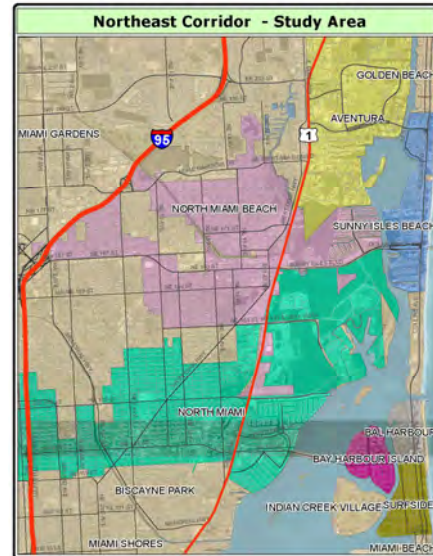


## EXECUTIVE SUMMARY

### 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, 167/163<sup>rd</sup> Street, 135<sup>th</sup> Street and 125<sup>th</sup> 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.



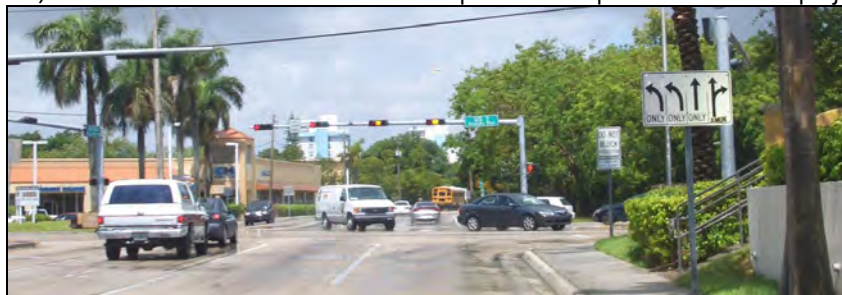
The purpose of this study is to develop an implementation plan that includes defining projects to the level required to determine costs, subsequently determining potential funding sources, and finally laying out a blueprint toward implementation.

### 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 116<sup>th</sup> Street to the south, Interstate 95 to the west, and the Atlantic Ocean to the east. The core study area is defined as NE 203<sup>rd</sup> Street to the north, NE 123<sup>rd</sup> Street to the south, NE 6<sup>th</sup> Avenue to the west, and Biscayne Boulevard to the east.

