Executive Summary Report

SW 152nd Street Corridor Transportation Study

The SW 152nd Street Corridor Study focuses on an approximately 7.5-mile long stretch of SW 152nd Street (also known as Coral Reef Drive and Zoo Boulevard) from SW 162nd Avenue to SW 89th Court, just east of US-1 (Figure 1). The south-western area of Miami-Dade County (County) has witnessed considerable growth in the past few decades. During this period, SW 152nd Street has transformed from a predominantly rural roadway to an urban/suburban arterial carrying large amounts of vehicular traffic. The severity and duration of traffic congestion along this corridor has raised concerns about the comprehensive impact of committed and proposed developments along the corridor. The main goal of this study is to identify short (2010) and mid-term (2015) mobility alternatives for improving traffic flow along the SW 152nd Street Corridor. Other longer term improvements, beyond 2015, were also identified for further study.

Background

An existing conditions analysis was conducted and projects in the County's 2030 Long-Range Transportation Plan (LRTP) as well as other projects being considered by agencies were further evaluated. To analyze the impact of new development in the area, a travel desire analysis was performed to determine where residents of the area are traveling from and to (Figure 2). In total, nearly 7,600 residential units, 370,000 sq. ft. of office and 430,000 sq. ft. of retail space is committed or proposed along the corridor, mainly west of the Homestead Extension of Florida's Turnpike (HEFT). The travel desire analysis indicated that committed and proposed development is projected to have significant impact on the traffic patterns along and around the study corridor. The results of the analysis were also used to develop potential alternatives for further analysis.

