-008	249	135	114	-
519-009	525	31	494	-
519-010	3,098	1,398	1,700	-
519-011	432	75	357	-
519-012	374	608	-	234
519-013	259	364	-	105
519-014	553	1,115	-	562
519-015	379	379	-	-
519-016	522	394	128	-
520-001	1,058	1,301	-	243
520-003	1,296	2,389	-	1,093
520-004	108	138	-	30
520-005	141	44	97	-
520-006	870	609	261	-
520-007	364	30	334	-

TABLE 11E (Con't.)
 MIAMI BEACH
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
520-008	325	340	-	15
520-009	605	1,263	-	658
520-010	216	511	-	295
520-011	194	37	157	-
520-012	580	359	221	-
520-013	281	91	190	-
520-014	194	300	-	106
520-015	666	662	4	-
520-016	380	28	352	-
520-017	205	4	201	-
520-018	511	1,566	-	1,055
520-019	505	149	356	-
520-020	674	37	637	-
521-001	497	233	264	-
521-002	659	18	641	-
521-003	688	531	157	-
521-004	726	30	696	-
521-005	645	67	578	-
521-006	690	494	196	-
521-007	1,053	741	312	-
521-008	637	48	589	-
521-009	756	521	235	-
521-010	659	480	179	-
521-011	718	30	688	-
521-012	613	447	166	-
521-013	594	62	532	-
521-014	831	356	475	-
521-015	619	371	248	-
521-016	1,101	191	910	-
521-017	605	9	596	-
521-018	605	5	600	-
521-019	591	14	577	-
521-020	529	423	106	-
521-021	346	849	-	503
521-022	594	9	585	-
521-023	659	37	622	-
521-024	626	28	598	-
521-025	583	382	201	-
521-026	626	75	551	-
521-027	853	18	835	-
521-028	151	2	149	-
521-029	400	18	382	-
521-030	697	581	116	-
521-031	626	496	130	-
521-032	1,032	21	1,011	-
521-033	675	59	616	-
521-034	551	68	483	-

TABLE 11E (Con't.)
 MIAMI BEACH
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
521-035	227	283	-	56
521-036	529	15	514	-
521-037	378	266	112	-
521-038	313	377	-	64
521-039	464	22	442	-
521-040	346	255	91	-
522-001	414	544	-	130
522-002	1,311	551	760	-
522-003	1,808	433	1,375	-
522-004	507	140	367	-
522-005	1,610	61	1,549	-
522-006	400	404	-	4
522-007	600	593	7	-
522-008	65	218	-	153
522-009	1,483	156	1,327	-
522-010	1,252	1,352	-	100
524-001	367	37	330	-
524-002	551	37	514	-
524-003	1,268	15	1,253	-
524-004	2,361	686	1,675	-
524-005	11,010	1,953	9,057	-
524-006	1,119	989	130	-
524-007	713	1,162	-	449
524-008	324	56	268	-
524-009	518	1,394	-	876
524-010	648	107	541	-
524-011	1,020	1,841	-	821
524-012	508	17	491	-
524-013	1,598	78	1,520	-
524-014	367	10	357	-
524-015	389	27	362	-
524-016	1,393	20	1,373	-
524-017	1,015	15	1,000	-
524-018	810	68	742	-
524-019	2,179	544	1,635	-
524-020	2,159	434	1,725	-
524-021	702	537	165	-
525-001	2,436	169	2,267	-
525-002	972	238	734	-
525-003	3,613	542	3,071	-
525-005	248	291	-	43
525-006	378	98	280	-
525-007	227	19	208	-
525-008	194	53	141	-
525-009	400	511	-	111
525-010	647	839	-	192

TABLE 11E (Con't)
 MIAMI BEACH
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
525-011	1,019	101	918	-
525-012	637	245	392	-
525-013	616	20	596	-
525-014	222	286	-	64
525-015	454	497	-	43
525-016	912	460	452	-
525-017	1,004	667	337	-
525-018	1,037	16	1,021	-
525-019	1,015	39	976	-
525-020	1,004	575	429	-
525-021	432	424	8	-
525-022	670	84	586	-
525-023	1,015	13	1,002	-
525-024	1,134	6	1,128	-
525-025	1,102	53	1,049	-
525-026	475	712	-	237
525-027	778	404	374	-
525-028	832	538	294	-
525-029	774	1,564	-	790
526-001	642	690	-	48
526-002	442	69	373	-
526-003	451	576	-	125
526-004	238	138	100	-
526-005	893	61	832	-
526-006	297	10	287	-
526-007	839	246	593	-
526-008	422	129	293	-
526-009	321	57	264	-
526-010	227	486	-	259
526-011	981	113	868	-
525-012	289	39	250	-
526-013	227	424	-	197
526-014	417	498	-	81
526-015	406	45	361	-
526-016	418	23	395	-
526-017	173	23	150	-
527-001	736	177	559	-
527-002	787	183	604	-
527-003	230	500	-	270
527-004	3,927	13	3,914	-
527-005	1,731	13	1,718	-
527-006	2,736	33	2,703	-
527-007	389	409	-	20
527-008	1,373	1,259	114	-

TABLE 11E (Con't.)
 MIAMI BEACH
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 11

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
527-009	1,253	178	1,075	-
527-010	3,793	2,483	1,310	-
527-011	952	710	242	-
527-012	2,176	525	1,651	-
527-013	381	607	-	226
527-014	417	1,156	-	739
527-015	1,111	1,188	-	77
527-016	723	508	215	-
528-001	3,198	906	2,292	-
528-002	1,755	297	1,458	-
528-003	2,457	474	1,983	-
528-004	335	1,151	-	816
528-005	281	312	-	31
528-006	16,468	5,080	11,388	-
528-007	814	2,137	-	1,323
528-008	985	611	374	-
528-009	951	338	613	-
528-010	882	986	-	104
528-011	914	1,577	-	663
528-012	1,201	182	1,019	-
528-013	863	428	435	-
528-014	1,638	2,595	-	957
528-015	1,210	974	236	-
528-016	670	158	512	-
528-017	659	180	479	-
528-018	691	16	675	-
528-019	648	221	427	-
528-020	670	16	654	-
528-021	680	639	41	-
528-022	551	3,284	-	2,733
529-001	1,361	384	977	-
529-002	562	123	439	-
529-003	486	10	476	-
529-004	862	21	841	-
529-005	677	37	640	-
529-006	456	103	353	-
529-007	887	11	876	-
529-008	724	254	470	-
529-009	12,898	1,965	10,933	-
Total	219,794	111,900	135,094	27,200

AREA 12
MIAMI C. B. D.

Study Area 12 is bounded by N. 5th Street and the FEC Railroad on the northwest, N. 7th Street on the north, Biscayne Bay on the east, the Miami River on the south and W. 3rd Avenue on the west. All of this parking study area falls within Zones 001-021, 052, 053 and 079 of the Miami Urban Area Transportation Study.

This study area, contains the Dade County Court House and Main Post Office and has trip attractions associated with a Central Business District of a metropolitan city. Other major traffic generators include: the Federal Building, Television Station WTVJ, Radio Transmitter WWPB, Bayfront Park Auditorium, Chamber of Commerce, Greyhound Bus Station, the YMCA, Miami Memorial Library and the Bayfront Park Band Shell. Numerous cross streets are in this parking study area.

The Miami Central Business District contains 18,991 parking spaces, as summarized in Table 12A. Approximately 86.8 per cent (16,482 spaces) of the parking supply is located in off-street facilities. The remaining 13.2 per cent (2,509 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.92 vehicles per space, with a low of 0.40 in Zone 021 (Sub-zone 002) and a high of 51.00 in Zone 006 (Sub-zone 000). The high of 51.00 is due to illegal parking and use by city buses.

The average per cent occupancy for Area 12 is 51, with a low of 16 per cent in Zone 008 (Sub-zone 000) and a high of 202 per cent in Zone 006 (Sub-zone 000). The high of 202 per cent is due to illegal parking and use by city buses.

The average parking time for this area is 192 minutes (3 hours, 12 minutes), ranging from a low average of 28 minutes in Zone 006 (Sub-zone 000) to a high average of 573 minutes (9 hours, 33 minutes) in Zone 053 (Sub-zone 011).

Upon comparing the 1964 Parking Supply with the 1964 Parking Demand, Table 12D, we find a space hour deficiency in Zone 006 (Sub-zone 000), Zone 007 (Sub-zone 000), Zone 009 (Sub-zone 000), Zone 012 (Sub-zone 000), Zone 013 (Sub-zone 000), Zone 016 (Sub-zone 000), Zone 053 (Sub-zone 012), Zone 079 (Sub-zones 053, 054, and 056). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find the 1964 parking demand can be met except in Zone 012 (Sub-zone 000). Due to the increasing need for the streets to perform their main function of traffic movement, curb parking will necessarily be restricted or possibly prohibited. This necessitates the recommendation that additional off-street parking spaces be provided in the Miami Central Business District.

Zone 012 (Sub-zone 000) has a critical deficiency of 4,337 space hours. Since a greater number of curb spaces will not be available, this additional space must be provided by adding lots or garages. This deficiency must be expanded by dividing by the efficiency factor. As an example, if the deficiency is 4,337 space hours and existing off-street facilities have an efficiency factor of 85 per cent, it will be necessary to provide $4,337 / .85$ or 5,102 additional space hours. This number divided by 12 (the number of hours in the parking study period) yields the number of parking spaces needed.

It is recommended that 425 additional parking spaces be provided where physically and economically possible in Zone 012 (Sub-zone 000) in the Miami

Central Business District to meet the present demands.

Along with the construction of Interstate 95 and the downtown connector in the Miami Central Business District Parking Study Area, 1,200 metered off-street parking spaces are being added to the parking supply. These 1,200 metered off-street spaces must be changed to space hours of practical capacity. To determine space hours of practical capacity, this additional 1,200 spaces has been multiplied by the number of hours in the parking study (12 hours) and by the efficiency factor for off-street parking facilities (85 per cent). These 12,240 space hours of practical capacity have been added in the 1985 Supply, Demand, Surplus or Deficient Space Hour Table for Area 12.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Miami Central Business District shows space hour deficiency in Zone 003 (Sub-zone 000), Zone 005 (Sub-zone 000), Zone 006 (Sub-zone 000), Zone 007 (Sub-zone 000), Zone 009 (Sub-zone 000), Zone 010 (Sub-zone 000), Zone 011 (Sub-zone 000), Zone 012 (Sub-zone 000), Zone 013 (Sub-zone 001), Zone 016 (Sub-zone 000), Zone 020 (Sub-zone 000), Zone 021 (Sub-zone 001), Zone 053 (Sub-zone 012), and Zone 079 (Sub-zones 053, 054, and 056). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find the 1985 parking demand can be met except in Zone 006 (Sub-zone 000), Zone 009 (Sub-zone 000), Zone 011 (Sub-zone 000), Zone 012 (Sub-zone 000), Zone 021 (Sub-zone 001) and Zone 079 (Sub-zone 056). This necessitates the recommendation that additional off-street parking spaces be provided in the Miami Central Business District Study Area.

Zone 006 (Sub-zone 000) has a critical deficiency of 4,807 space hours or a total of 471 needed parking spaces.

Zone 009 (Sub-zone 000) has a critical deficiency of 6,095 space hours or a total of 598 needed parking spaces.

Zone 011 (Sub-zone 000) has a critical deficiency of 4,054 space hours or a total of 397 needed parking spaces.

Zone 012 (Sub-zone 000) has a critical deficiency of 5,269 space hours or a total of 517 needed parking spaces.

Zone 021 (Sub-zone 001) has a critical deficiency of 3,762 space hours or a total of 369 needed parking spaces.

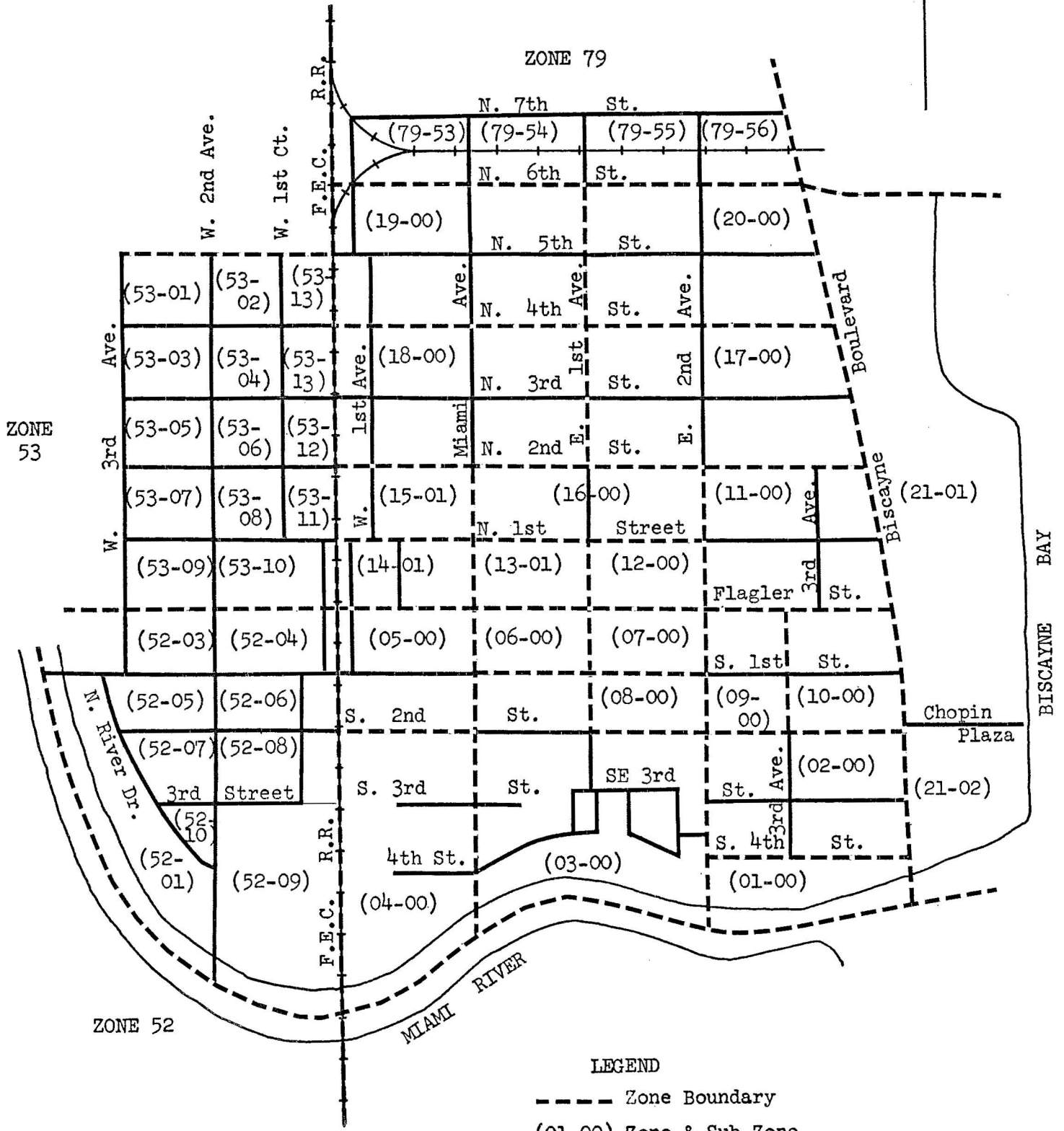
Zone 079 (Sub-zone 056), the final zone, has a critical deficiency of 1,308 space hours or a total of 128 needed parking spaces.

It is recommended that 2,480 additional parking spaces be provided in these critical sub-zones where physically and economically possible in the Miami Central Business District to meet the 1985 parking demands.

AREA 12

MIAMI C.B.D.

