

Memorandum



Date: May 16, 2007

To: Honorable Chairman Dorrin D. Rolle
and Members, Transit Committee

From: George M. Burdess
County Manager

Subject: MOVN Initiatives Update

TC
Agenda Item No. 8(D)

At the June 15, 2006, meeting of the Regional Transportation Committee (RTC), the Public Works Department (PWD) was asked to provide a status report on the reversible lanes and 10 arterial corridors retiming projects whenever such updates are provided to the MOVN group.

Reversible Lanes

A feasibility study for reversible lanes has been completed for the NW 7 Avenue Corridor from NW 119 Street to NW 6 Street with positive results, recommending advancement to design. The PWD has completed the selection process for consultant services. The Consultant Services Agreement is tentatively being scheduled for consideration by the Transit Committee (TC) on May 16, 2007 and if forwarded with favorable recommendation by the TC then approvals will be obtained by the Board of County Commissioners (BCC) and Citizen's Independent Transportation Trust (CITT). A Notice to Proceed for the design effort is anticipated to be issued by July 2007, with a duration of approximately 12 months. Construction is scheduled to commence by the end of 2008.

Re-timing Five Major North-South and Five Major East-West Arterial Corridors

Beginning in late 2005, Miami-Dade County (MDC) undertook a project to develop a limited number of new traffic signal timing plans for five (5) major NS and five (5) major EW corridors. At the County's request, eleven (11) consultants provided proposals to assist with the effort in early 2006. The four (4) consultants with the most signal timing experience were selected and each assigned two (2) or three (3) corridors.

Developing optimum timing patterns for major arterials that are operating at or near capacity is a major undertaking. The consultants were particularly challenged to find patterns that would move traffic more efficiently than the patterns that had been developed over a period of many years by the County's in-house expert staff.

In late 2006 and early 2007, consultants performed floating-car travel time runs to ascertain the quantity and degree of improvement attained through the development of new timing patterns. Floating cars are often used to measure average characteristics of traffic flow such as speed, stops, and delays. The final floating car evaluation have been completed and the results demonstrate improvement in most of the new patterns for half of the corridors; the remainder of the corridors have been given to the heaviest direction of travel, in order to reap the maximum benefit and enhance traffic flow during peak hours. A final report has been generated by the Consultants and PWD timing engineers are currently reviewing those corridors and fine-tuning their patterns.

Positive results from this effort include the development of the simulation database for the corridors that was developed and stored in system servers at the PWD Traffic Control Center. This data is extremely labor intensive to acquire and will be a huge benefit to future traffic signal timing analysis and development efforts performed by both in-house and consultant staff.

This effort brought to light numerous areas that Miami-Dade County (MDC) should proceed to further improve traffic flow along MDC arterial roadways including the following:

- Future traffic signal re-timing efforts need to be carried out hand-in-hand with future traffic signal maintenance efforts because the optimum timing cannot be fully appreciated by the public unless the signals are operating to their fullest potential.
- Future traffic signal re-timing efforts need to be implemented concurrently with the deployment of the County's new Advanced Traffic Management System (ATMS) because its features will enable the fullest utilization of the features of optimum timing.



Assistant County Manager