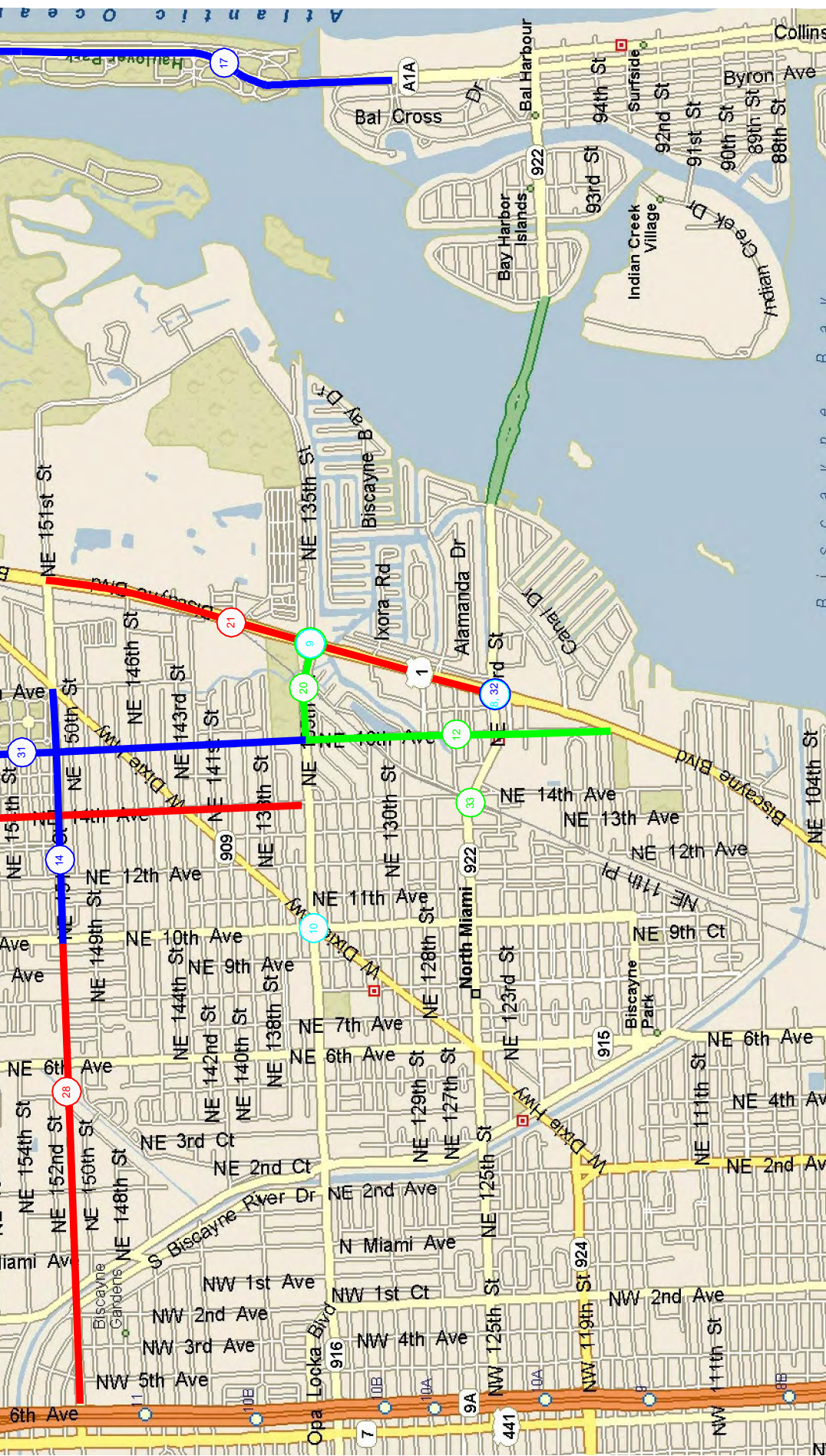
### Project Definition

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.



NE 135<sup>th</sup> Street at Biscayne Boulevard (Signal Re-Timing)

This map of Miami, Florida, displays a comprehensive network of roads and highways. Major thoroughfares are highlighted in yellow and orange, including US Highway 1 (the Biscayne Expressway) running north-south and US Highway 5 (the NE 135th Avenue Expressway) running east-west. Other significant roads shown in yellow include NE 11th Avenue, NE 20th Avenue, and NE 30th Avenue. Orange lines represent major expressways such as I-95 (the Florida Turnpike) and SR-916 (the I-95 HOV 3+ Expressway). A dense grid of local streets is shown in light gray, with labels for streets ranging from NE 1st Avenue to NE 154th Avenue and NW 1st Avenue to NW 6th Avenue. The map also identifies several parks, including Greynolds Park, Lake Forest Park, and Oak Grove Park. Water bodies like Biscayne Bay and the Oleta River are depicted in blue. Landmarks such as the Oleta River State Recreation Area and the Golden Shores are marked. The map includes a scale bar in the bottom left corner and a north arrow in the bottom right corner. Various street names are labeled throughout the map, including NE 1st Avenue, NE 2nd Avenue, NE 3rd Avenue, NE 4th Avenue, NE 5th Avenue, NE 6th Avenue, NE 7th Avenue, NE 8th Avenue, NE 9th Avenue, NE 10th Avenue, NE 11th Avenue, NE 12th Avenue, NE 13th Avenue, NE 14th Avenue, NE 15th Avenue, NE 16th Avenue, NE 17th Avenue, NE 18th Avenue, NE 19th Avenue, NE 20th Avenue, NE 21st Avenue, NE 22nd Avenue, NE 23rd Avenue, NE 24th Avenue, NE 25th Avenue, NE 26th Avenue, NE 27th Avenue, NE 28th Avenue, NE 29th Avenue, NE 30th Avenue, NE 31st Avenue, NE 32nd Avenue, NE 33rd Avenue, NE 34th Avenue, NE 35th Avenue, NE 36th Avenue, NE 37th Avenue, NE 38th Avenue, NE 39th Avenue, NE 40th Avenue, NE 41st Avenue, NE 42nd Avenue, NE 43rd Avenue, NE 44th Avenue, NE 45th Avenue, NE 46th Avenue, NE 47th Avenue, NE 48th Avenue, NE 49th Avenue, NE 50th Avenue, NE 51st Avenue, NE 52nd Avenue, NE 53rd Avenue, NE 54th Avenue, NE 55th Avenue, NE 56th Avenue, NE 57th Avenue, NE 58th Avenue, NE 59th Avenue, NE 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NOT TO SCALE