Zones 01-21,
52, 53 and 79

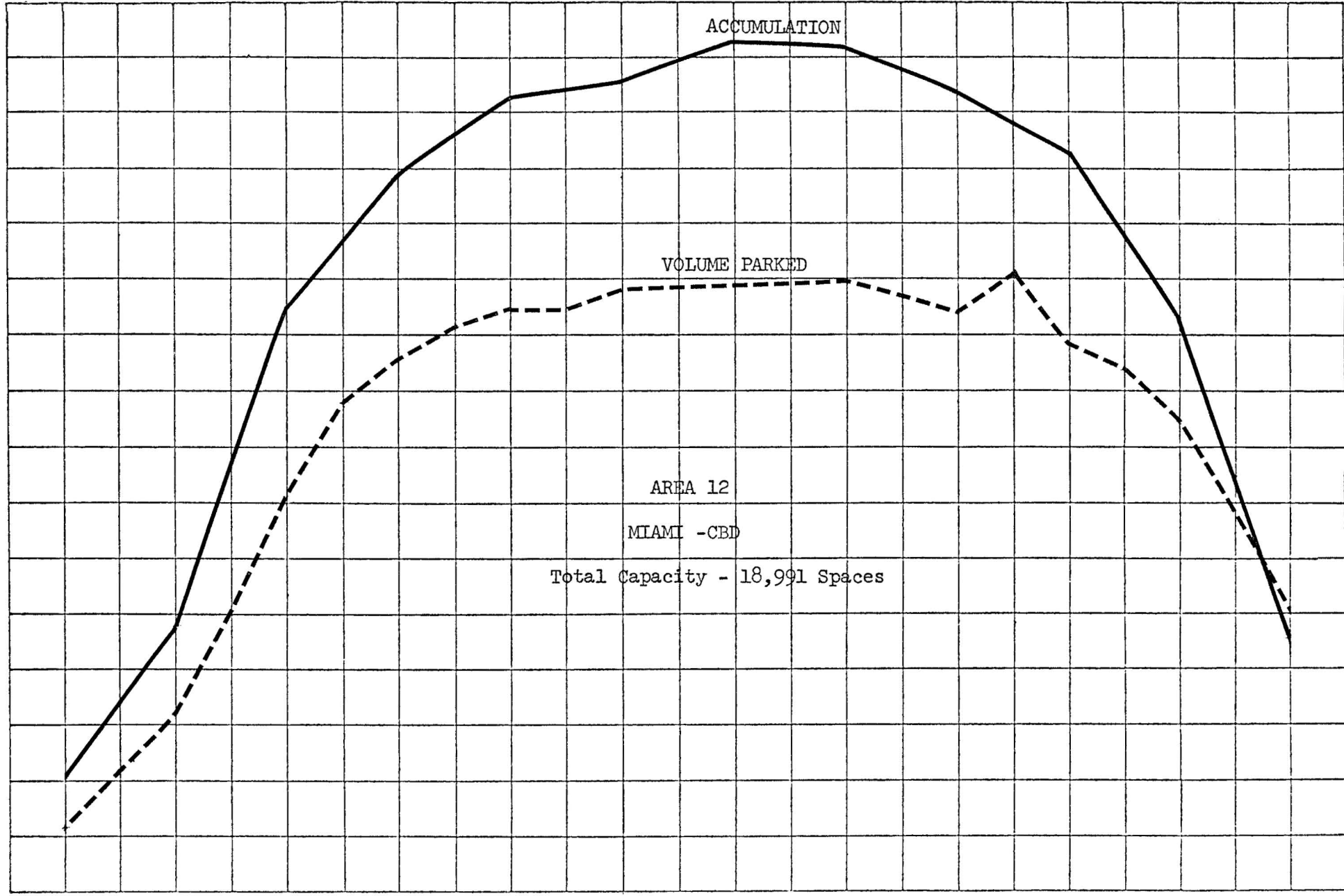


LEGEND

- Zone Boundary
- (01-00) Zone & Sub-Zone
- Street

VEHICLES

16,000
15,000
14,000
13,000
12,000
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

128

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 12A
 MIAMI C.B.D.
 SUMMARY OF PARKING INVENTORY
 AREA 12

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
001-000	10	5	-	500	515
002-000	98	-	-	1,474	1,572
003-000	23	18	-	1,604	1,645
004-000	35	5	-	187	227
005-000	13	50	-	492	555
006-000	-	4	-	-	4
007-000	-	13	-	-	13
008-000	-	15	-	1,207	1,222
009-000	12	27	-	740	779
010-000	71	7	-	712	790
011-000	102	48	-	710	860
012-000	-	25	-	263	288
013-001	-	36	-	-	36
014-001	33	39	-	114	186
015-001	5	9	-	346	360
016-000	13	13	-	219	245
017-000	200	44	-	1,080	1,324
018-000	103	89	-	1,237	1,429
019-000	74	26	-	787	887
020-000	143	15	-	652	810
021-001	224	7	-	220	451
021-002	70	-	-	1,270	1,340
052-001	16	9	-	332	357
052-003	16	7	-	37	60
052-004	25	9	-	243	277
052-005	30	-	-	-	30
052-006	29	4	-	234	267
052-007	13	-	-	62	75
052-008	26	12	-	86	124
052-009	21	1	-	-	22
052-010	17	2	-	50	69
053-001	30	11	-	23	64
053-002	22	4	-	83	109
053-003	43	9	-	44	96
053-004	32	6	-	170	208
053-005	23	-	-	136	159
053-006	28	11	-	92	131
053-007	24	-	-	116	140
053-008	14	8	-	297	319
053-009	33	8	-	156	197
053-010	19	19	-	207	245
053-011	11	4	-	154	169
053-012	11	4	-	9	24
053-013	40	7	-	12	59
079-053	20	15	-	-	35
079-054	29	6	-	54	89
079-055	40	3	-	45	88
079-056	12	2	-	26	40

TOTAL	1,853	656	-	16,482	18,991	129
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TABLE 12B
MIAMI C.B.D.
PARKING STUDY SUMMARY
AREA 12

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
001-000	515	579	1,607	1.12	26
002-000	1,572	2,302	9,823	1.46	52
003-000	1,645	3,048	12,263	1.85	62
004-000	227	467	1,891	2.06	69
005-000	555	1,791	3,914	3.23	59
006-000	4	204	97	51.00	202
007-000	13	167	109	12.85	70
008-000	1,222	1,202	2,318	0.98	16
009-000	779	1,603	5,765	2.06	62
010-000	790	1,940	4,543	2.46	48
011-000	860	2,575	5,694	2.99	55
012-000	288	779	2,576	2.70	75
013-001	36	310	203	8.61	47
014-001	186	928	1,312	4.99	59
015-001	360	956	2,231	2.66	52
016-000	245	1,151	1,733	4.70	59
017-000	1,324	3,105	9,562	2.35	60
018-000	1,429	2,491	10,602	1.74	62
019-000	887	1,928	6,696	2.17	63
020-000	810	1,762	5,899	2.18	61
021-001	451	774	1,777	1.72	33
021-002	1,340	539	3,148	0.40	20
052-001	357	483	2,200	1.35	51
052-003	60	147	168	2.45	23
052-004	277	802	2,179	2.90	66
052-005	30	16	83	0.53	23
052-006	267	349	1,563	1.31	49
052-007	75	70	521	0.93	58
052-008	124	196	1,082	1.58	73
052-009	22	33	87	1.50	33
052-010	69	84	275	1.22	33
053-001	64	116	280	1.81	36
053-002	109	255	582	2.34	44
053-003	96	147	597	1.53	52
053-004	208	223	1,230	1.07	49
053-005	159	234	1,154	1.47	60
053-006	131	324	827	2.47	53
053-007	140	144	849	1.03	51
053-008	319	528	2,686	1.66	70
053-009	197	362	1,485	1.84	63
053-010	245	428	1,700	1.75	58
053-011	169	138	1,318	0.82	65
053-012	24	120	132	5.00	46
053-013	59	142	342	2.41	48
079-053	35	33	182	0.94	43
079-054	89	94	494	1.06	46
079-055	88	211	556	2.40	53
079-056	40	190	332	4.75	69
TOTAL	18,991	36,470	116,667	1.92	51

TABLE 12C
 MIAMI C.B.D.
 AVERAGE PARKING TIMES
 AREA 12

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
001-000	75	196	167
002-000	99	310	256
003-000	76	261	241
004-000	110	356	243
005-000	72	143	131
006-000	28	-	28
007-000	39	-	39
008-000	43	125	116
009-000	50	278	216
010-000	67	171	141
011-000	64	198	133
012-000	35	267	198
013-000	39	-	39
014-001	49	131	85
015-001	58	153	140
016-000	63	98	90
017-000	72	284	185
018-000	85	319	255
019-000	84	233	208
020-000	70	292	201
021-001	118	228	138
021-002	162	461	350
052-001	282	228	273
052-003	59	159	69
052-004	59	225	163
052-005	311	-	311
052-006	226	290	269
052-007	462	441	447
052-008	218	457	331
052-009	158	-	158
052-010	271	143	196
053-001	139	151	145
053-002	138	137	137
053-003	210	348	244
053-004	169	412	331
053-005	228	319	296
053-006	91	217	153
053-007	135	416	354
053-008	73	369	305
053-009	152	281	246
053-010	54	395	238
053-011	113	927	573
053-012	65	67	66
053-013	131	223	145
079-053	331	-	331
079-054	129	386	315
079-055	97	356	158
079-056	65	176	105
AVERAGE	83	246	192

TABLE 12D
 MIAMI C.B.D.
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 12

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
001-000	5,208	4,200	1,008	-
002-000	16,093	595	15,498	-
003-000	16,609	5,227	11,382	-
004-000	2,285	1,641	644	-
005-000	5,158	4,973	185	-
006-000	-	7,795	-	7,795
007-000	-	2,510	-	2,510
008-000	12,312	1,157	11,155	-
009-000	7,678	10,487	-	2,809
010-000	8,029	6,156	1,873	-
011-000	8,344	7,731	613	-
012-000	2,683	7,020	-	4,337
013-001	-	1	-	1
014-001	1,519	18	1,501	-
015-001	3,583	83	3,500	-
016-000	2,374	7,478	-	5,104
017-000	13,176	8,505	4,671	-
018-000	13,731	9,154	4,577	-
019-000	8,826	2,765	6,061	-
020-000	8,195	2,466	5,729	-
021-001	4,663	3,783	880	-
021-002	13,710	23	13,687	-
052-001	3,560	815	2,745	-
052-003	550	475	75	-
052-004	2,749	676	2,073	-
052-005	324	83	241	-
052-006	2,700	497	2,203	-
052-007	772	66	706	-
052-008	1,158	439	719	-
052-009	227	18	209	-
052-010	693	530	163	-
053-001	558	259	299	-
053-002	1,084	92	992	-
053-003	914	610	304	-
053-004	2,080	168	1,912	-
053-005	1,635	597	1,038	-
053-006	1,240	231	1,009	-
053-007	1,442	491	951	-
053-008	3,180	393	2,787	-
053-009	1,947	323	1,624	-
053-010	2,319	717	1,602	-
053-011	1,690	30	1,660	-
053-012	211	533	-	322
053-013	554	237	317	-
079-053	216	423	-	207
079-054	864	932	-	68
079-055	891	253	638	-
079-056	395	2,052	-	1,657
TOTAL	188,129	105,708	107,231	24,810

TABLE 55-E
MIAMI C.B.D.
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 12

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
001-000	5,208	4,079	1,129	-
002-000	16,093	10,029	6,064	-
003-000	16,609	17,843	-	1,234
004-000	4,325	3,875	450	-
005-000	5,158	13,322	-	8,164
006-000	-	7,851	-	7,851
007-000	-	6,821	--	6,821
008-000	12,312	2,447	9,865	-
009-000	7,678	15,489	-	7,811
010-000	8,029	11,143	-	3,114
011-000	8,344	13,137	-	4,793
012-000	2,683	7,952	-	5,269
013-001	-	2	-	2
014-001	1,519	17	1,502	-
015-001	3,583	244	3,339	-
016-000	2,374	6,121	-	3,747
017-000	13,176	12,029	1,147	-
018-000	13,731	13,014	717	-
019-000	8,826	5,627	3,199	-
020-000	8,195	9,708	-	1,513
021-001	4,663	8,425	-	3,762
021-002	13,710	51	13,659	-
052-001	3,560	791	2,769	-
052-003	1,060	461	599	-
052-004	2,749	656	2,093	-
052-005	4,914	81	4,833	-
052-006	4,230	482	3,748	-
052-007	1,282	64	1,218	-
052-008	1,158	426	732	-
052-009	227	17	210	-
052-010	693	514	179	-
053-001	558	300	258	-
053-002	1,084	107	977	-
053-003	1,608	707	901	-
053-004	2,080	195	1,885	-
053-005	2,318	692	1,626	-
053-006	1,240	268	972	-
053-007	2,442	569	1,873	-
053-008	3,180	456	2,724	-
053-009	2,630	374	2,256	-
053-010	2,319	831	1,488	-
053-011	1,690	35	1,655	-
053-012	211	618	-	407
053-013	554	275	279	-
079-053	216	476	-	260
079-054	864	1,049	-	185
079-055	891	285	606	-
079-056	395	2,309	-	1,914
Total	200,369	182,264	74,952	56,847

AREA 13
CORAL GABLES

Study Area 13 is bounded by Salzedo Street on the northwest, Salanca Avenue on the north, Galiano Street on the northeast, SW 37th Avenue on the east, Ponce de Leon Boulevard on the southeast, University Drive and Santander Avenue on the south, LeJeune Road on the southwest and west and an extension on the west encompassed by Valencia Avenue, Segovia Street and Miracle Mile. All of this area falls within Zones 321-328 and 333 of the Miami Urban Area Transportation Study. There are numerous sub-zones in these zones.

Several major tourist facilities and traffic generators in Area 13 are the City Hall, Post Office, Chamber of Commerce, Bus Terminal, Coral Gables Elementary School, an A & P Store, Food Fair Store, Gables Theatre, Grand Union Food Store, Jackson's/Byrons, Jahn's Ice Cream Parlor, Ponce de Leon Hotel and a Public Super Market. Traversing this study area is Ponce de Leon Boulevard, a major north-south route and Miracle Mile, a major east-west route. There are numerous cross streets.

The Coral Gables area contains 9,184 parking spaces, as summarized in Table 13A. Approximately 52 per cent (4,778 spaces) of the parking supply is located on off-street facilities. The remaining 48 per cent (4,406 spaces) are curb spaces.

The average turnover rate for this parking study area is 2.33 vehicles per space, with a low of 0.38 in Zone 328 (Sub-zone 018) and a high of 7.79 in Zone 325 (Sub-zone 006).

The average per cent occupancy for Area 13 is 43, with a low of 5 per cent in Zone 328 (Sub-zone 018) and a high of 79 per cent in Zone 323 (Sub-zone 011).

The average parking time for this area is 132 minutes (2 hours, 12 minutes), ranging from a low average of 47 minutes in Zone 326 (Sub-zone 004) to a high average of 311 minutes (5 hours, 11 minutes) in Zone 324 (Sub-zone 001).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 13D, we find a space hour deficiency in Zone 321 (Sub-zone 042), Zone 322 (Sub-zone 010), Zone 324 (Sub-zone 002), Zone 325 (Sub-zones 005 and 006), Zone 326 (Sub-zone 004), Zone 327 (Sub-zone 003) and Zone 328 (Sub-zone 006). By using the surplus space hours of surrounding sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

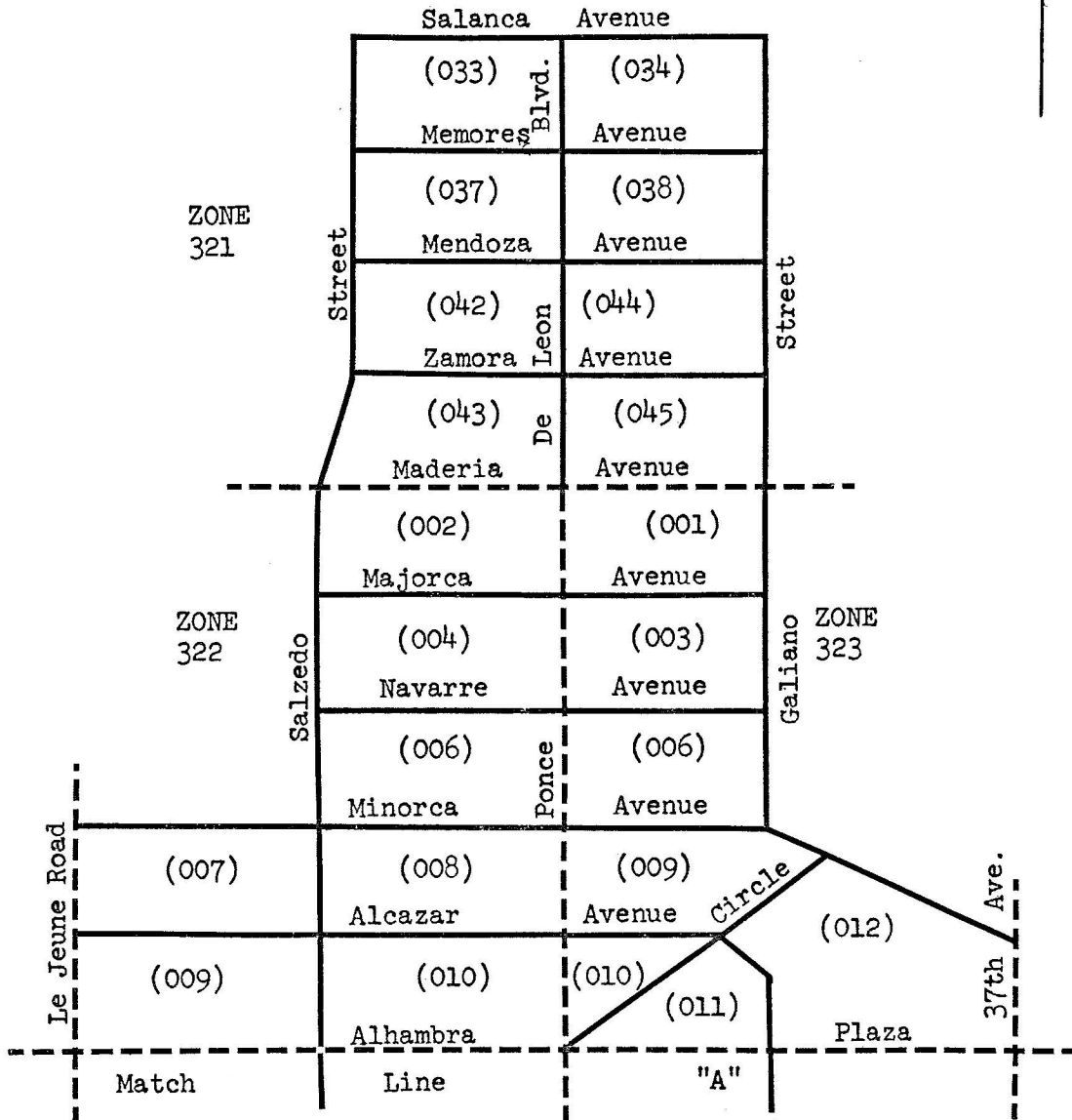
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Coral Gables Area shows space hour deficiencies in Zone 321 (Sub-zone 042), Zone 322 (Sub-zone 010), Zone 324 (Sub-zone 002), Zone 325 (Sub-zone 005) and Zone 328 (Sub-zone 006). By using the surplus space hours of surrounding sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in Area 13.