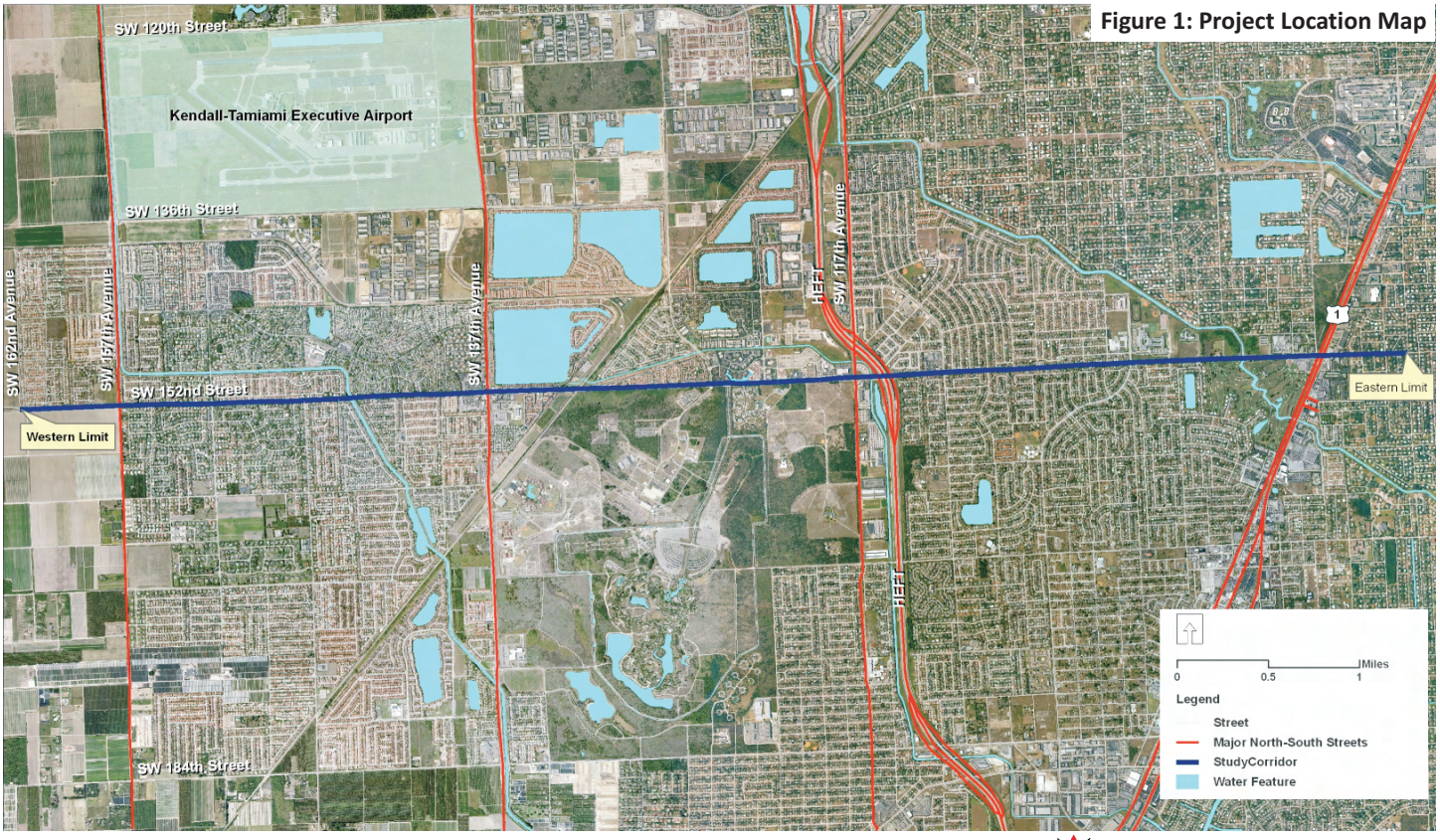

Figure 1: Project Location Map

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Alternatives

The Miami Urban Area Transportation System (MUATS) travel demand model developed for the 2030 Miami-Dade Long Range Transportation Plan (LRTP) was used to test nine transit (Figure 3) and roadway (Figure 4) alternatives. Other improvements such as intersection improvements, transit facility improvements, bicycle and pedestrian improvements were also considered.

Recommendations

SHORT-TERM IMPROVEMENTS (2008-2010)

- Intersection improvements along the SW 152nd Street Corridor at SW 137th Avenue, SW 117th Avenue (Figure 5), and US-1.
  - Intersection improvements at SW 177th Avenue, SW 162nd Avenue, and SW 157th Avenue are recommended if the proposed Parkland DRI is approved.
  - Intersection improvements at SW 124th Avenue are recommended if the proposed Miami Metro Zoo Entertainment Area DRI is approved.
- Access management related improvements, closing curb cuts for better traffic operations, are recommended between SW 112th Avenue and SW 107th Avenue.
- Transit stop infrastructure improvements are recommended at stops at major intersections (SW 162nd Avenue, SW 157th Avenue, SW 152nd Avenue, SW 147th Avenue, SW 142nd Avenue, SW 137th Avenue, SW 124th Avenue, SW 112th Avenue, SW 102nd Avenue, and US-1).