## 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 inventura
- 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 12: NE 151st Street between NE 10th Avenue and West Dixie Highway (Roadway Widening)
- Project 13: 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 Ventura 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

## 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)

## 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)

# IMPLEMENTATION PLAN FOR THE Northeast Corridor Traffic Flow Study

## 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 on FDOT generic cost per mile models.

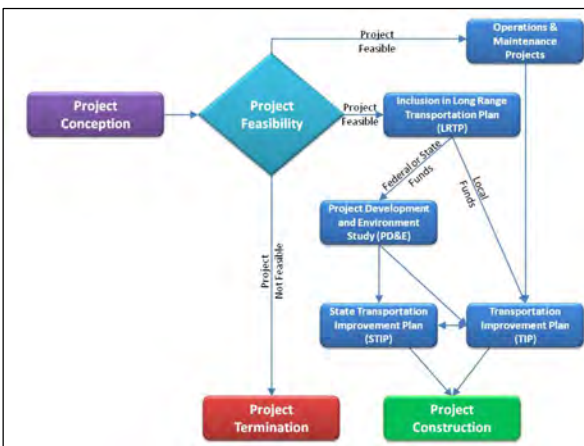
Funding/revenue source forecasts for FDOT (state and federal), Miami-Dade

Transit (MDT), and Miami-Dade County gas taxes and road impact fees for public works projects were reviewed.

Miami-Dade Transit Revenue Forecast FY 2014-2035 (Millions of Year-of-Expenditure Dollars)						
Capital Funding Sources	FY 2014-2015 Subtotal	FY 2016-2020 Subtotal	FY 2021-2025 Subtotal	FY 2026-2030 Subtotal	FY 2031-2035 Subtotal	22 Year Total
Federal 5309 Grants - Rail Capital (NS)	\$71	\$214	\$270	\$365	\$477	\$1,400
Federal 5309 Grants - Rail Mod	\$27	\$71	\$118	\$181	\$262	\$659
Federal 5309 Grants - Bus Capital	\$13	\$36	\$42	\$56	\$58	\$199
State Grants - Rail	\$35	\$107	\$140	\$183	\$230	\$703
State Grants - Bus	\$18	\$26	\$5	\$49	\$43	\$140
MDT Local option gas tax (LOGT)	\$37	\$97	\$104	\$112	\$121	\$472
Total Capacity Revenue	\$200	\$551	\$689	\$940	\$1,201	\$3,580
Operating Funding Sources						
System Fares & Other Operating Revenue	\$332	\$953	\$1,128	\$1,344	\$1,522	\$5,279
Federal 5307 Formula Funds	\$106	\$313	\$387	\$479	\$566	\$1,851
State Block Grants/Operating Assist/TDACE	\$58	\$155	\$172	\$190	\$209	\$784
MDT General Fund Subsidy - Original MOE (3.5 percent)	\$342	\$964	\$1,145	\$1,360	\$1,615	\$5,426
Interest Income	\$14	\$40	\$48	\$58	\$73	\$233
Operating Funding Sources	\$852	\$2,425	\$2,879	\$3,431	\$3,985	\$13,572
TTP Sales Tax Revenues (Net of 20 Percent to Municipalities)	\$354	\$1,060	\$1,397	\$1,826	\$2,386	\$7,030
Additional County General Fund Revenue	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL YEAR-OF-EXPENDITURE	\$1,406	\$4,044	\$4,964	\$6,196	\$7,572	\$24,182

## Miami-Dade Transit Funding

Individual projects were assigned to appropriate state and local funding sources.



Implementation Flow Chart

## Implementation Plan

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 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.