AREA 13

CORAL GABLES

Zones 321, 322
and 323



LEGEND

----- Zone Boundary

(001) Sub-Zone

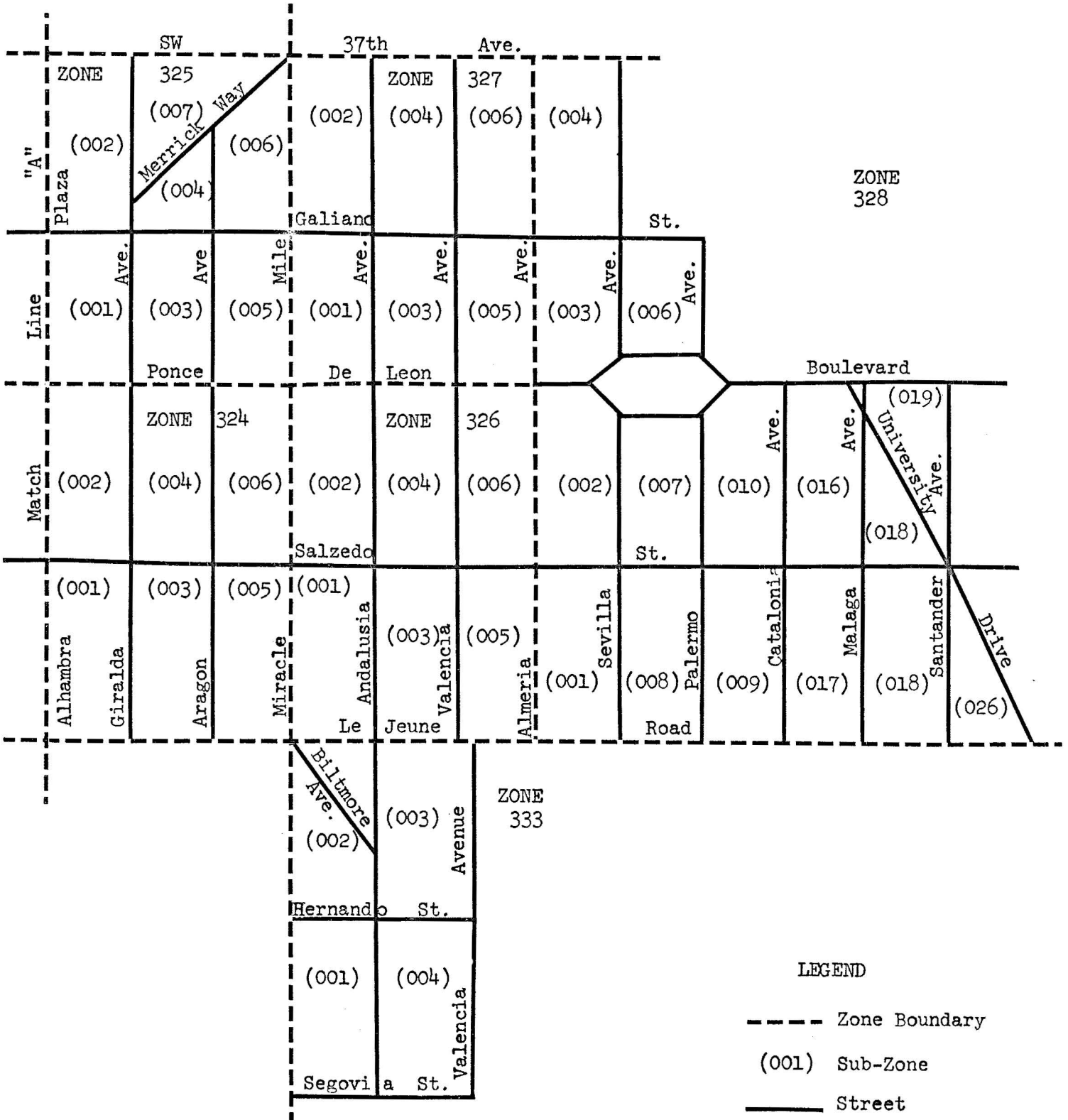
———— Street

Map 1 of 2

AREA 13

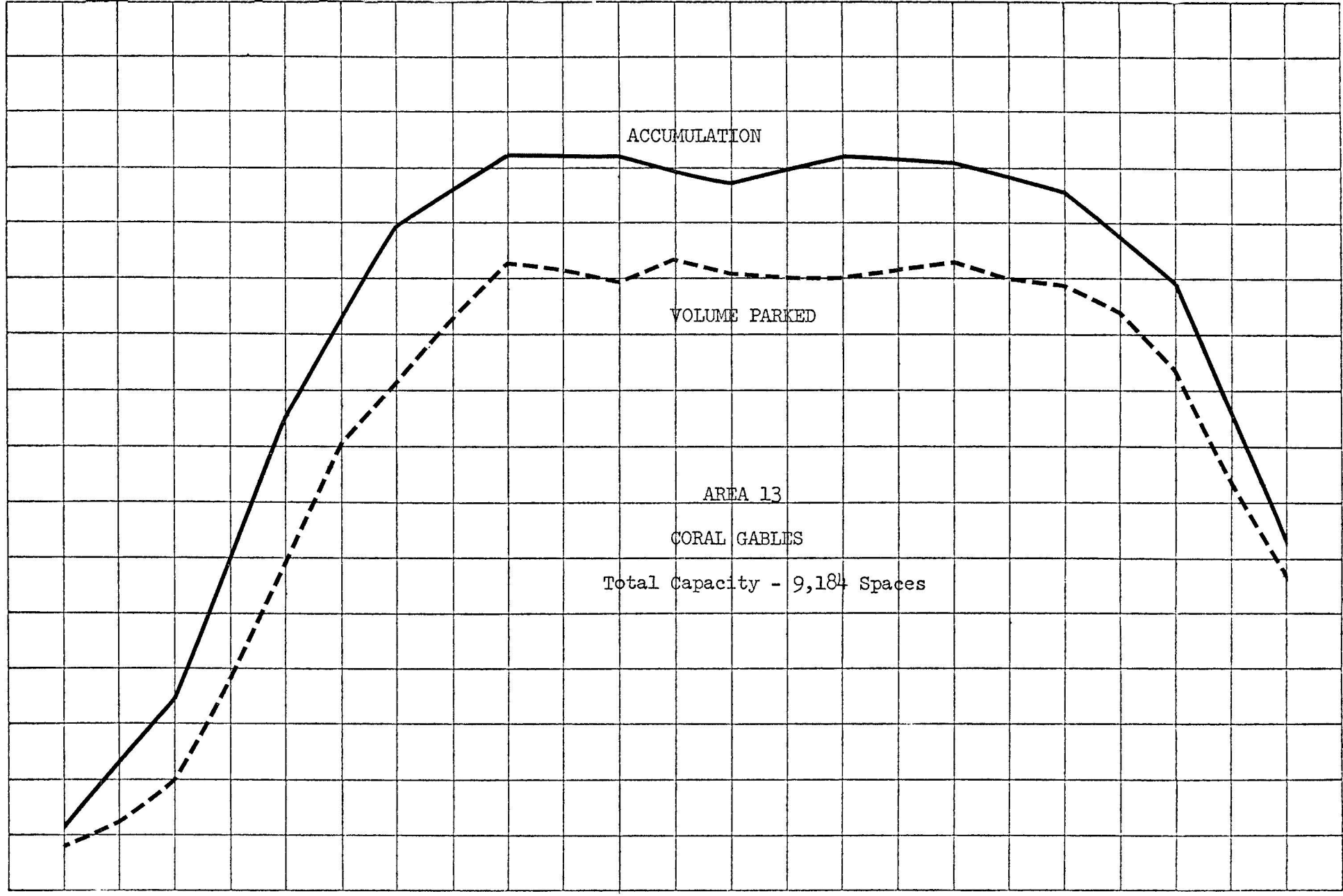
CORAL GABLES

Zones 324, 325, 326, 327,
328 and 333



VEHICLES

6,200
5,800
5,400
5,000
4,600
4,200
3,800
3,400
3,000
2,600
2,200
1,800
1,400
1,000
600



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

138

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 13A
CORAL GABLES
SUMMARY OF PARKING INVENTORY
AREA 13

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
321-033	68	-	-	34	102
321-034	65	-	-	27	92
321-037	35	21	-	68	124
321-038	64	-	-	-	64
321-042	48	18	-	20	86
321-043	71	-	-	109	180
321-044	81	-	-	-	81
321-045	75	-	-	16	91
322-002	71	-	-	39	110
322-004	57	-	-	93	150
322-006	55	-	-	148	203
322-007	99	-	-	-	99
322-008	80	-	-	28	108
322-009	115	-	-	194	309
322-010	129	-	-	48	177
323-001	64	1	-	68	133
323-003	60	-	-	-	60
323-006	60	-	-	-	60
323-009	59	-	-	115	174
323-010	41	-	-	42	83
323-011	64	-	-	-	64
323-012	90	-	-	119	209
324-001	61	-	-	114	175
324-002	82	-	-	87	169
324-003	19	4	-	118	141
324-004	51	-	-	111	162
324-005	52	-	-	86	138
324-006	65	-	-	159	224
325-001	132	-	-	39	171
325-002	75	-	-	194	269
325-003	124	-	-	22	146
325-004	20	-	-	30	50
325-005	66	-	-	81	147
325-006	61	-	-	40	101
325-007	64	-	-	56	120
326-001	54	-	-	156	210
326-002	50	2	-	292	344
326-003	39	-	-	200	239
326-004	81	-	-	34	115
326-005	49	5	-	108	162
326-006	110	-	-	32	142
327-001	69	-	-	134	203
327-002	54	-	-	145	199
327-003	23	-	-	139	162
327-004	24	-	-	191	215
327-005	69	-	-	143	212
327-006	53	3	-	71	127

(Con't.)

TABLE 13A (Con't.)
CORAL GABLES
SUMMARY OF PARKING INVENTORY
AREA 13

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
328-001	50	-	-	57	107
328-002	88	-	-	53	141
328-003	48	-	-	33	81
328-004	59	-	-	16	75
328-006	58	-	-	-	58
328-007	82	-	-	29	111
328-008	68	-	-	-	68
328-009	58	-	-	-	58
328-010	90	-	-	101	191
328-016	78	-	-	76	154
328-017	58	-	-	-	58
328-018	53	-	-	-	53
328-019	39	-	-	63	102
328-026	87	2	-	-	89
333-001	82	-	-	157	239
333-002	68	-	-	137	205
333-003	104	-	-	106	210
333-004	82	-	-	-	82
TOTAL	4,350	56	-	4,778	9,184

TABLE 13B
CORAL GABLES
PARKING STUDY SUMMARY
AREA 13

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
321-033	102	111	337	1.09	28
321-034	92	104	383	1.13	35
321-037	124	174	459	1.40	31
321-038	64	134	377	2.09	49
321-042	86	92	295	1.07	29
321-043	180	243	1,025	1.35	47
321-044	81	164	335	2.02	34
321-045	91	192	488	2.11	45
322-002	110	190	390	1.73	30
322-004	150	282	436	1.88	24
322-006	203	293	601	1.44	25
322-007	99	307	654	3.10	55
322-008	108	159	440	1.47	34
322-009	309	318	1,635	1.03	44
322-010	177	498	736	2.81	35
323-001	133	228	533	1.71	33
323-003	60	157	291	2.62	40
323-006	60	132	296	2.20	41
323-009	174	380	796	2.18	38
323-010	83	175	428	2.11	43
323-011	64	121	607	1.89	79
323-012	209	239	1,082	1.14	43
324-001	175	221	1,145	1.26	55
324-002	169	474	1,010	2.80	50
324-003	141	643	959	4.56	57
324-004	162	458	1,226	2.83	63
324-005	138	644	1,024	4.67	62
324-006	224	1,007	1,656	4.50	62
325-001	171	334	1,000	1.95	49
325-002	269	331	1,658	1.23	51
325-003	146	238	416	1.63	24
325-004	50	116	270	2.32	45
325-005	147	845	925	5.75	52
325-006	101	787	721	7.79	59
325-007	120	275	730	2.29	51
326-001	210	388	1,190	1.85	47
326-002	344	792	1,447	2.30	35
326-003	239	608	963	2.54	34
326-004	115	572	445	4.97	32
326-005	162	357	751	2.20	39
326-006	142	254	334	1.79	20
327-001	203	1,282	1,257	6.32	52
327-002	199	581	1,013	2.92	42
327-003	162	592	963	3.65	50

(Con't.)

TABLE 13B (Con't.)
CORAL GABLES
PARKING STUDY SUMMARY
AREA 13

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
327-004	215	381	1,165	1.77	45
327-005	212	348	1,245	1.64	49
327-006	127	137	296	1.08	19
328-001	107	258	625	2.41	49
328-002	141	231	678	1.64	40
328-003	81	197	542	2.43	56
328-004	75	82	325	1.09	36
328-006	58	64	256	1.10	37
328-007	111	364	804	3.28	60
328-008	68	83	415	1.22	51
328-009	58	82	212	1.41	30
328-010	191	306	1,169	1.60	51
328-016	154	330	627	2.14	34
328-017	58	23	46	0.40	7
328-018	53	20	32	0.38	5
328-019	102	368	424	3.61	35
328-026	89	160	485	1.80	45
333-001	239	285	817	1.19	28
333-002	205	592	1,653	2.89	67
333-003	210	350	956	1.67	38
333-004	82	211	555	2.57	56
TOTAL	9,184	21,364	47,054	2.33	43

TABLE 13C
CORAL GABLES
AVERAGE PARKING TIMES
AREA 13

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
321-033	148	271	182
321-034	196	314	221
321-037	157	160	158
321-038	169	-	169
321-042	187	204	192
321-043	177	313	253
321-044	123	-	123
321-045	149	186	153
322-002	66	278	123
322-004	64	108	93
322-006	80	188	123
322-007	128	-	128
322-008	114	339	166
322-009	118	451	308
322-010	67	170	89
323-001	116	235	140
323-003	111	-	111
323-006	135	-	135
323-009	133	119	126
323-010	66	328	147
323-011	301	-	301
323-012	365	156	272
324-001	181	427	311
324-002	57	342	128
324-003	45	122	89
324-004	80	234	161
324-005	62	157	95
324-006	49	172	99
325-001	191	156	180
325-002	247	328	301
325-003	82	276	105
325-004	52	216	140
325-005	46	124	66
325-006	45	69	55
325-007	101	276	159
326-001	117	225	184
326-002	42	280	110
326-003	53	106	95
326-004	45	51	47
326-005	108	141	126
326-006	59	208	79
327-001	42	71	59
327-002	45	184	105
327-003	80	102	98
327-004	100	206	183

(Con't.)