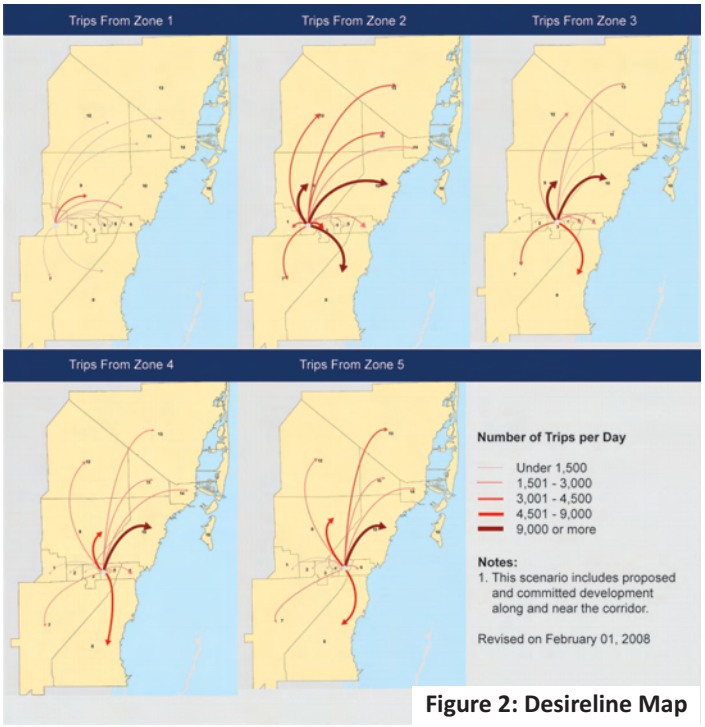

Figure 2: Desireline Map

- Enhancements to the Park-and-Ride Lot at SW 117th Avenue and SW 152nd Street: For the eastbound Coral Reef Max service, left-turns are needed to enter and exit this lot. The County Public Works Department, Florida Department of Transportation (FDOT) and the Turnpike Enterprise are coordinating improvements at the intersection of SW 152nd Street and SW 117th Avenue. The plans should involve analysis of transit access to and from the park-and-ride lot at SW 152nd Avenue and SW 117th Avenue.

MID-TERM IMPROVEMENTS (2010-2015)

- **SW 152nd Street Widening:** The widening of SW 152nd Street


Figure 3: BRT along SW 137th Avenue

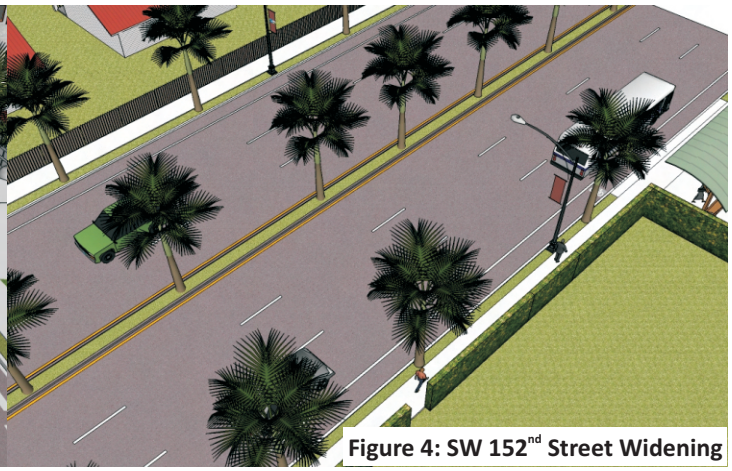
Figure 4: SW 152nd Street Widening

from SW 117th Avenue to US-1 is the most effective alternative to relieving congestion along the study corridor. Currently this is a Priority 3 project and is programmed to be implemented between 2016 and 2020. This project should be moved up in priority and funding identified as a part of the LRTP update process. The proposed widening project should include 5-foot wide on-street bicycle lanes (Figure 6).

- **Express Bus from the park-and-ride lot at the HEFT to FIU:** Express bus service on the HEFT to FIU is an attractive transit strategy to build overall transit system ridership. This express bus alternative is projected to generate significant ridership. The transit service along the HEFT can be more attractive by allowing the express bus to travel on shoulders along the HEFT, which can potentially reduce the on-board travel time. The service can originate from the park-and-ride lot at SW 117th Avenue or from SW 177th Avenue, if the Parkland DRI is approved.
- **Capacity Improvement Projects:** The planned improvements along SW 162nd Avenue and SW 157th Avenue should be supplemented by additional capacity improvements. The following roadway links should be widened to increase their capacity.
  - SW 162nd Avenue, between SW 152nd Street and SW 136th Street
  - SW 157th Avenue, between SW 120th Street and SW 184th Street

The SW 157th Avenue widening project between SW 184th and SW 152nd Street is already in the LRTP. However, if the committed and proposed developments are built by 2015, the planned widening project would not be sufficient to meet the projected demand. The widening of these two roadway links is recommended to be tied with the implementation of the development near the western terminus of the study corridor.

