

# Milestones, Challenges & Next Steps

Miami-Dade Transportation Planning Organization



## Mayor's Urban Expansion Area Task Force

# The SMART Plan & LRTP

Aileen Bouclé, AICP  
Executive Director



# Milestones, Challenges & Next Steps

Miami-Dade Transportation Planning Organization



Miami-Dade Transportation  
Planning Organization

## Strategic Miami Area Rapid Transit Plan

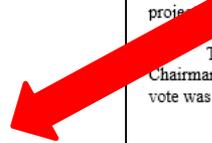
# SMART PLAN

# Milestone: "Transit as Highest Priority"

## February 18, 2016

RESOLUTION ESTABLISHING A POLICY OF THIS BOARD **TO SET AS HIGHEST PRIORITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR PROJECTS IN MIAMI-DADE COUNTY;** AND DIRECTING THE TPO EXECUTIVE DIRECTOR OR DESIGNEE TO AMEND THE 2040 LONG RANGE TRANSPORTATION PLAN TO INCLUDE SAID POLICY

TPO GOVERNING BOARD HEREBY ESTABLISHES A **POLICY TO SET AS HIGHEST PRIORITY FOR THIS COMMUNITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR AND TRANSIT SUPPORTIVE PROJECTS IN MIAMI-DADE COUNTY**



**MPO RESOLUTION #06-16**

**RESOLUTION ESTABLISHING A POLICY OF THIS BOARD TO SET AS HIGHEST PRIORITY THE ADVANCEMENT OF RAPID TRANSIT CORRIDOR PROJECTS IN MIAMI-DADE COUNTY; AND DIRECTING THE MPO EXECUTIVE DIRECTOR OR DESIGNEE TO AMEND THE 2040 LONG RANGE TRANSPORTATION PLAN TO INCLUDE SAID POLICY**

WHEREAS, Title 23 US Code designates and provides the MPO as the lead agency with the authority to carry out the transportation planning process within Miami-Dade County; and

WHEREAS, the Miami-Dade 2040 Long Range Transportation Plan Update (LRTP) as approved on October 23, 2014, reflects all of the federal MAP-21 National Goals and the 2060 Florida Transportation Plan (FTP) goals. Furthermore, the LRTP addresses all federal, state, regional and local requirements; and

WHEREAS, the MPO Governing Board Chair has emphasized a renewed sense of urgency to improve transit mobility options with the creation of the Transit Solutions Committee and the Fiscal Priorities Committee; and

WHEREAS, the Transit Solutions Committee and the Fiscal Priorities Committee are responsible for identifying immediate opportunities to advance and prioritize funding for mass transit services; and

WHEREAS, this body is responsible for conducting the transportation planning process in Miami-Dade County and recognizes that Rapid Transit Corridor Projects are highest priority and should be advanced in order to provide a comprehensive mobility network that increases regional mobility, reduces congestion, and considers the transportation needs of all residents within the County,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that the MPO Governing Board hereby establishes a policy to set as highest priority for this community the advancement of Rapid Transit Corridor and transit supportive projects in Miami-Dade County; and directing the MPO Executive Director or designee to amend the 2040 Long Range Transportation Plan to include said policy, providing no currently funded projects be negatively impacted.

The adoption of the foregoing resolution was sponsored by Vice Chairman Francis Suarez and moved by Vice Chairman Francis Suarez. The motion was seconded by Board Member Rebeca Sosa, and upon being put to a vote, the vote was as follows:

<b>Chairman Jean Monestime -Aye</b>			
<b>Vice Chairman Francis Suarez -Aye</b>			
Board Member Bruno A. Barreiro	-Absent	Board Member Smith Joseph	-Absent
Board Member Esteban Bovo, Jr	-Aye	Board Member Philip Levine	-Absent
Board Member Jose "Pepe" Diaz	-Aye	Board Member Daniella Levine Cava	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Dennis C. Moss	-Aye
Board Member Maurice Ferre	-Aye	Board Member Jeff Porter	-Aye
Board Member Oliver Gilbert, III	-Aye	Board Member Rebeca Sosa	-Aye
Board Member Perla Tabares <b>Hautman</b>	-Aye	Board Member Javier D. <b>Souto</b>	-Aye
Board Member Carlos Hernandez	-Absent	Board Member Xavier L. Suarez	-Aye
Board Member Sally A. Heyman	-Absent	Board Member Juan C. Zapata	-Absent
Board Member Barbara J. Jordan	-Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 18<sup>th</sup> day of February, 2016.