TABLE 13C (Con't.)
 CORAL GABLES
 AVERAGE PARKING TIMES
 AREA 13

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
327-005	145	289	215
327-006	114	290	130
328-001	211	104	145
328-002	148	224	176
328-003	138	236	165
328-004	249	156	238
328-006	240	-	240
328-007	122	197	133
328-008	300	-	300
328-009	155	-	155
328-010	177	300	229
328-016	98	123	114
328-017	120	-	120
328-018	96	-	96
328-019	229	43	69
328-026	182	-	182
333-001	122	201	172
333-002	107	220	168
333-003	140	224	164
333-004	158	-	158
AVERAGE	102	174	132

TABLE 13D
CORAL GABLES
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 13

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
321-033	1,082	58	1,024	-
321-034	977	21	956	-
321-037	1,072	158	914	-
321-038	691	13	678	-
321-042	722	1,070	-	348
321-043	1,879	1,025	854	-
321-044	875	487	388	-
321-045	973	615	358	-
322-002	1,165	46	1,119	-
322-004	1,564	264	1,300	-
322-006	2,103	266	1,837	-
322-077	1,069	749	320	-
322-008	1,150	79	1,071	-
322-009	3,221	838	2,383	-
322-010	1,883	2,399	-	516
323-001	1,385	970	415	-
323-003	648	43	605	-
323-006	648	459	189	-
323-009	1,810	410	1,400	-
323-010	871	273	598	-
323-011	691	183	508	-
323-012	2,186	233	1,953	-
324-001	1,822	728	1,094	-
324-002	1,772	4,195	-	2,423
324-003	1,409	564	845	-
324-004	1,683	1,454	229	-
324-005	1,439	1,267	172	-
324-006	2,324	696	1,628	-
325-001	1,824	86	1,738	-
325-002	2,789	151	2,638	-
325-003	1,563	204	1,359	-
325-004	522	2	520	-
325-005	1,539	2,703	-	1,164
325-006	1,067	1,131	-	64
325-007	1,262	527	735	-
326-001	2,174	1,683	491	-
326-002	3,518	1,334	2,184	-
326-003	2,461	594	1,867	-
326-004	1,222	1,625	-	403
326-005	1,631	1,304	327	-
326-006	1,514	758	756	-
327-001	2,112	2,089	23	-
327-002	2,062	1,147	915	-
327-003	1,667	1,899	-	232
327-004	2,207	76	2,131	-
327-005	2,204	502	1,702	-
327-006	1,297	201	1,096	-

TABLE 13D (Con't.)
CORAL GABLES
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 13

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
328-001	1,121	1,106	15	-
328-002	1,492	730	762	-
328-003	855	51	804	-
328-004	800	325	475	-
328-006	626	936	-	310
328-007	1,182	109	1,073	-
328-008	734	67	667	-
328-009	626	11	615	-
328-010	2,002	513	1,489	-
328-016	1,618	676	942	-
328-017	627	18	609	-
328-018	572	396	176	-
328-019	1,064	339	725	-
328-026	940	485	455	-
333-001	2,487	49	2,438	-
333-002	2,132	989	1,143	-
333-003	2,204	189	2,015	-
333-004	886	207	679	-
Total	95,717	44,775	56,402	5,460

TABLE 13E
CORAL GABLES
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 13

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
321-033	1,082	77	1,005	-
321-034	977	28	949	-
321-037	1,072	210	862	-
321-038	691	17	674	-
321-042	722	1,425	-	703
321-043	1,879	1,366	513	-
321-044	875	649	226	-
321-045	973	819	154	-
322-002	1,165	39	1,126	-
322-004	1,564	223	1,341	-
322-006	2,103	225	1,878	-
322-007	1,069	633	436	-
322-008	1,150	67	1,083	-
322-009	3,221	709	2,512	-
322-010	1,883	2,029	-	146
323-001	1,385	713	672	-
323-003	648	32	616	-
323-006	648	337	311	-
323-009	1,810	301	1,509	-
323-010	871	201	670	-
323-011	691	134	557	-
323-012	2,186	171	2,015	-
324-001	1,822	672	1,150	-
324-002	1,772	3,871	-	2,099
324-003	1,409	520	889	-
324-004	1,683	1,342	341	-
324-005	1,439	1,169	270	-
324-006	2,324	642	1,682	-
325-001	1,824	66	1,758	-
325-002	2,789	116	2,673	-
325-003	1,563	157	1,406	-
325-004	522	2	520	-
325-005	1,539	2,075	-	536
325-006	1,067	868	199	-
325-007	1,262	405	857	-
326-001	2,174	1,209	965	-
326-002	3,518	958	2,560	-
326-003	2,461	427	2,034	-
326-004	1,222	1,168	54	-
326-005	1,631	937	694	-
326-006	1,514	545	969	-
327-001	2,112	1,801	311	-
327-002	2,062	989	1,073	-
327-003	1,667	1,637	30	-
327-004	2,207	66	2,141	-
327-005	2,204	433	1,771	-
327-006	1,297	173	1,124	-

TABLE 13E (Con't.)
 CORAL GABLES
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 13

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
328-001	1,121	1,107	14	-
328-002	1,492	731	761	-
328-003	855	51	804	-
328-004	800	325	475	-
328-006	626	937	-	311
328-007	1,182	109	1,073	-
328-008	734	67	667	-
328-009	626	11	615	-
328-010	2,002	513	1,489	-
328-016	1,618	677	941	-
328-017	627	18	609	-
328-018	572	396	176	-
328-019	1,064	339	725	-
328-026	940	485	455	-
333-001	2,487	60	2,427	-
333-002	2,132	1,218	914	-
333-003	2,204	233	1,971	-
333-004	886	255	631	-
Total	95,717	40,185	59,327	3,795

AREA 14
COCONUT GROVE C. B. D.

Study Area 14 is bounded by Florida Avenue and Oak Avenue on the north, Mary Street on the east, S. Bayshore Drive on the southeast, Fuller Street and Main Highway on the south, Williams Avenue on the southwest and Margaret Street on the west. All of this parking study area falls within Zones 044, 045, and 046 of the Miami Urban Area Transportation Study. Zones 044 and 045 have numerous sub-zones while 046 has but one.

This study area contains the Coconut Grove Library, Coconut Grove Playhouse, Coconut Grove Elementary School, a Food Fair Store, Kwick Check Retail Store and a Seven-Eleven Food Store which are major traffic generators.

The Coconut Grove Central Business District contains 1,510 parking spaces, as summarized in Table 14A. Approximately 60.5 per cent (914 spaces) of the parking supply is located in off-street facilities. The remaining 39.5 per cent (596 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.95 vehicles per space, with a low of 0.09 in Zone 045 (Sub-zone 011) and a high of 8.00 in Zone 044 (Sub-zone 083).

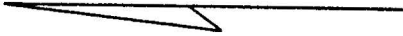
The average per cent occupancy for Area 14 is 26, with a low of 4 per cent in Zone 045 (Sub-zone 011) and a high of 54 per cent in Zone 044 (Sub-zone 079).

The average parking time for this area is 98 minutes (1 hour, 38 minutes), ranging from a low average of 43 minutes in Zone 044 (Sub -zone 083) to a high average of 336 minutes (5 hours, 36 minutes) in Zone 045 (Sub-zone 011).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 14D, we find all sub-zones have a surplus of space hours.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Coconut Grove Area shows space hour deficiencies in Zone 044 (Sub-zone 083) and Zone 046 (Sub-zone 001). By using the surplus space hours of surrounding sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

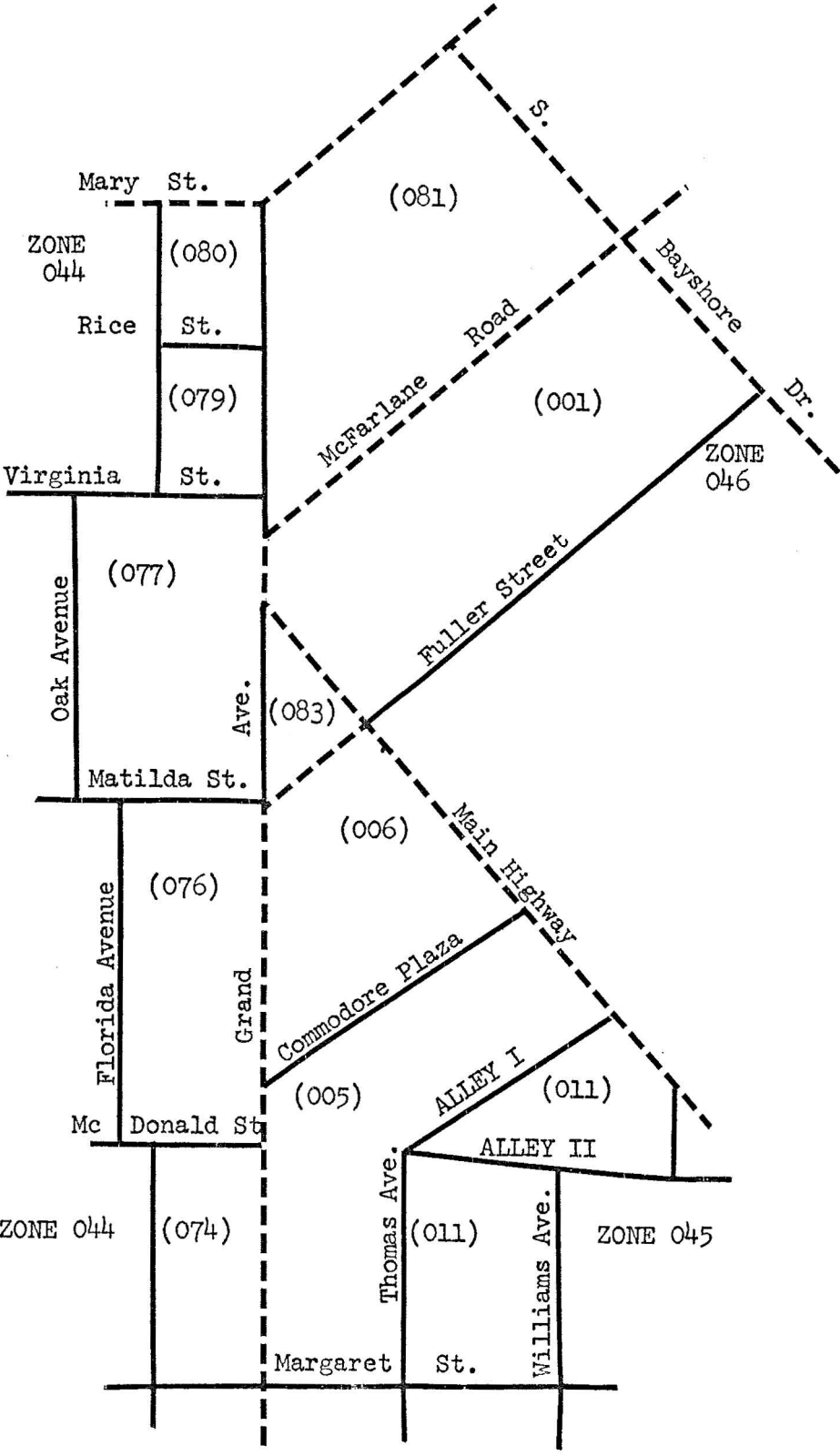
It is not recommended that any additional parking spaces be provided in Area 14, the Coconut Grove Parking Study Area.



AREA 14

COCONUT GROVE
CBD

Zones 044, 045,
046



LEGEND

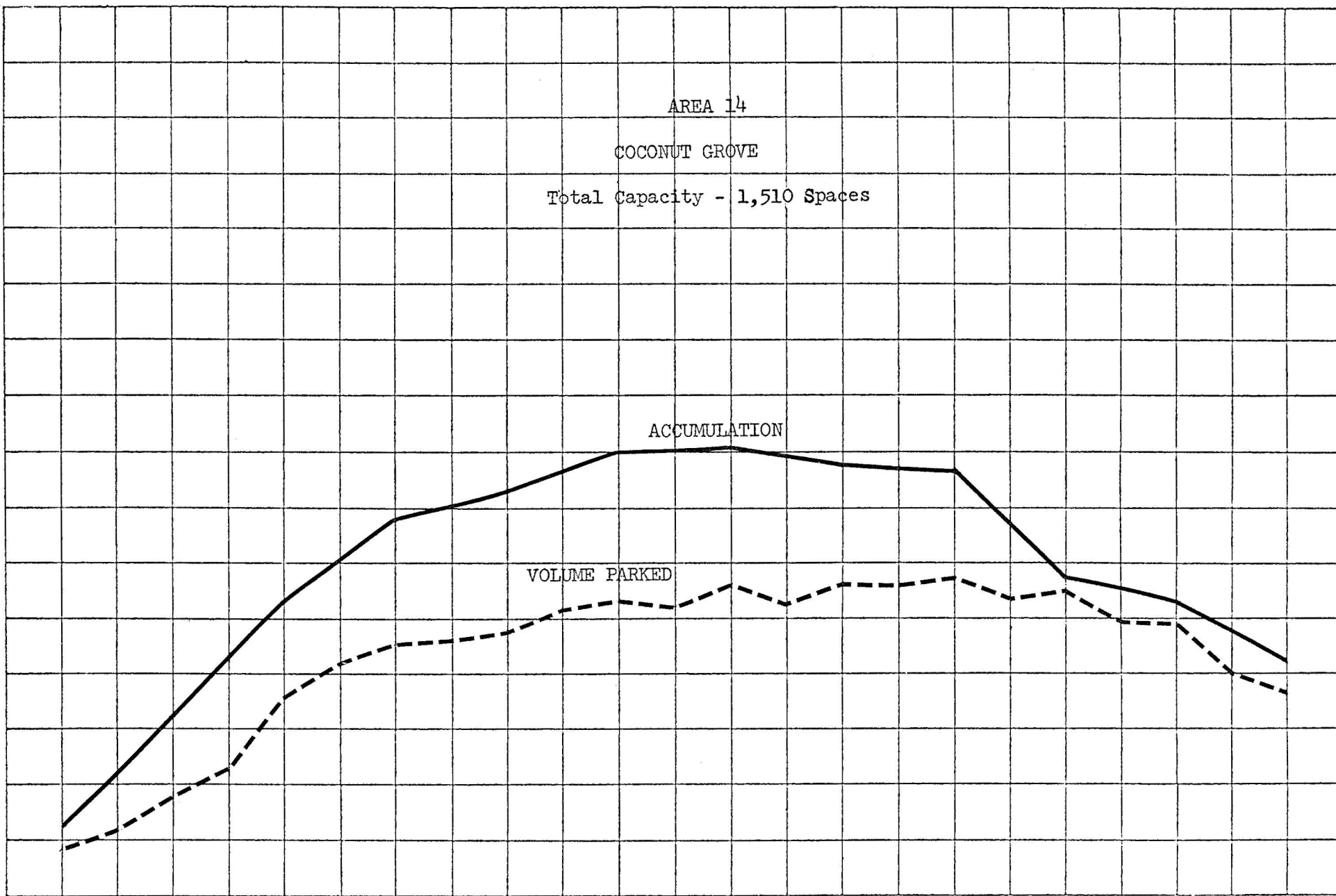
- - - - Zone Boundary
- (001) Sub-Zone
- Street

VEHICLES

AREA 14
COCONUT GROVE
Total Capacity - 1,510 Spaces

1,000
900
800
700
600
500
400
300
200
100
0

152



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 14A
COCONUT GROVE
SUMMARY OF PARKING INVENTORY
AREA 14

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
044-074	34	3	-	5	42
044-076	56	-	-	77	133
044-077	79	2	-	141	222
044-079	20	-	-	75	95
044-080	27	-	-	47	74
044-081	89	5	-	140	234
044-083	12	4	-	-	16
045-005	58	2	-	126	186
045-006	36	14	-	118	168
045-011	66	-	-	110	176
046-001	86	3	-	75	164
TOTAL	563	33	-	914	1,510

TABLE 14B
COCONUT GROVE
PARKING STUDY SUMMARY
AREA 14

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
044-074	42	28	48	0.67	10
044-076	133	307	416	2.31	26
044-077	222	425	807	1.91	30
044-079	95	527	611	5.55	54
044-080	74	145	166	1.96	19
044-081	234	307	793	1.31	28
044-083	16	128	91	8.00	47
045-005	186	219	510	1.18	23
045-006	168	350	483	2.08	24
045-011	176	15	84	0.09	4
046-001	164	498	787	3.04	40
TOTAL	1,510	2,949	4,796	1.95	26

TABLE 14C
 COCONUT GROVE
 AVERAGE PARKING TIMES
 AREA 14

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
044-074	117	78	103
044-076	106	75	81
044-077	50	148	114
044-079	95	67	70
044-080	180	50	69
044-081	56	268	155
044-083	43	-	43
045-005	97	166	140
045-006	57	118	83
045-011	336	-	336
046-001	68	114	95
AVERAGE	71	113	98

TABLE 14D
COCONUT GROVE
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 14

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
044-074	418	253	165	-
044-076	1,391	390	1,001	-
004-077	2,291	942	1,349	-
044-079	981	214	767	-
044-080	770	450	320	-
044-081	2,389	34	2,355	-
044-083	130	112	18	-
045-005	1,911	462	1,449	-
045-006	1,593	354	1,239	-
045-011	1,835	84	1,751	-
046-001	1,694	1,285	409	-
Total	15,403	4,580	10,823	-

TABLE 14E
COCONUT GROVE
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 14

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
044-074	418	296	122	-
044-076	1,391	457	934	-
044-077	2,291	1,103	1,188	-
044-079	981	251	730	-
044-080	770	527	243	-
044-081	2,389	40	2,349	-
044-083	130	131	-	1
045-005	1,911	516	1,395	-
045-006	1,593	395	1,198	-
045-011	1,835	94	1,741	-
046-001	1,694	1,848	-	154
Total	15,403	5,658	9,900	155

AREA 15
UNIVERSITY OF MIAMI

Study Area 15 is bounded by Campo Sano Drive on the north, Carillo Street and Granada Boulevard on the east, Miller Drive on the south and San Amaro Drive on the west. All of this parking study area falls within Zone 353 of the Miami Urban Area Transportation Study. Zone 353 has two sub-zones. They are: 001 and 002.