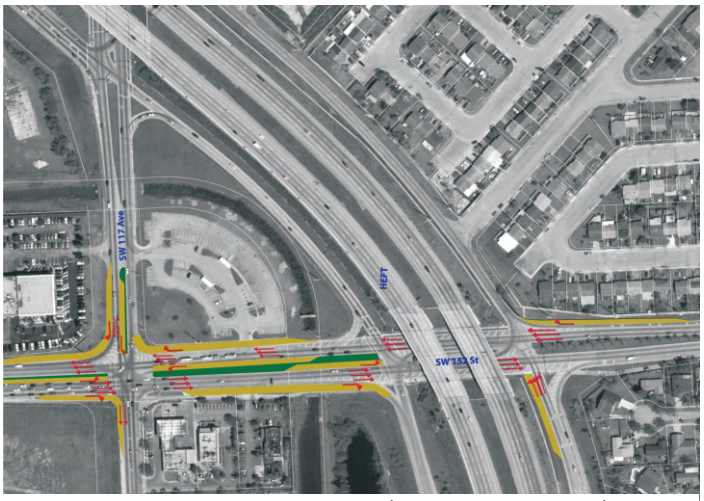

Figure 5: Improvements at SW 152nd Street and SW 117th Avenue

- **Transportation Demand Management (TDM) Strategies:** Nearly 370,000 sq. ft. of office space and 430,000 sq. ft. or retail is committed or proposed along the corridor. The Miami Metro Zoo Entertainment Area is also likely to be a major employment hub along the corridor. Existing and future employers should be required to develop a carpool/vanpool strategy and/or other TDM strategies as part of the DRI approval process. This could include locating major transit stops or park-and-ride facilities within their developments. TDM strategies should be coordinated with South Florida Commuter Services.

LONG-TERM IMPROVEMENTS (2015-2030)

- **SW 136th Street Connection to SR-874:** SW 136th Street connection to SR-874 improves mobility in the study area which will provide significant indirect benefits to the study corridor. A limited-access facility along SW 136th Street should

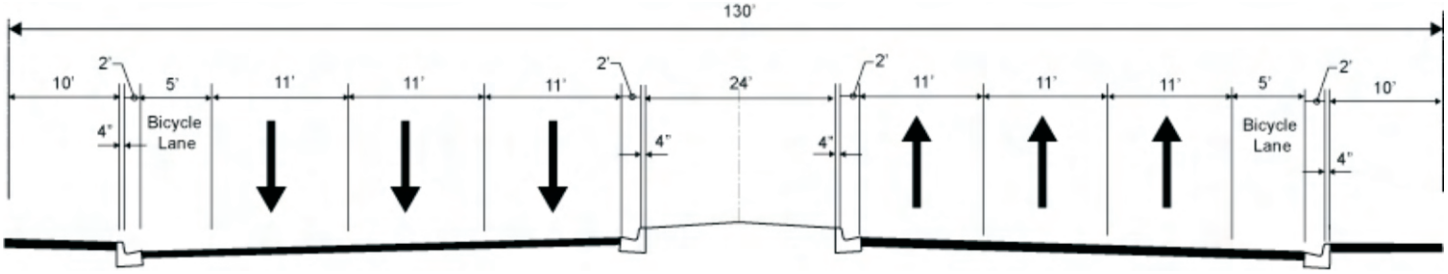

Figure 6: Typical Section - SW 152nd Street Widening

continue to be evaluated.

- **BRT along SW 152nd Street from SW 137th/177th Avenue to Dadeland South:** A BRT service on dedicated lanes can connect the County's western suburbs to the Downtown and west-central region (Figure 7). This BRT service would provide a transit connection to the existing Metrorail service and future SW 137th Avenue BRT or the HEFT/SW 107th Avenue BRT or Metrorail, if implemented as a part of the Kendall-Link Corridor.
- **Bicycle Facilities along SW 152nd Street:** On or off-road bicycle facilities from SW 162nd Avenue to the Metro Zoo entrance will connect residential areas to a major recreational facility (Metro Zoo) and are recommended to improve mobility along the corridor.

POLICY RECOMMENDATIONS

- **Improve Network Connections to SW 177th Avenue:** A significant amount of traffic is going east-west to access major north-south facilities. It is recommended that this east-west traffic should be provided with an attractive "back-door" access through SW 177th Avenue. Therefore, major east-west arterials such as SW 152nd Street, SW 136th Street, SW 184th Street and SW 177th Avenue should be considered for more capacity beyond what is already planned in the LRTP to make this potential route more attractive.
- **Address Land Use-Transportation Nexus:** The ultimate goal of congestion relief in the long-term is expected to require planning and coordination with several agencies in short- and mid-term horizons. The intersections at US-1, SW 137th Avenue, and SW 117th Avenue should be developed into transit oriented development nodes that can support premium-transit service.

Figure 7: BRT along SW 152nd Street