EXECUTIVE SUMMARY

Introduction
The Northeast Miami-Dade Traffic Flow Study, which was completed in August of 2007, identified a series of projects to improve traffic flow and reduce congestion along several corridors in the northeast area of Miami-Dade County. The study area consisted of the municipalities of Aventura, Bal Harbour, Bay Harbor Islands, Golden Beach, North Miami, North Miami Beach, Sunny Isles Beach and Surfside. According to the prior study, the roadway grid lacks continuity with few roadways traversing the entire study area. The majority of north-south traffic is concentrated in three corridors: I-95, Biscayne Boulevard, and Collins Avenue. Five major east-west corridors serve as connections between I-95 and Biscayne Boulevard: Ives Dairy Road, Miami Gardens Drive, 167/163rd Street, 135th Street and 125th Street. As travel demand grows in the study area, these corridors are expected to become increasingly congested; therefore, prompting the prior effort to develop a series of transportation infrastructure improvements and policies to enhance mobility.

The purpose of this study is to develop an implementation plan that includes defining projects to the level required to determine costs, subsequently determining potential funding sources, and finally laying out a blueprint toward implementation.

Study Area
The boundaries of the Implementation Plan for the NE Corridor Traffic Flow Study are defined as the Broward County Line to the north, NE 116th Street to the south, Interstate 95 to the west, and the Atlantic Ocean to the east. The core study area is defined as NE 203rd Street to the north, NE 123rd Street to the south, NE 6th Avenue to the west, and Biscayne Boulevard to the east.

Project Definition
Individual project definition sheets were developed for each project. These sheets include a description of the project, political jurisdiction, need identified in the NE Corridor Traffic Flow Study, notes about the project, project specific issues/challenges, tasks involved for implementation, lead agencies to champion the project, project cost, funding, and implementation timeframe. Input was obtained from the study advisory committee (SAC) to further refine the list of transportation improvements and project definitions.
LEGEND

Elminated Projects

- Project 13: NE 14th Avenue between NE 135th Street and NE 163rd Street (Roadway Widening)
- Project 16: NE 19th Avenue between NE 163rd Street and Miami Gardens Drive (Roadway Widening)
- Project 21: Biscayne Boulevard Reversible Lane Study
- Project 22: 163rd/167th Street Reversible Lane Study
- Project 26: Biscayne Boulevard and William Lehman Causeway (Intersection Capacity)
- Project 27: Highland Lakes Boulevard between Ives Dairy Road and NE 215th Street (Roadway Widening)
- Project 28: NE 151st Street (New Corridor Connections)
- Project 29: NE 171st Street between NE 15th Avenue and US 1 (Roadway Widening)

Potentially Feasible Projects

- Project 1: West Dixie Highway and Miami Gardens Drive (Intersection Capacity)
- Project 2: NW 2nd Avenue and NW 167th Street (Intersection Capacity)
- Project 3: Biscayne Boulevard and NE 163rd Street (Grade Separation)
- Project 9: Biscayne Boulevard and NE 135th Street (Signal Re-Timing)
- Project 12: NE 16th Avenue between US 1 and NE 135th Street (Roadway Widening)
- Project 18: West Dixie Highway between NE 163rd Street and County Line Road (Roadway Widening)
- Project 20: NE 135th Street Reversible Lane Study
- Project 24: Intermodal Center at Biscayne Boulevard and NE 163rd Street
- Project 25: Intersection Improvements along Biscayne Boulevard in Aventura

Potentially Constrained Projects

- Project 11: NE 10th Avenue between NE 151st Street and Miami Gardens Drive (Roadway Widening)
- Project 14: NE 151st Street between NE 10th Avenue and West Dixie Highway (Roadway Widening)
- Project 15: NE 159th Street between NE 6th Avenue and West Dixie Highway (Roadway Widening)
- Project 17: Collins Avenue between Harbour Way and Bayview Drive (Roadway Widening)
- Project 19: NE 159th Street (New Corridor Connections)
- Project 23: Direct Connection between William Lehman Causeway and Aventura Mall
- Project 30: NE 213th Street Extension between Biscayne Boulevard and Dixie Highway
- Project 31: NE 16th Avenue between NE 135th Street and NE 163rd Street (Roadway Widening)
- Project 32: Biscayne Boulevard Bus Bays

Signal Re-Timing Projects

- Project 4: Biscayne Boulevard and NE 163rd Street (Signal Re-Timing)
- Project 5: West Dixie Highway and NE 163rd Street (Signal Re-Timing)
- Project 6: NE 10th Avenue and NE 167th Street (Signal Re-Timing)
- Project 7: NE 10th Avenue and NE 163rd Street (Signal Re-Timing)
- Project 8: Biscayne Boulevard and NE 123rd Street (Signal Re-Timing)
- Project 9: Biscayne Boulevard and NE 135th Street (Signal Re-Timing)
- Project 10: Dixie Highway and NE 135th Street (Signal Re-Timing)
LEGEND