The University of Miami contains 5,939 parking spaces, as summarized in Table 15A. Approximately 81.7 per cent (4,850 spaces) of the parking supply is located in off-street facilities. The remaining 18.3 per cent (1,089 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.91 vehicles per space, with a low of 1.67 in Zone 353 (Sub-zone 002) and a high of 2.17 in Zone 353 (Sub-zone 001).

The average per cent occupancy for Area 15 is 51, with a low of 46 per cent in Zone 353 (Sub-zone 002) and a high of 57 per cent in Zone 353 (Sub-zone 001).

The average parking time for this area is 192 minutes (3 hours, 12 minutes), ranging from a low average of 187 minutes (3 hours, 7 minutes) in Zone 353 (Sub-zone 001) to a high average of 197 minutes (3 hours, 17 minutes) in Zone 353 (Sub-zone 002).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 15D, we find a space hour deficiency in Zone 353 (Sub-zone 001). By using the surplus space hours in the sub-zone adjacent to it (Area 15 has only one zone and two sub-zones) that is within an acceptable walking distance, we

find there is a sufficient number of space hours in the area.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the University of Miami Parking Study Area shows that there are no space hour deficiencies in meeting the 1985 parking demand.

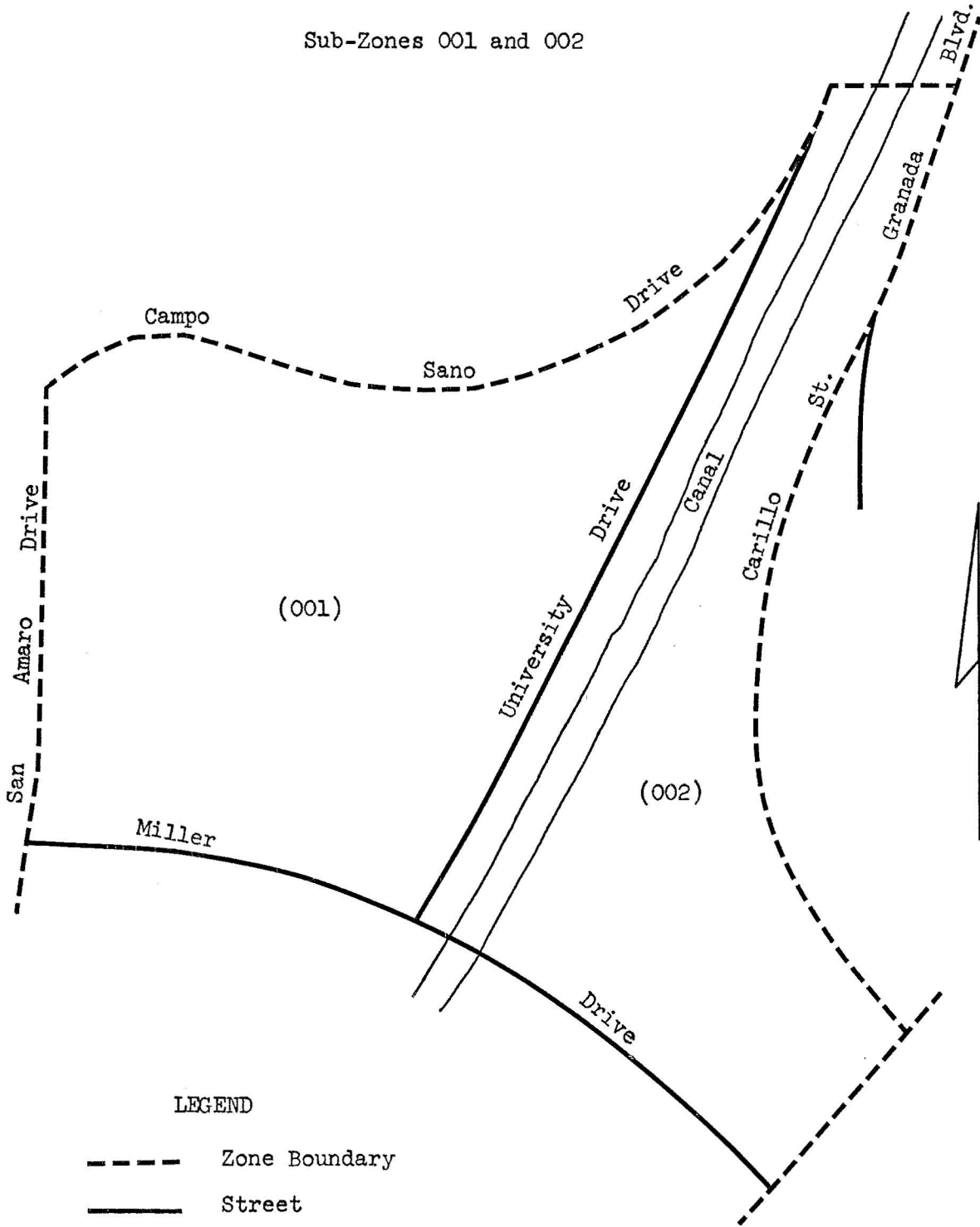
It is not recommended that any additional parking spaces be provided in Area 15, the University of Miami Parking Study Area.

AREA 15

UNIVERSITY OF MIAMI

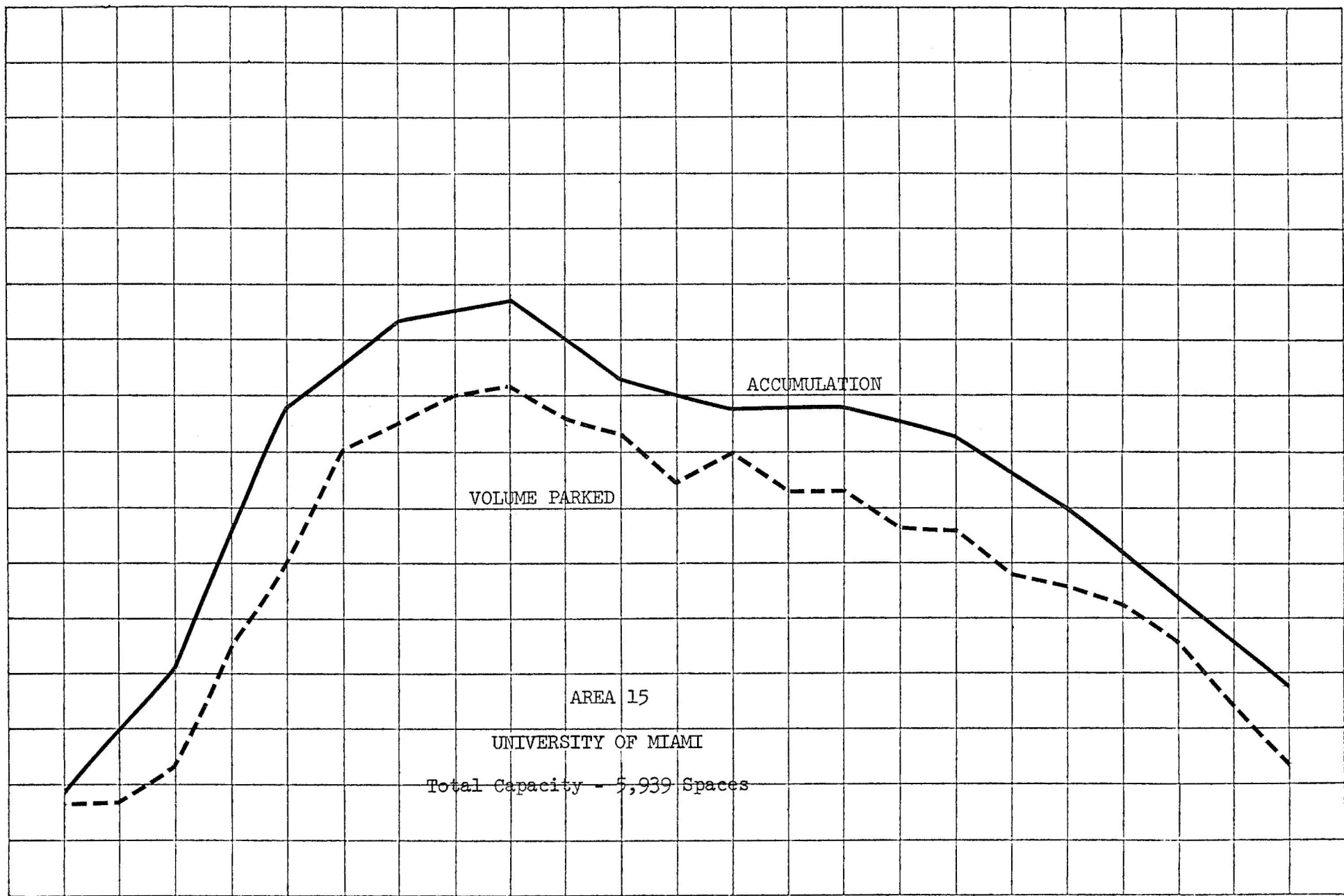
Zone 353

Sub-Zones 001 and 002



VEHICLES

5,000
4,600
4,200
3,800
3,400
3,000
2,600
2,200
1,800
1,400
1,000



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

65T

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 15A
UNIVERSITY OF MIAMI
SUMMARY OF PARKING INVENTORY
AREA 15

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
353-001	182	-	-	2,670	2,852
353-002	879	.28	-	2,180	3,087
TOTAL	1,061	28	-	4,850	5,939

TABLE 15B
UNIVERSITY OF MIAMI
PARKING STUDY SUMMARY
AREA 15

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
353-001	2,852	6,202	19,364	2.17	57
353-002	3,087	5,157	16,897	1.67	46
TOTAL	5,939	11,359	36,261	1.91	51

TABLE 15C
UNIVERSITY OF MIAMI
AVERAGE PARKING TIMES
AREA 15

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
353-001	247	186	187
353-002	148	201	197
AVERAGE	176	192	192

TABLE 15D
 UNIVERSITY OF MIAMI
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 15

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
353-001	29,200	31,897	-	2,697
353-002	31,729	3,821	27,908	-
Total	60,929	35,718	27,908	2,697

TABLE 15E
 UNIVERSITY OF MIAMI
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 15

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
353-001	29,200	21,157	8,043	-
353-002	31,729	2,534	29,195	-
Total	60,929	23,691	37,238	-

AREA 16
DADELAND SHOPPING CENTER

Study Area 16 is bounded by the Snapper Creek Canal on the north, Florida East Coast Railway on the east, North Kendall Drive on the south and by the Palmetto Expressway on the west. All of this area falls within Zone 422 of the Miami Urban Area Transportation Study. Zone 422 consists of three sub-zones. They are Sub-zones 001, 002, and 003.

This study area contains Burdines and a Food Fair Store which are two major traffic generators in Area 16. Traversing the area is 72nd Avenue.

The Dadeland Shopping Center contains 3,213 parking spaces, as summarized in Table 16A. Approximately 94.1 per cent (3,025 spaces) of the parking supply is located in off-street facilities. The remaining 5.9 per cent (188 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.17 vehicles per space, with a low of 0.02 in Sub-zone 002 and a high of 1.51 in Sub-zone 001.

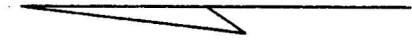
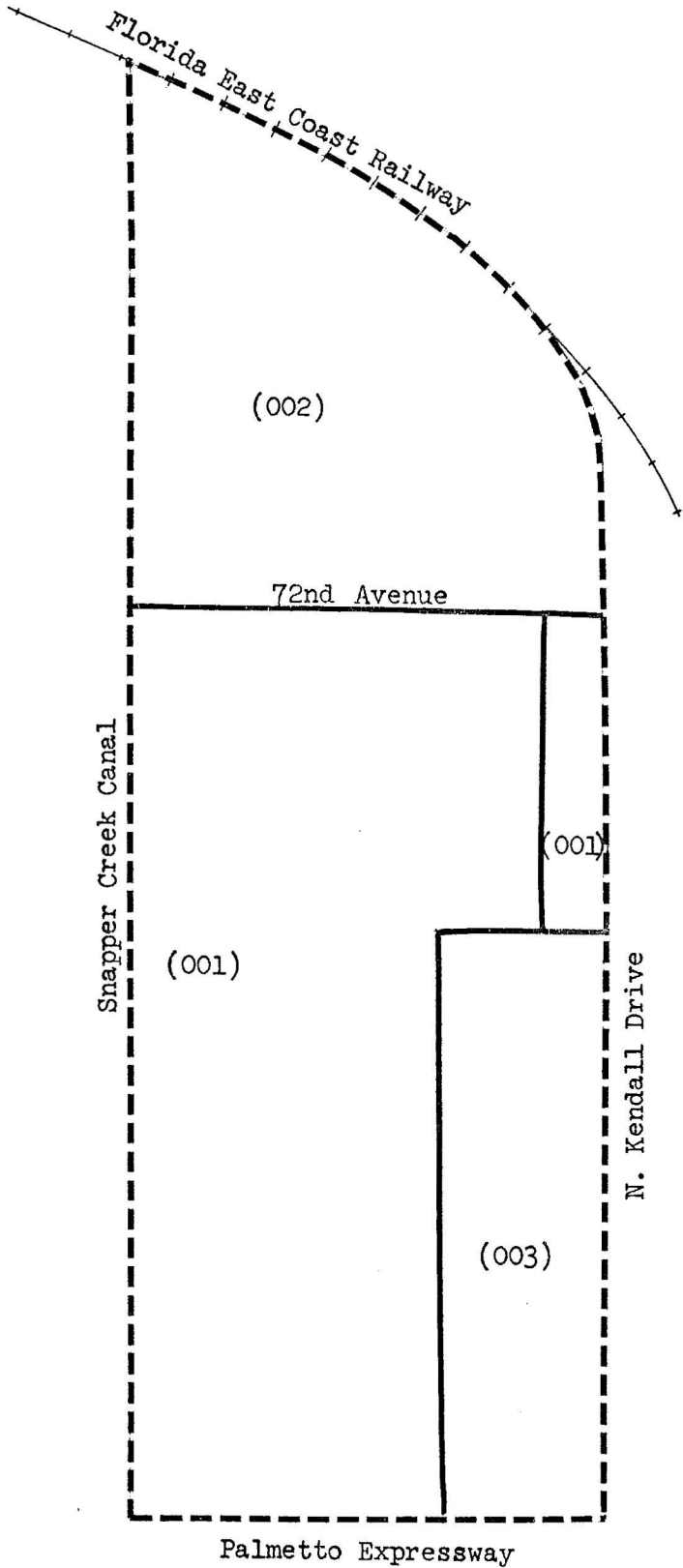
The average per cent occupancy for Area 16 is 20, with a low of 2 per cent in Sub-zone 002 and a high of 21 per cent in Sub-zone 001.

The average parking time for this area is 122 minutes (2 hours, 2 minutes), ranging from a low average of 101 minutes (1 hour, 41 minutes) in Sub-zone 001 to a high average of 540 minutes (9 hours) in Sub-zone 002.

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 16D, we find that all sub-zones have a surplus of space hours.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Dadeland Shopping Center also shows that we have a surplus of space hours in each sub-zone.

It is not recommended that any additional parking spaces be provided in Area 16.