# Milestone: "SMART" Plan Strategic Miami Area Rapid Transit April 21, 2016

RESOLUTION ENDORSING THE  
**STRATEGIC MIAMI AREA RAPID  
TRANSIT (SMART) PLAN** AND  
DIRECTING THE TPO EXECUTIVE  
DIRECTOR TO WORK WITH THE  
METROPOLITAN PLANNING  
ORGANIZATION FISCAL PRIORITIES  
COMMITTEE TO DETERMINE THE COSTS  
AND POTENTIAL SOURCES OF FUNDING  
FOR PROJECT DEVELOPMENT AND  
ENVIRONMENT STUDY FOR SAID  
PROJECTS

THE **TPO EXECUTIVE DIRECTOR IS  
FURTHER DIRECTED TO TAKE ALL  
NECESSARY STEPS TO IMPLEMENT**  
THE ATTACHED SMART PLAN.

## MPO RESOLUTION #26-16

**RESOLUTION ENDORSING THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN AND DIRECTING THE MPO EXECUTIVE DIRECTOR TO WORK WITH THE METROPOLITAN PLANNING ORGANIZATION FISCAL PRIORITIES COMMITTEE TO DETERMINE THE COSTS AND POTENTIAL SOURCES OF FUNDING FOR PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FOR SAID PROJECTS**

WHEREAS, in 2002, the electors of Miami-Dade County approved the imposition of a one-half percent surtax with the purpose of improving, among other things, mass transit within the County through the People's Transportation Plan; and

WHEREAS, the People's Transportation Plan included eight rapid transit corridors located throughout Miami-Dade County; and

WHEREAS, on February 16, 2016, the MPO Governing Board unanimously approved a policy to set as highest priority for this community the advancement of Rapid Transit Corridors and transit supportive projects in Miami-Dade County; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has, over the past several months, received and considered input from transportation partner agencies, elected officials, and the public at large; and

WHEREAS, the Metropolitan Planning Organization Transit Solutions Committee has reviewed the proposed Strategic Miami Area Rapid Transit (SMART) Plan and has forwarded the proposal with a favorable recommendation; and

WHEREAS, the Metropolitan Planning Organization remains committed to the development of these rapid transit corridors,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA, that the attached Strategic Miami Area Rapid Transit (SMART) Plan is hereby endorsed. The Governing Board of the Metropolitan Planning Organization hereby directs the MPO Executive Director to work with the Fiscal Priorities Committee to determine the costs and potential sources of funding for Project Development and Environment Study for said projects. **The MPO Executive Director is further directed to take all necessary steps to implement the attached SMART Plan.**