ELIMINATED PROJECTS
Project 13: NE 14th Avenue between NE 135th Street and NE 163rd Street (Roadway Widening)
Project 16: NE 19th Avenue between NE 163rd Street and Miami Gardens Drive (Roadway Widening)
Project 21: Biscayne Boulevard Reversible Lane Study
Project 22: 163rd/167th Street Reversible Lane Study
Project 26: Biscayne Boulevard and William Lehman Causeway (Intersection Capacity)
Project 27: Highland Lakes Boulevard between Ives Dairy Road and NE 215th Street (Roadway Widening)
Project 28: NE 151st Street (New Corridor Connections)
Project 29: NE 171st Street between NE 15th Avenue and US 1 (Roadway Widening)

POTENTIALLY FEASIBLE PROJECTS
Project 1: West Dixie Highway and Miami Gardens Drive (Intersection Capacity)
Project 2: NW 2nd Avenue and NW 167th Street (Intersection Capacity)
Project 3: Biscayne Boulevard and NE 163rd Street (Grade Separation)
Project 9: Biscayne Boulevard and NE 135th Street (Intersection Capacity)
Project 12: NE 16th Avenue between US 1 and NE 135th Street (Roadway Widening)
Project 18: West Dixie Highway between NE 163rd Street and County Line Road (Roadway Widening)
Project 20: NE 135th Street Reversible Lane Study
Project 24: Intermodal Center at Biscayne Boulevard and NE 163rd Street
Project 25: Intersection Improvements along Biscayne Boulevard in Aventura
Project 33: Intermodal Center at NE 125th Street

POTENTIALLY CONSTRAINED PROJECTS
Project 11: NE 10th Avenue between NE 151st Street and Miami Gardens Drive (Roadway Widening)
Project 14: NE 151st Street between NE 10th Avenue and West Dixie Highway (Roadway Widening)
Project 15: NE 159th Street between NE 6th Avenue and West Dixie Highway (Roadway Widening)
Project 17: Collins Avenue between Harbour Way and Bayview Drive (Roadway Widening)
Project 19: NE 159th Street (New Corridor Connections)
Project 23: Direct Connection between William Lehman Causeway and Aventura Mall
Project 30: NE 213th Street Extension between Biscayne Boulevard and Dixie Highway
Project 31: NE 16th Avenue between NE 135th Street and NE 163rd Street (Roadway Widening)
Project 32: Biscayne Boulevard Bus Bays

SIGNAL RE-TIMING PROJECTS
Project 4: Biscayne Boulevard and NE 163rd Street (Signal Re-Timing)
Project 5: West Dixie Highway and NE 163rd Street (Signal Re-Timing)
Project 6: NE 10th Avenue and NE 167th Street (Signal Re-Timing)
Project 7: NE 10th Avenue and NE 163rd Street (Signal Re-Timing)
Project 8: Biscayne Boulevard and NE 123rd Street (Signal Re-Timing)
Project 9: Biscayne Boulevard and NE 135th Street (Signal Re-Timing)
Project 10: Dixie Highway and NE 135th Street (Signal Re-Timing)
**Funding/Cost Estimates**

Preliminary order of magnitude cost estimates were developed for the projects and are presented on individual project sheets. The purpose of these cost estimates is to provide planning level estimates for projects and costs were also considered as a prioritization/implementation parameter. Cost estimates were based FDOT generic cost per mile models.

Funding/revenue source forecasts for FDOT (state and federal), Miami-Dade Transit (MDT), and Miami-Dade County gas taxes and road impact fees for public works projects were reviewed. Individual projects were assigned to appropriate state and local funding sources.

**Miami-Dade Transit Funding**

Projects were grouped together based on project type, project viability criteria, and input from the SAC, Miami-Dade County, FDOT, and municipalities. Four (4) classification groups were established: (1) eliminated projects, (2) signal re-timing projects, (3) potentially feasible projects, and (4) potentially constrained projects. An implementation plan was developed based on project time horizons. Time horizons defined for this study were short-term (1-3 years), mid-term (3-5 years), and long-term (5+ years). The following figure illustrates project locations and groups projects by classification category.

**Summary and Next Steps**

The result of this study is a program of transportation improvements to address traffic congestion and to some extent provide alternatives to the single occupant automobile as a method of transportation. The improvements should be adopted into the appropriate plans and programs of the specified agencies. Finally, the study should be examined annually to assess the status of the implementation of the identified improvements.

The Implementation Plan for the Northeast Corridor Traffic Flow Study provides the framework in programming of transportation improvements in the northeast section of Miami-Dade County. Agencies have been identified for implementing the improvements based on jurisdictional responsibility. The improvements should be adopted into the appropriate plans and programs of the specified agencies.