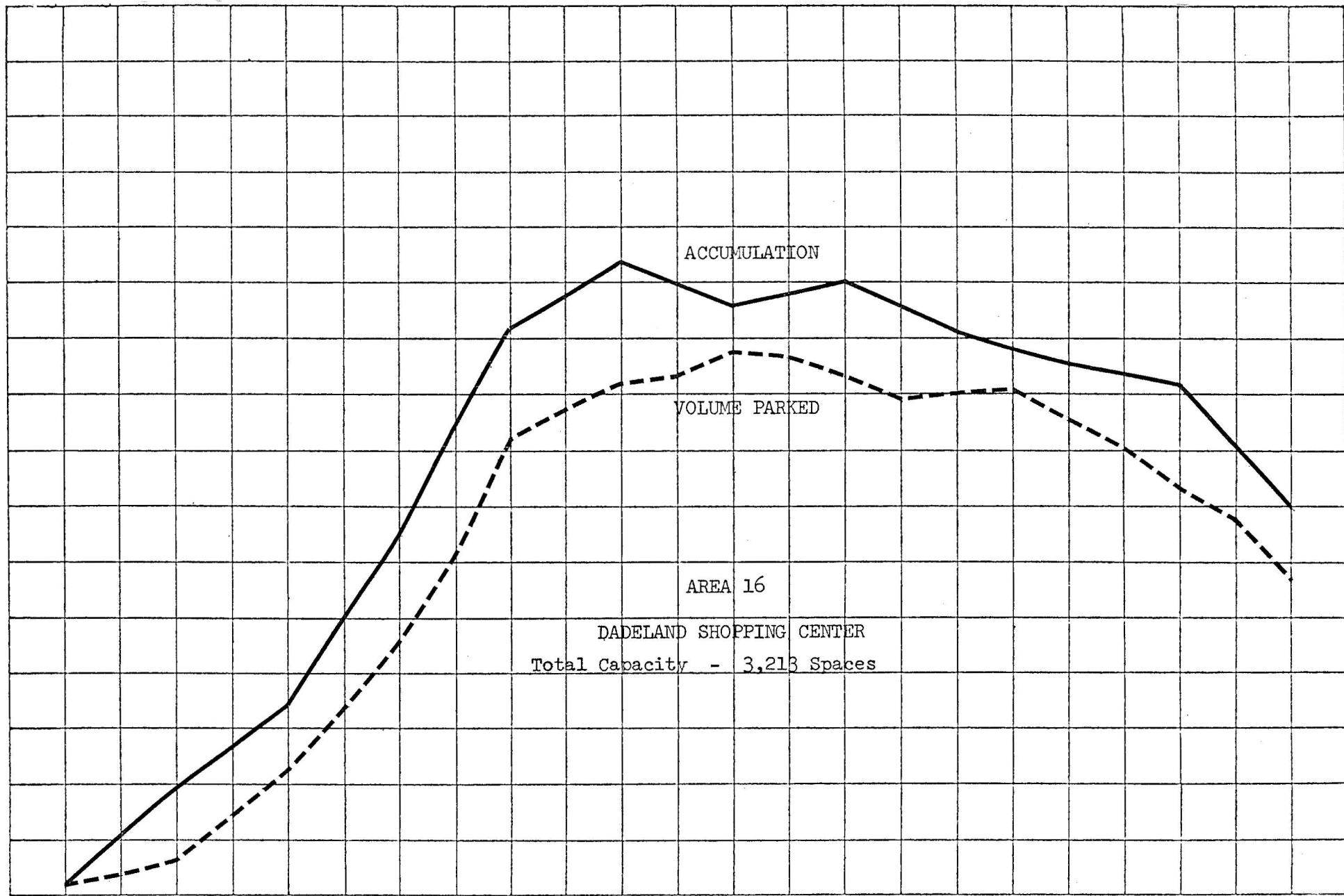


AREA 16
 DADELAND SHOPPING CENTER
 Zone 422

- LEGEND
- Zone Boundary
 - (001) Sub-Zone
 - Street

VEHICLES

1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0



ACCUMULATION

VOLUME PARKED

AREA 16

DADELAND SHOPPING CENTER
Total Capacity - 3,213 Spaces

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

TIME

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 16A
 DADELAND SHOPPING CENTER
 SUMMARY OF PARKING INVENTORY
 AREA 16

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
422-001	58	-	-	1,694	1,752
422-002	90	-	-	-	90
422-003	40	-	-	1,331	1,371
TOTAL	188	-	-	3,025	3,213

TABLE 16B
 DADELAND SHOPPING CENTER
 PARKING STUDY SUMMARY
 AREA 16

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
422-001	1,752	2,652	4,469	1.51	21
422-002	90	2	18	0.02	2
422-003	1,371	1,101	3,136	0.80	19
TOTAL	3,213	3,755	7,623	1.17	20

TABLE 16C
 DADELAND SHOPPING CENTER
 AVERAGE PARKING TIMES
 AREA 16

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
422-001	-	101	101
422-002	540	-	540
422-003	42	179	171
AVERAGE	57	123	122

TABLE 16D
DADELAND SHOPPING CENTER
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 16

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
422-001	17,905	3	17,902	-
422-002	972	14	958	-
422-003	14,008	6,439	7,569	-
Total	32,885	6,456	26,429	-

TABLE 16E
DADELAND SHOPPING CENTER
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 16

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
422-001	17,905	4	17,901	-
422-002	972	19	953	-
422-003	14,008	8,747	5,261	-
Total	32,885	8,770	24,115	-

AREA 17
SOUTH MIAMI C. B. D.

Study Area 17 is bounded by SW 70th Street, 58th Court and 58th Place on the northwest, by SW 66th Street and SW 57th Avenue on the north, by US 1 (SR 5), Santona Street and Madruga Avenue on the northeast, by Yumur Street, Sunset Road and 55th Avenue on the east, by 74th Street on the south, by 76th Street, 78th Street and Manor Lane on the southwest and by 74th Street, 62nd Avenue, SW 72nd Street, and 59th Place on the west. All of this parking study area falls within Zones 346 and 354-359 in the Miami Urban Area Transportation Study. There are numerous sub-zones in these zones.

Several major traffic generators in Area 17 are the South Miami Post Office, City Hall, South Miami Hospital, a Food Fair Store, Kwick Check Retail Store, Seven-Eleven Food Store and a Steven's Market. Traversing the area from the southwest to the northeast is a major route -- US 1 (South Dixie Highway). An east-west major route traversing this area is SW 72nd Street.

The South Miami Central Business District has 5,260 parking spaces, as summarized in Table 17A. Approximately 68.3 per cent (3,595 spaces) of the parking supply is located in off-street facilities, while the remaining 31.7 per cent (1,665 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.94 vehicles per space, with a low of 0.24 in Zone 354 (Sub-zone 034) and a high of 5.19 in Zone 358 (Sub-zone 001). Zone 355 (Sub-zone 002) does not have any parking.

The average per cent occupancy for Area 17 is 33, with a low of 9 per cent in Zone 354 (Sub-zone 034) and a high of 59 per cent in two zones, Zone 346 (Sub-zone 012) and Zone 358 (Sub-zone 001).

The average parking time for this area is 121 minutes (2 hours, 1 minute), ranging from a low average of 61 minutes (1 hour, 1 minute) in Zone 355 (Sub-zone 007) to a high average of 326 minutes (5 hours, 26 minutes) in Zone 355 (Sub-zone 012).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 17D, we find a space hour deficiency in Zone 346 (Sub-zone 012) and Zone 355 (Sub-zones 002, 004, 007, 009, and 012). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1964 parking supply is adequate for handling the 1964 parking demand.

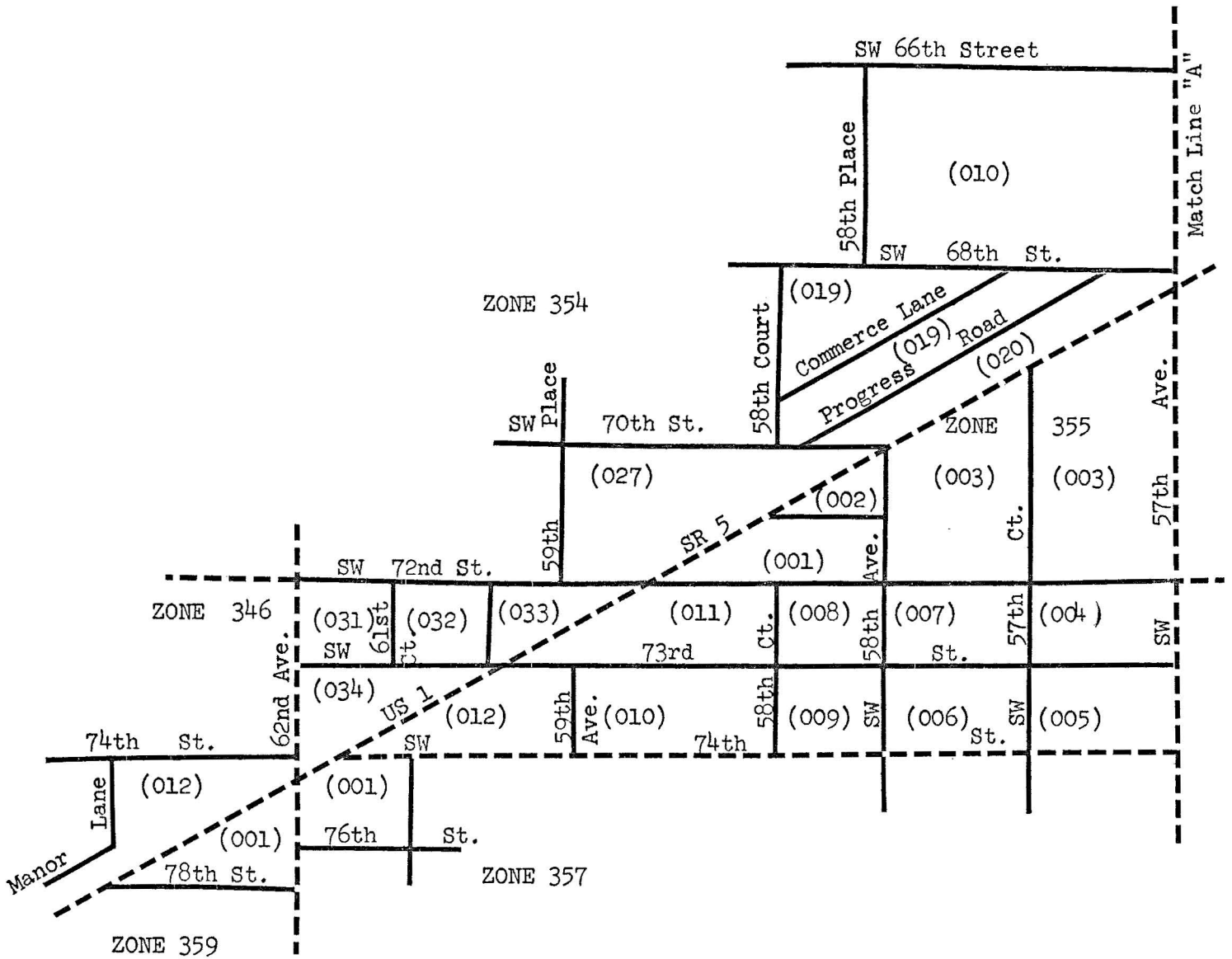
The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the South Miami Central Business District shows space hour deficiencies in Zone 346 (Sub-zone 012) and Zone 355 (Sub-zones 002, 007 and 009). By using the surplus space hours of adjacent sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in Area 17.