# SMART Plan/SMART Region

## Strategic Miami Area Rapid Transit

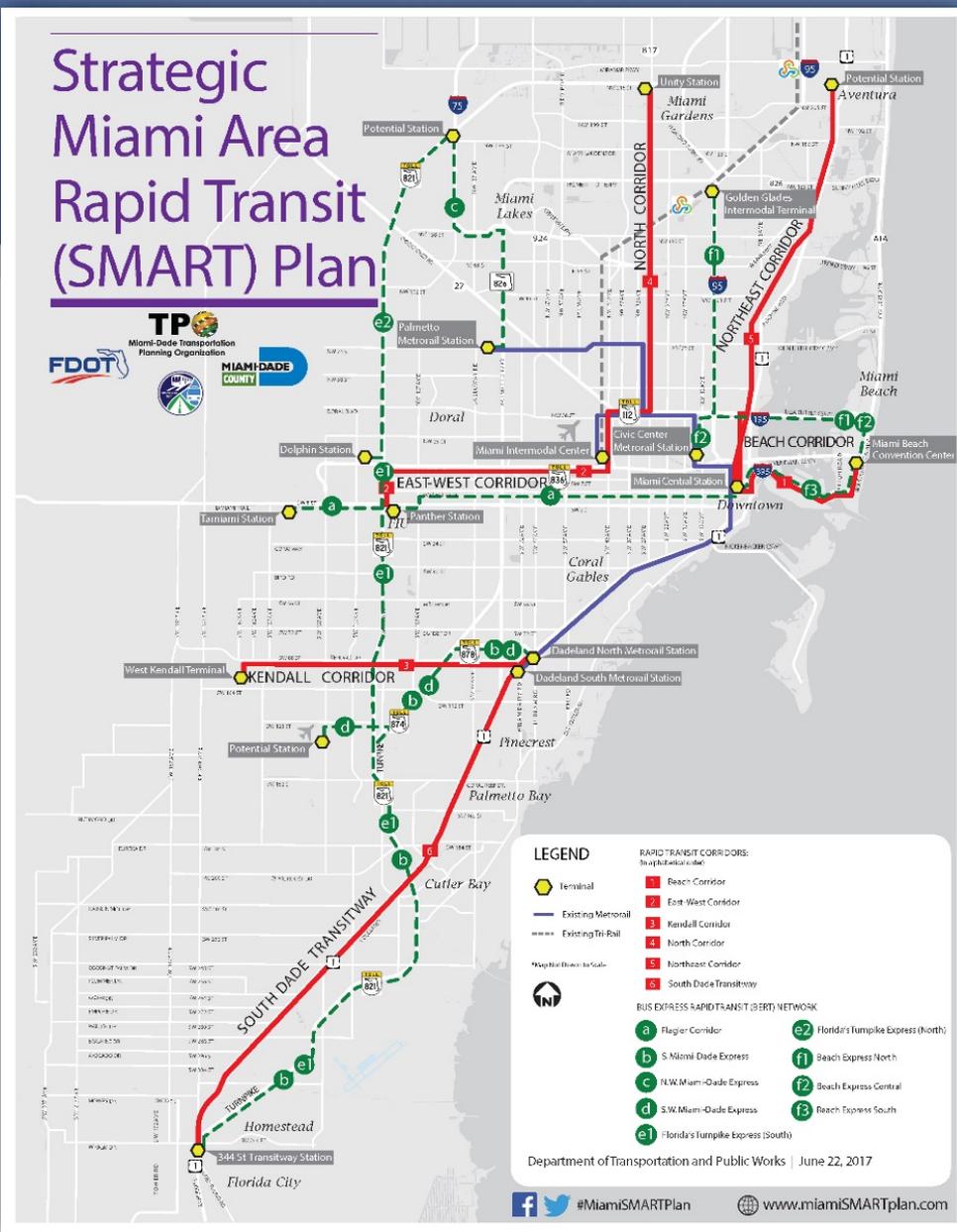
### Six (6) Rapid Transit Corridors

- ✓ Beach
  - ✓ East-West
  - ✓ Kendall
  - ✓ North
  - ✓ Northeast
  - ✓ South
- (1) Project Development & Environment Phase
- (2) Implementation Plan for each corridor

### Six (6) Bus Express Rapid Transit Corridors

- ✓ Beach Express
  - ✓ Flagler Street
  - ✓ Florida Turnpike
  - ✓ NW Miami-Dade Express
  - ✓ S Miami-Dade Express
  - ✓ SW Miami-Dade Express
- Over 90 miles of express bus network

Supported by the TPO Governing Board, Miami-Dade County, Municipalities, State and multiple entities



# SMART Plan Corridors' Lead Agencies



## RAPID TRANSIT CORRIDORS

CORRIDORS LISTED IN ALPHABETICAL ORDER	FROM	TO	LEAD AGENCY
Beach Corridor	Midtown Miami	Miami Beach Convention Center	DTPW*
East-West Corridor	Miami Intermodal Center	Florida International University	DTPW
Kendall Corridor	Dadeland area Metrorail Stations	Krome Avenue	FDOT** District 6
North Corridor	Dr. Martin L. King, Jr. Metrorail Station	NW 215 <sup>th</sup> Street	FDOT District 6
Northeast Corridor	Downtown Miami	City of Aventura	FDOT District 6 & 4
South Dade Transitway	Dadeland South Metrorail Station	SW 344 <sup>th</sup> Street Transit Terminal (Florida City)	DTPW

## BUS EXPRESS RAPID TRANSIT (BERT) COMPLIMENTARY NETWORK

BERTS LISTED IN ALPHABETICAL ORDER	DESCRIPTION
Beach Express	<ul style="list-style-type: none"> <li>• North – Miami Beach Convention Center to Golden Glades via I-95</li> <li>• Central – Miami Beach Convention Center to Civic Center via Julia Tuttle Causeway</li> <li>• South – Miami Beach Convention Center to Downtown Miami via MacArthur Causeway</li> </ul>
Flagler Corridor	Downtown Miami to West Dade via Flagler Street
Florida's Turnpike Express	<ul style="list-style-type: none"> <li>• North – Dolphin Station to North Miami-Dade via the HEFT</li> <li>• South – Dolphin Station to SW 344<sup>th</sup> Street via the HEFT</li> </ul>
Northwest Miami-Dade Express	Palmetto Metrorail Station to Miami Gardens Drive Park-n-Ride via Palmetto Expressway and I-75
South Miami-Dade Express	Dadeland North Metrorail Station to southern Miami-Dade County via SR-878, SR-874, and Florida's Turnpike
Southwest Miami-Dade Express	Dadeland North Metrorail Station to Miami Executive Airport via SR-878 and SR-874