AREA 17

SOUTH MIAMI CBD

Zones 346, 354, 355,
357 and 359



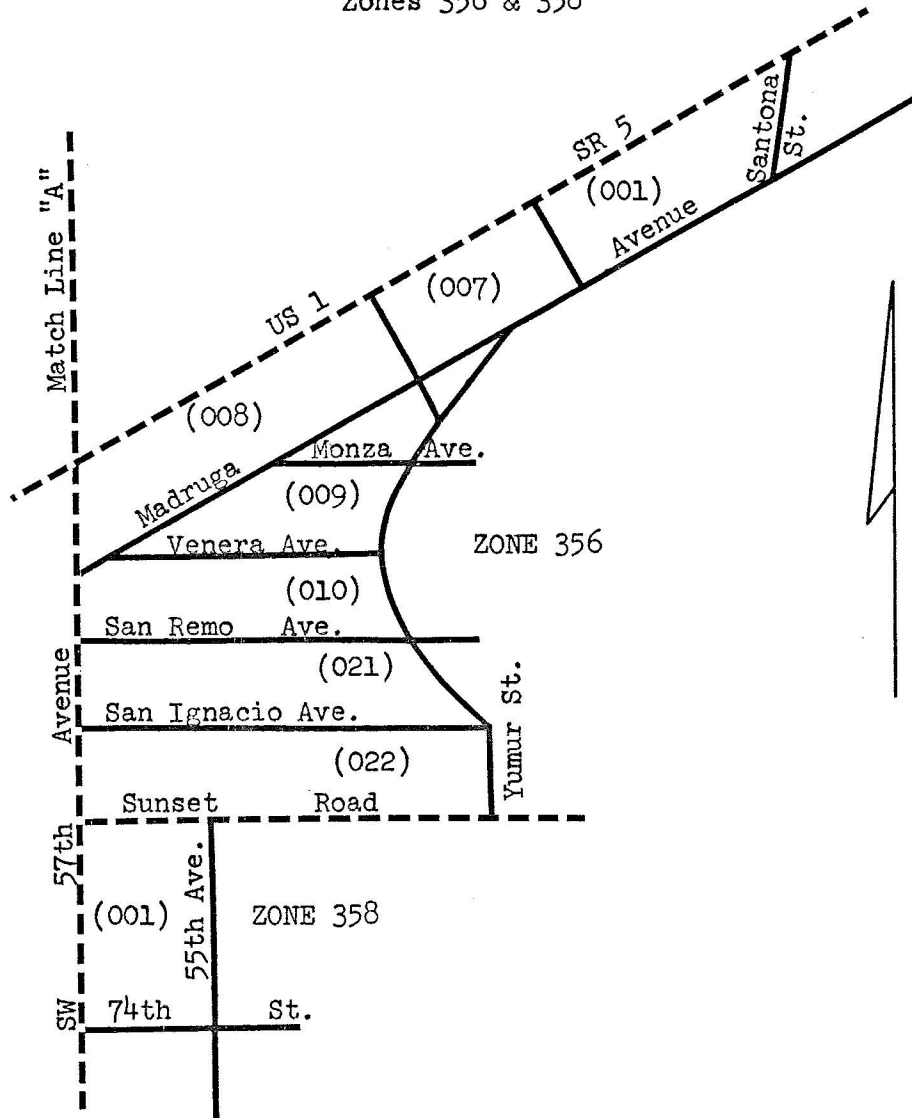
LEGEND

- Zone Boundary
- (001) Sub-Zone
- Street

AREA 17

SOUTH MIAMI CBD

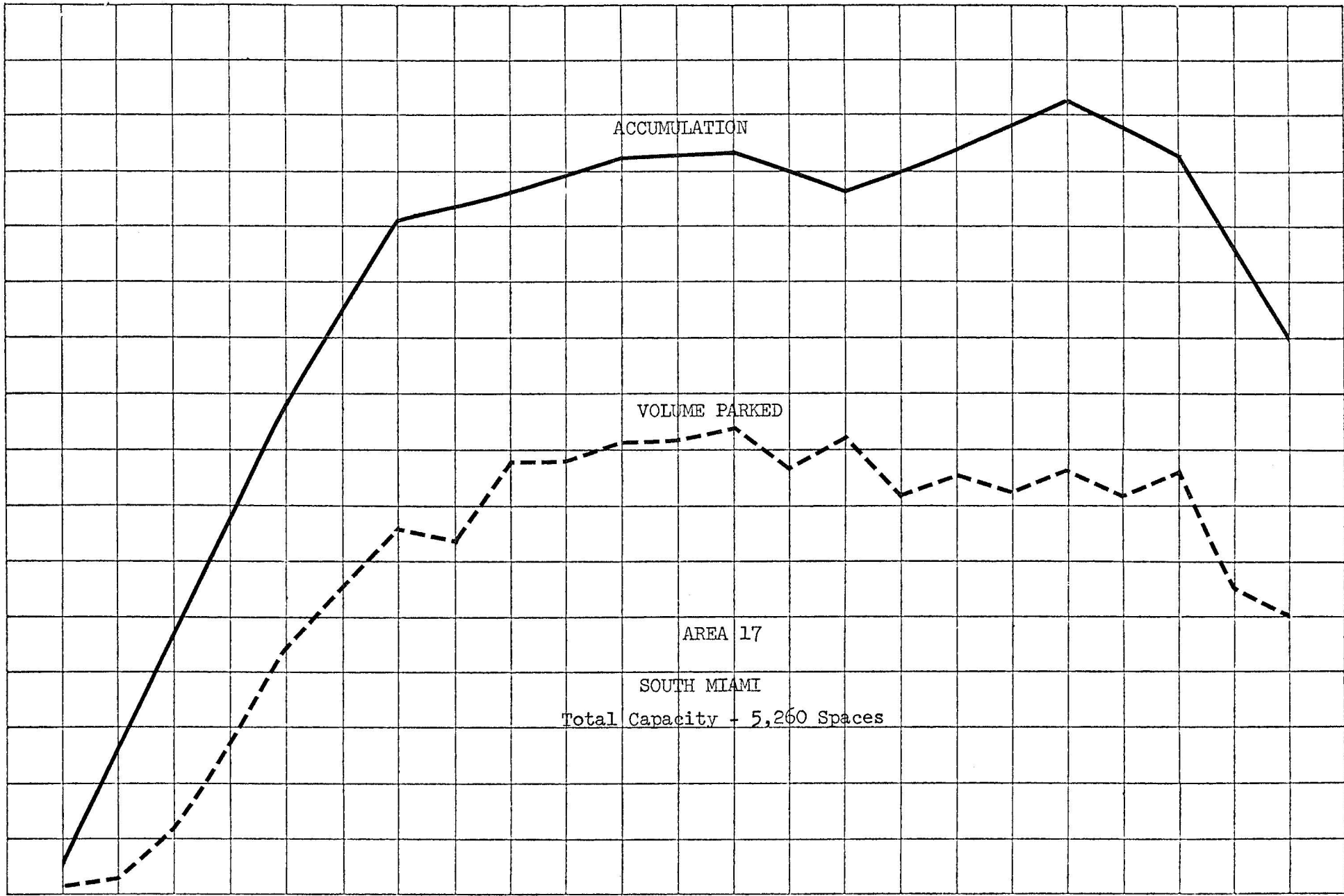
Zones 356 & 358



LEGEND

- Zone Boundary
- (001) Sub-Zone
- Street

VEHICLES



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

AREA 17

SOUTH MIAMI

Total Capacity - 5,260 Spaces

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

T/T

6:30

7:00

7:30

8:00

8:30

9:00

9:30

10:00

10:30

11:00

11:30

12:00

12:30

1:00

1:30

2:00

2:30

3:00

3:30

4:00

4:30

5:00

5:30

6:00

6:30

TABLE 17A
SOUTH MIAMI
SUMMARY OF PARKING INVENTORY
AREA 17

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
346-012	49	-	-	45	94
354-010	28	4	-	479	511
354-019	43	17	-	22	82
354-020	62	32	-	80	174
354-027	91	-	-	152	243
354-031	65	-	-	136	201
354-032	23	-	-	188	211
354-033	26	9	-	-	35
354-034	25	-	-	-	25
355-001	37	2	-	94	133
355-002	32	-	-	-	32
355-003	74	-	-	379	453
355-004	43	-	-	42	85
355-005	40	-	-	41	81
355-006	36	-	-	141	177
355-007	15	2	-	18	35
355-008	24	1	-	88	113
355-009	32	-	-	52	84
355-010	27	-	-	108	135
355-011	56	-	-	154	210
355-012	31	-	-	17	48
356-001	36	-	-	56	92
356-007	54	-	-	143	197
356-008	43	-	-	179	222
356-009	30	-	-	-	30
356-010	62	-	-	32	94
356-021	127	-	-	102	229
356-022	215	-	-	238	453
357-001	49	-	-	22	71
358-001	50	-	-	74	124
359-001	73	-	-	513	586
TOTAL	1,598	67	-	3,595	5,260

TABLE 17B
SOUTH MIAMI
PARKING STUDY SUMMARY
AREA 17

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
346-012	94	148	668	1.57	59
354-010	511	508	814	0.99	13
354-019	82	125	427	1.52	43
354-020	174	343	779	1.97	37
354-027	243	179	459	0.74	16
354-031	201	348	841	1.73	35
354-032	211	157	432	0.74	17
354-033	35	23	78	0.66	19
354-034	25	6	27	0.24	9
355-001	133	346	728	2.60	46
355-002	32	-	-	-	-
355-003	453	1,040	2,948	2.30	54
355-004	85	264	545	3.11	53
355-005	81	276	543	3.41	56
355-006	177	68	206	0.38	10
355-007	35	168	170	4.80	40
355-008	113	339	626	3.00	46
355-009	84	113	294	1.35	29
355-010	135	340	467	2.52	29
355-011	210	731	1,152	3.48	46
355-012	48	30	163	0.63	28
356-001	92	161	221	1.75	20
356-007	197	416	494	2.11	21
356-008	222	717	1,085	3.23	41
356-009	30	10	48	0.33	13
356-010	94	128	407	1.36	36
356-021	229	192	833	0.84	30
356-022	453	1,104	2,519	2.44	46
357-001	71	68	206	0.96	24
358-001	124	644	873	5.19	59
359-001	586	1,195	1,515	2.04	22
TOTAL	5,260	10,187	20,568	1.94	33

TABLE 17C
SOUTH MIAMI
AVERAGE PARKING TIMES
AREA 17

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
346-012	285	263	271
354-010	180	96	96
354-019	209	197	205
354-020	198	113	136
354-027	242	137	154
354-031	146	145	145
354-032	195	164	165
354-033	203	-	203
354-034	270	-	270
355-001	43	248	126
355-002	-	-	-
355-003	66	216	170
355-004	105	188	124
355-005	120	116	118
355-006	149	203	182
355-007	43	127	61
355-008	105	116	111
355-009	68	260	156
355-010	240	70	82
355-011	45	147	95
355-012	360	311	326
356-001	148	74	82
356-007	138	58	71
356-008	130	88	91
356-009	288	-	288
356-010	189	193	191
356-021	274	245	260
356-022	89	214	137
357-001	149	203	182
358-001	83	80	81
359-001	139	74	76
AVERAGE	105	129	121

TABLE 17D
SOUTH MIAMI
1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 17

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
346-012	988	1,372	-	384
354-010	5,188	1,591	3,597	-
354-019	688	397	291	-
354-020	1,486	722	764	-
354-027	2,533	657	1,876	-
354-031	2,089	622	1,467	-
354-032	2,166	432	1,734	-
354-033	281	228	53	-
354-034	270	28	242	-
355-001	1,359	970	389	-
355-002	345	1,496	-	1,151
355-003	4,665	1,327	3,338	-
355-004	892	1,235	-	343
355-005	850	266	584	-
355-006	1,827	15	1,812	-
355-007	346	456	-	110
355-008	1,157	460	697	-
355-009	876	1,141	-	265
355-010	1,394	1	1,393	-
355-011	2,176	667	1,509	-
355-012	508	622	-	114
356-001	960	67	893	-
356-007	2,042	102	1,940	-
356-008	2,290	1,603	687	-
356-009	324	14	310	-
356-010	996	407	589	-
356-021	2,412	115	2,297	-
356-022	4,750	819	3,931	-
357-001	753	422	331	-
358-001	1,295	687	608	-
359-001	6,021	1,577	4,444	-
Total	53,927	20,518	35,776	2,367

TABLE 17E
SOUTH MIAMI
1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
AREA 17

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
346-012	988	1,236	-	248
354-010	5,188	1,691	3,497	-
354-019	688	422	266	-
354-020	1,486	767	719	-
354-027	2,533	698	1,835	-
354-031	2,089	661	1,428	-
354-032	2,166	459	1,707	-
354-033	281	242	39	-
354-034	270	30	240	-
355-001	1,359	75	1,284	-
355-002	345	1,158	-	813
355-003	4,665	1,027	3,638	-
355-004	892	956	-	64
355-005	850	206	644	-
355-006	1,827	12	1,815	-
355-007	346	353	-	7
355-008	1,157	356	801	-
355-009	876	883	-	7
355-010	1,394	1	1,393	-
355-011	2,176	516	1,660	-
355-012	508	482	26	-
356-001	960	46	914	-
356-007	2,042	70	1,972	-
356-008	2,290	1,101	1,189	-
356-009	324	10	314	-
356-010	996	280	716	-
356-021	2,412	79	2,333	-
356-022	4,750	565	4,185	-
357-001	753	634	119	-
358-001	1,295	463	832	-
359-001	6,021	1,745	4,276	-
Total	53,927	17,224	37,842	1,139

AREA 19
CUTLER RIDGE

Study Area 19 is bounded by the South Dixie Highway (US 1) on the northwest, SW 107th Avenue on the east and Allapattah Road on the southwest. All of this parking study area falls within Zone 449 (Sub-zone 003) of the Miami Urban Area Transportation Study.

Two traffic generators in Area 19 are the Food Fair Store and an A & P Store. Traversing this parking study area is Caribbean Boulevard, a southeast-northwest route.

The Cutler Ridge area contains 862 parking spaces, as summarized in Table 19A. Approximately 95.7 per cent (825 spaces) of the parking supply is located in off-street facilities. The remaining 4.3 per cent (37 spaces) are curb spaces.

The average turnover rate for this parking study area is 3.67 vehicles per space. It has a per cent occupancy of 50 and an average parking time of 98 minutes (1 hour, 38 minutes).

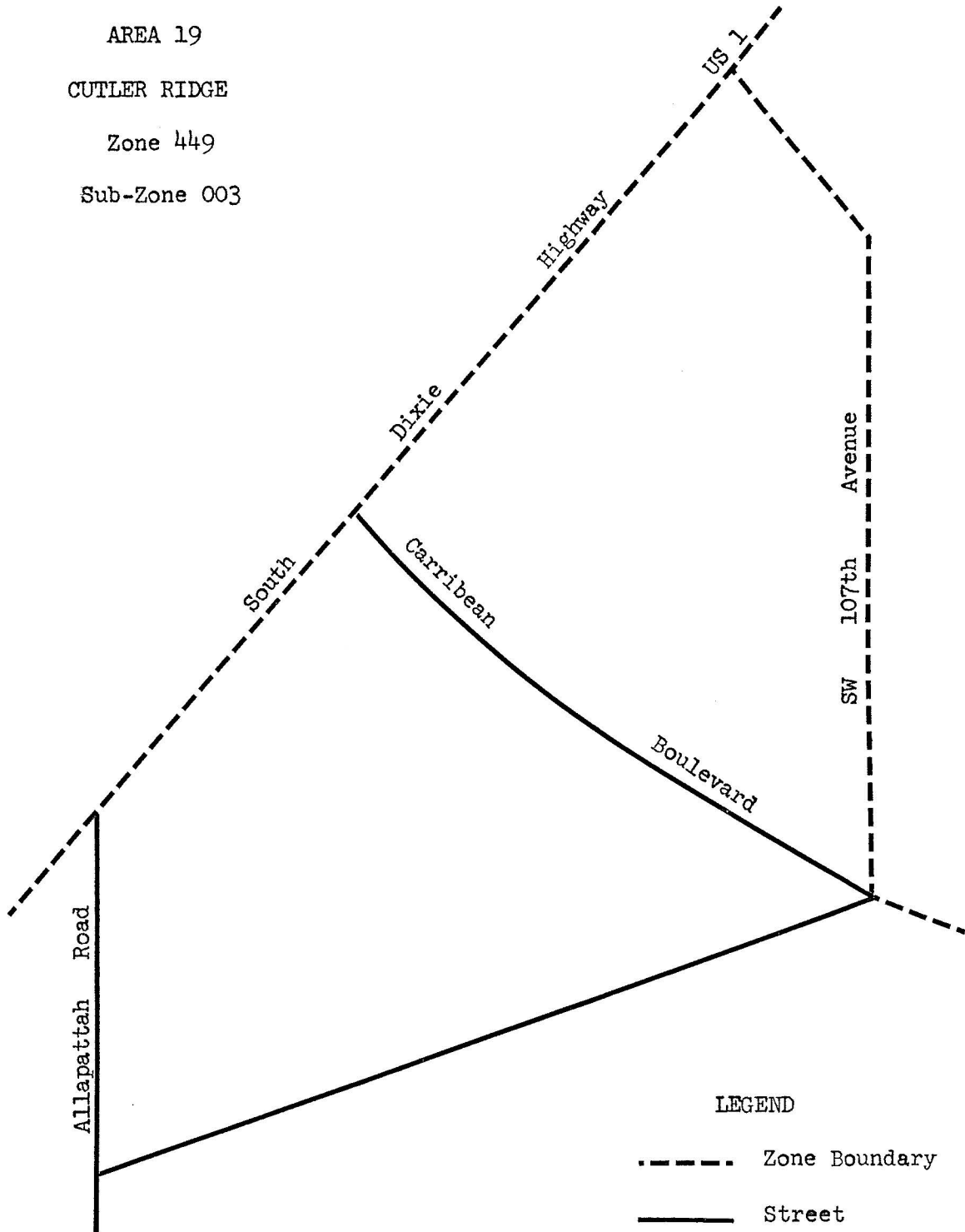
Upon comparing the 1964 parking supply with the 1964 parking demand, Table 19D, we find that Area 19 (it has only one zone and one sub-zone) has a surplus of space hours and needs no additional parking spaces.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Cutler Ridge Area shows a space hour deficiency in Zone 449 (Sub-zone 003) that cannot be altered by surplus space hours of adjacent sub-zones. Due to the increasing need for the streets to perform their main function of traffic movement, curb parking will necessarily be restricted or possibly prohibited. This necessitates the recommendation that additional off-street parking spaces be provided in the Cutler Ridge Parking Study Area .

Zone 449 (Sub-zone 003) has a critical deficiency of 1,176 space hours. This deficiency as determined is in space hours. Since a greater number of curb spaces will not be available, this additional space must be provided by adding lots or garages. This deficiency must be expanded by dividing by the efficiency factor. As an example, if the deficiency is 1,176 space hours and existing off-street facilities have an efficiency factor of 85 per cent, it will be necessary to provide $1,176 / .85$ or 1,384 additional space hours. This number divided by 12 (the number of hours in the parking study period) yields the number of parking spaces needed.

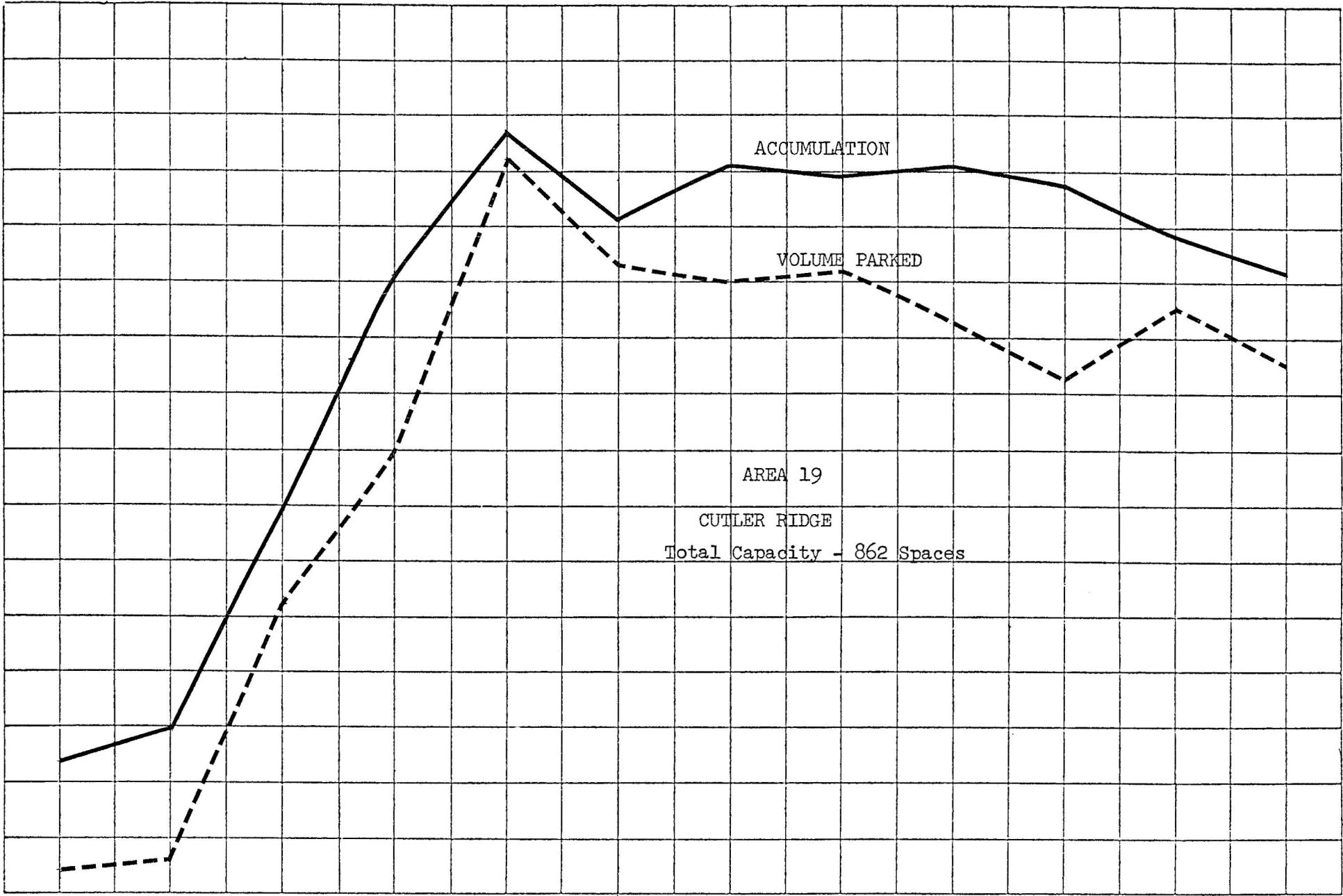
It is recommended that 115 additional parking spaces be provided where physically and economically possible in Zone 449 (Sub-zone 003) in the Cutler Ridge Parking Study Area to meet the 1985 parking demands.

AREA 19
CUTLER RIDGE
Zone 449
Sub-Zone 003



VEHICLE

700
650
600
550
500
450
400
350
300
250
200
150
100
50
0



TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

08T

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 19A
CUTLER RIDGE
SUMMARY OF PARKING INVENTORY
AREA 19

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
449-003	37	-	-	825	862

TABLE 19B
CUTLER RIDGE
PARKING STUDY SUMMARY
AREA 19

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
449-003	862	3,165	5,177	3.67	50

TABLE 19C
CUTLER RIDGE
AVERAGE PARKING TIMES
AREA 19

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
449-003	97	98	98

TABLE 19D
 CUTLER RIDGE
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 19

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
449-003	8,815	5,181	3,634	-

TABLE 19E
 CUTLER RIDGE
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 19

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
449-003	8,815	9,991	-	1,176

AREA 20
HOMESTEAD

Study Area 20 is physically divided into two separate sections, although it will be treated as one. The first section on the west is bounded by NW 8th Street on the north, N. Krome Avenue on the east, Mowry Street on the south and by NW 1st Avenue on the west. It has numerous cross streets and is separated from the second part from N. Krome Avenue to the east to English Avenue. The second section is bounded by NE 8th Street on the north, a parkway on the east and southeast, Civic Court on the southwest and English Avenue on the west. All of this parking study area falls within Zones 492 and 494 of the Miami Urban Area Transportation Study.

Several major tourist facilities and traffic generators in Area 20 are the Barnett Farm, Orkin Exterminators, Everglades Motel, Furguson Jewelers, Homestead Auto Supply, Homestead Auto Court, the Post Office, Kwick Check Retail Store, Palm Drive In and the Park Lane Cafeteria. There are many cross streets in the Zone 492 portion.

The Homestead Parking Study Area contains 2,937 parking spaces, as summarized in Table 20A. Approximately 43.3 per cent (1,272 spaces) of the parking supply is located in off-street facilities. The remaining 56.7 per cent (1,665 spaces) are curb spaces.

The average turnover rate for this parking study area is 1.55 vehicles per space, with a low of 0.13 in Zone 492 (Sub-zone 014) and a high of 4.84 in Zone 492 (Sub-zone 030).

The average per cent occupancy for Area 20 is 17, with a low of 5 per cent in Zone 492 (Sub-zone 014) and a high of 34 per cent in Zone 492 (Sub-zone 019).

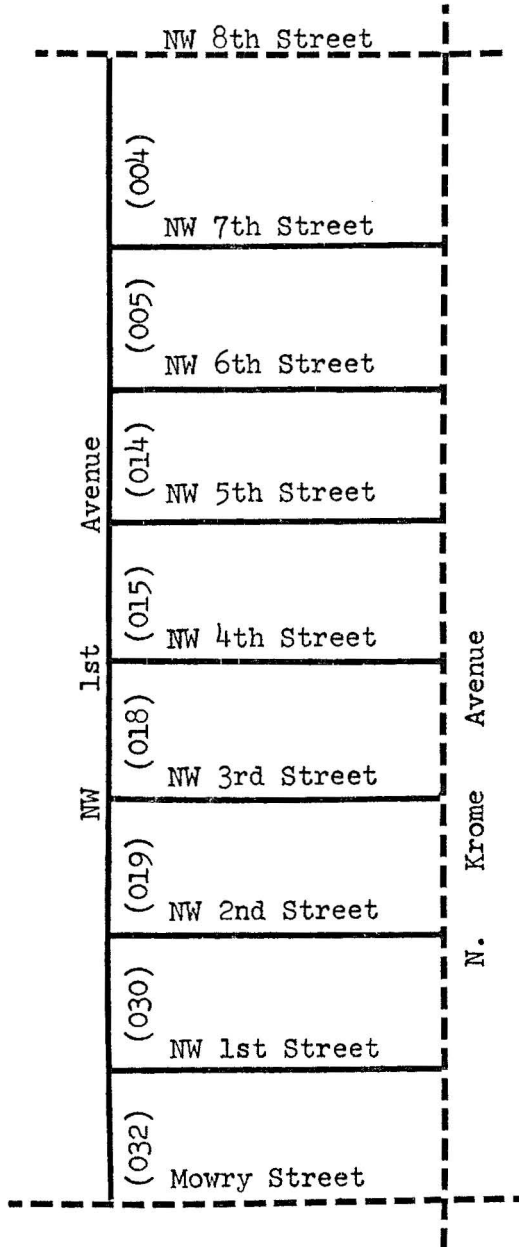
The average parking time for this area is 81 minutes (1 hour, 21 min-

utes), ranging from a low average of 39 minutes in Zone 492 (Sub-zone 030) to a high average of 306 minutes (5 hours, 6 minutes) in Zone 492 (Sub-zone 015).

Upon comparing the 1964 parking supply with the 1964 parking demand, Table 20D, we find that all sub-zones have a surplus of space hours.

The 1985 Supply, Demand, Surplus or Deficient Space Hour Table for the Homestead Parking Study Area shows space hour deficiencies in Zone 492 (Sub-zone 019). By using the surplus space hours of surrounding sub-zones that are within an acceptable walking distance, we find that the 1985 parking supply is adequate for handling the 1985 parking demand.

It is not recommended that any additional parking spaces be provided in the Homestead Parking Study Area, Area 20.

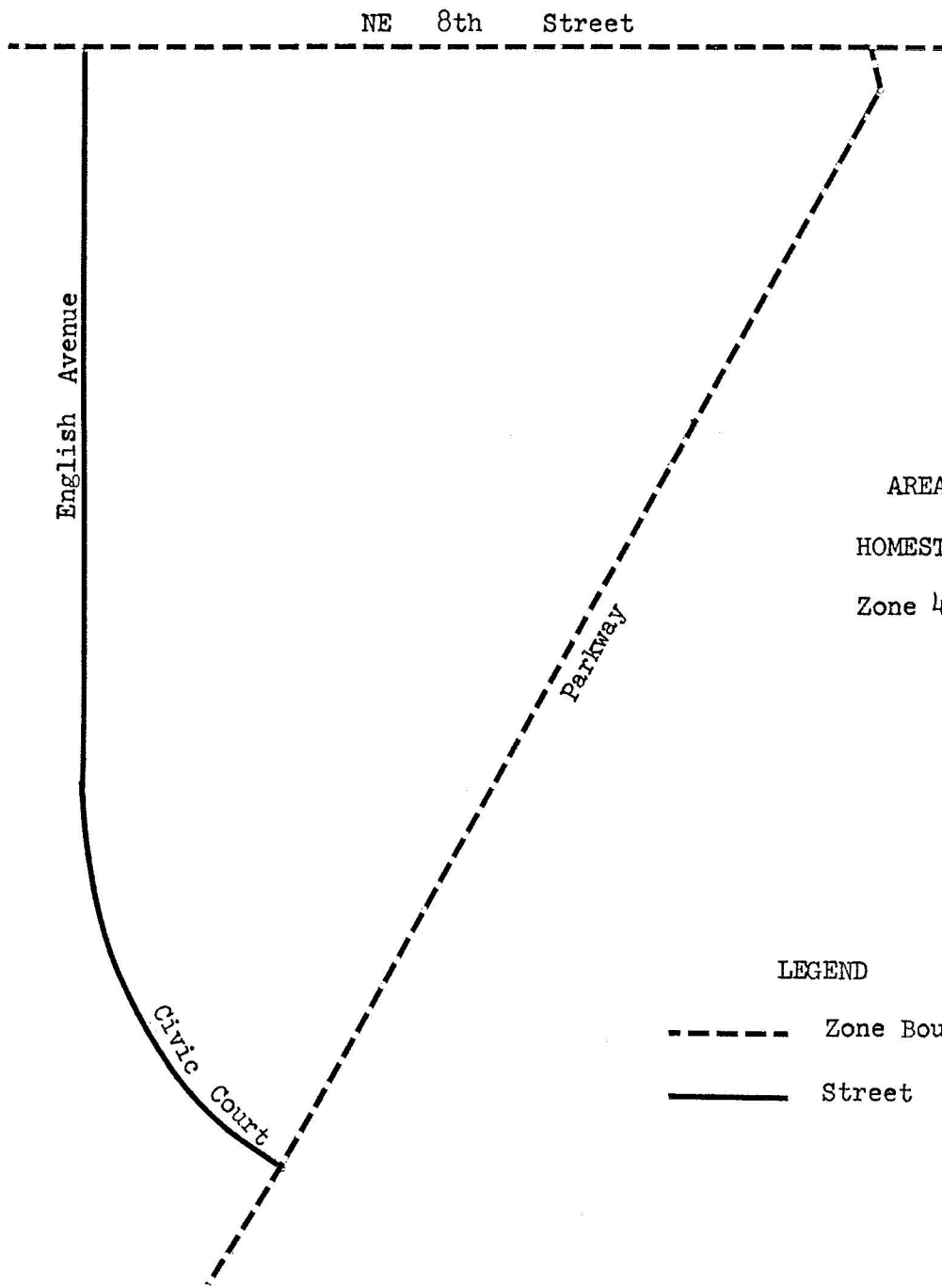


AREA 20
 HOMESTEAD
 Zone 492

LEGEND

- - - - - Zone Boundary
- (032) Sub-Zone
- Street





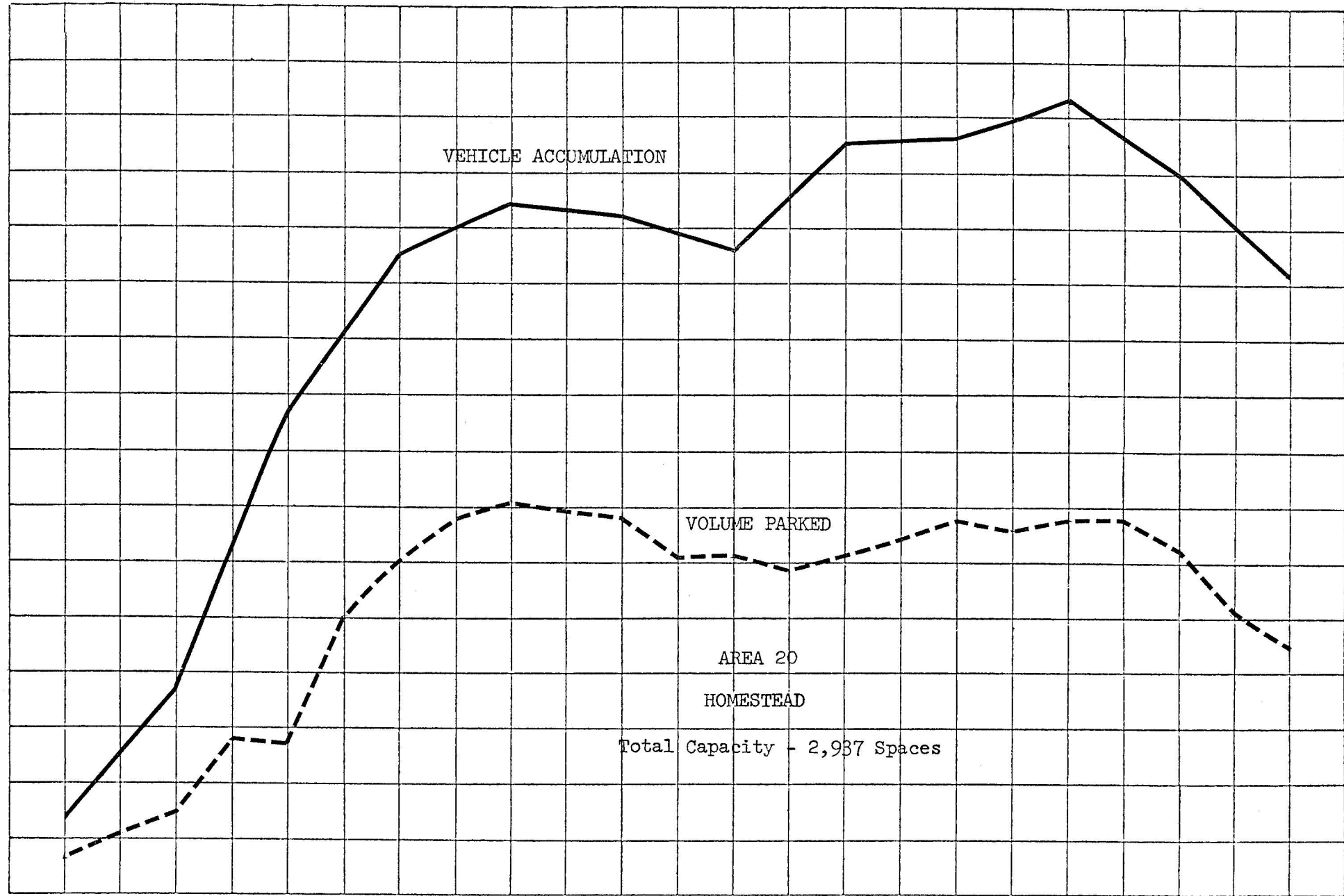
AREA 20
HOMESTEAD
Zone 494, Sub-Zone(001)

LEGEND

- - - - - Zone Boundary
- Street

VEHICLES

1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0



VEHICLE ACCUMULATION

VOLUME PARKED

AREA 20

HOMESTEAD

Total Capacity - 2,987 Spaces

TIME (Beginning at 6:30 A.M.)

VEHICLE ACCUMULATION

VEHICLES PARKED

L&T

6:30 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 12:00 12:30 1:00 1:30 2:00 2:30 3:00 3:30 4:00 4:30 5:00 5:30 6:00 6:30

VEHICLE ACCUMULATION VS VEHICLES PARKED WITHIN AREA

TABLE 20A
HOMESTEAD
SUMMARY OF PARKING INVENTORY
AREA 20

ZONE & SUB-ZONE	ON-STREET SPACES			OFF - STREET SPACES	ALL AVAILABLE SPACES
	AUTO	LOADING ZONES	SPECIAL PERMITS		
492-004	62	-	-	18	80
492-005	89	-	-	-	89
492-014	75	-	-	-	75
492-015	59	-	-	40	99
492-018	104	-	-	12	116
492-019	68	-	-	42	110
492-030	88	-	-	-	88
492-032	128	-	-	176	304
494-001	989	3	-	984	1,976
TOTAL	1,662	3	-	1,272	2,937

TABLE 20B
HOMESTEAD
PARKING STUDY SUMMARY
AREA 20

ZONE & SUB-ZONE	NUMBER AVAILABLE SPACES	6:30 AM - 6:30 PM		TURNOVER RATE	PER CENT OCCUPANCY
		DIFF. VEHICLES PARKED	SPACE HOURS USED		
492-004	80	55	136	0.69	14
492-005	89	50	105	0.56	10
492-014	75	10	47	0.13	5
492-015	99	21	107	0.21	9
492-018	116	40	120	0.34	9
492-019	110	359	444	3.26	34
492-030	88	426	277	4.84	26
492-032	304	455	553	1.50	15
494-001	1,976	3,148	4,346	1.59	18
TOTAL	2,937	4,564	6,135	1.55	17

TABLE 20C
HOMESTEAD
AVERAGE PARKING TIMES
AREA 20

ZONE & SUB-ZONE	AVERAGE PARKING TIME IN MINUTES		
	ON-STREET	OFF-STREET	COMBINED
492-004	100	178	148
492-005	126	-	126
492-014	282	-	282
492-015	384	281	306
492-018	180	180	180
492-019	61	113	74
492-030	39	-	39
492-032	65	182	73
494-001	68	96	83
AVERAGE	66	101	81

TABLE 20D
 HOMESTEAD
 1964 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 20

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1964 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
492-004	854	155	699	-
492-005	962	14	948	-
492-014	810	14	796	-
492-015	1,045	55	990	-
492-018	1,246	9	1,237	-
492-019	1,162	1,089	73	-
492-030	950	384	566	-
492-032	3,177	269	2,908	-
494-001	20,718	5,562	15,156	-
Total	30,924	7,551	23,373	-

TABLE 20E
 HOMESTEAD
 1985 SUPPLY, DEMAND, SURPLUS AND DEFICIENT SPACE HOURS
 AREA 20

ZONE & SUB-ZONE	SPACE HOURS OF PRACTICAL CAP.	1985 SPACE HOUR DEMAND	SURPLUS SPACE HOURS	DEFICIENT SPACE HOURS
492-004	854	183	671	-
492-005	962	17	945	-
492-014	810	17	793	-
492-015	1,045	65	980	-
492-018	1,246	11	1,235	-
492-019	1,162	1,288	-	126
492-030	950	454	496	-
492-032	3,177	318	2,859	-
494-001	20,718	6,647	14,071	-
Total	30,924	9,000	22,050	126