\*DTPW – Miami-Dade Department of Transportation & Public Works

\*\*FDOT – Florida Department of Transportation

# Population + Employment

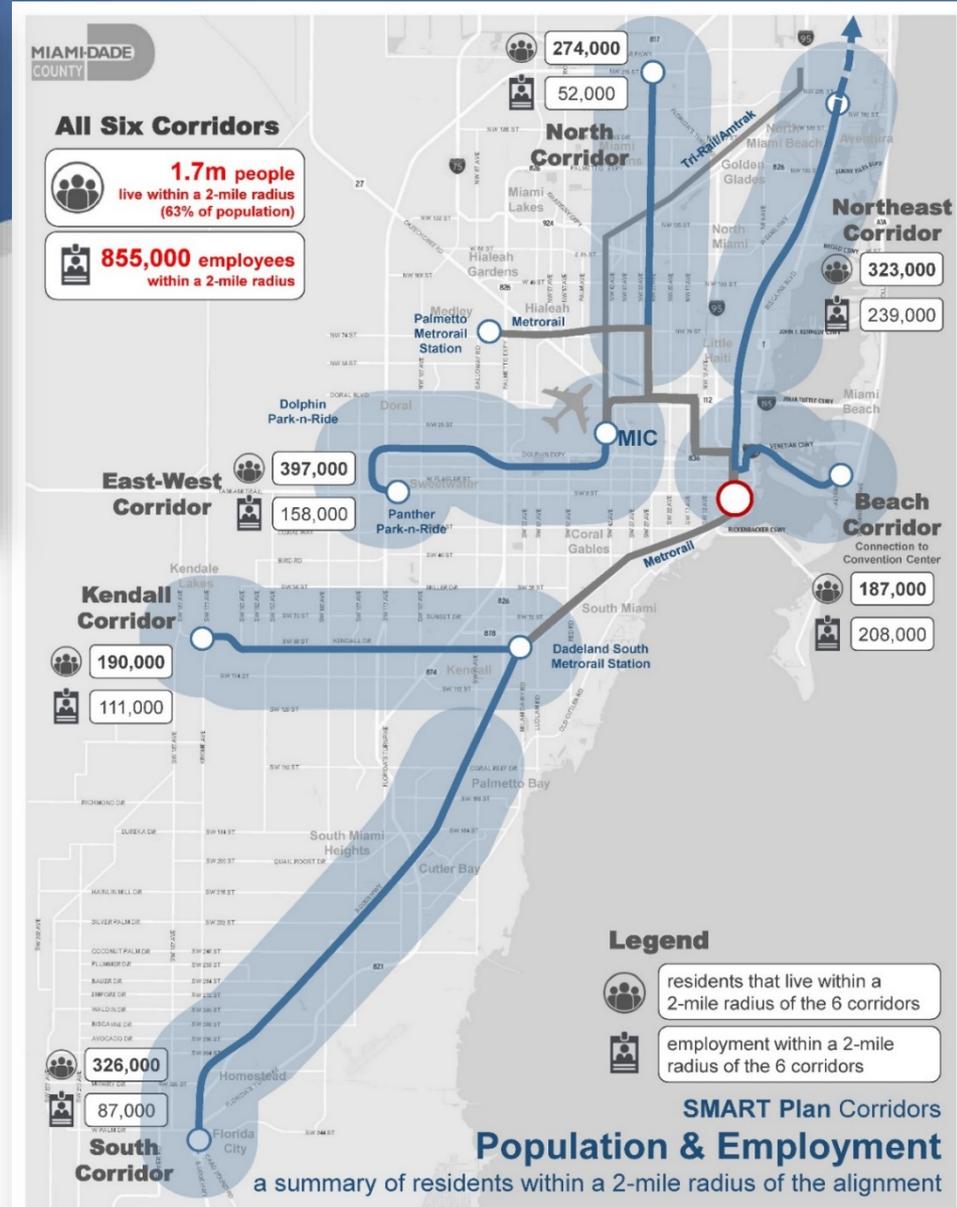
## Why is the SMART Plan so critical?

The SMART Plan includes rapid transit corridors and express bus routes to increase connectivity for approximately 77% of Miami-Dade County residents that travel outside their residential district for employment in other areas of the County.



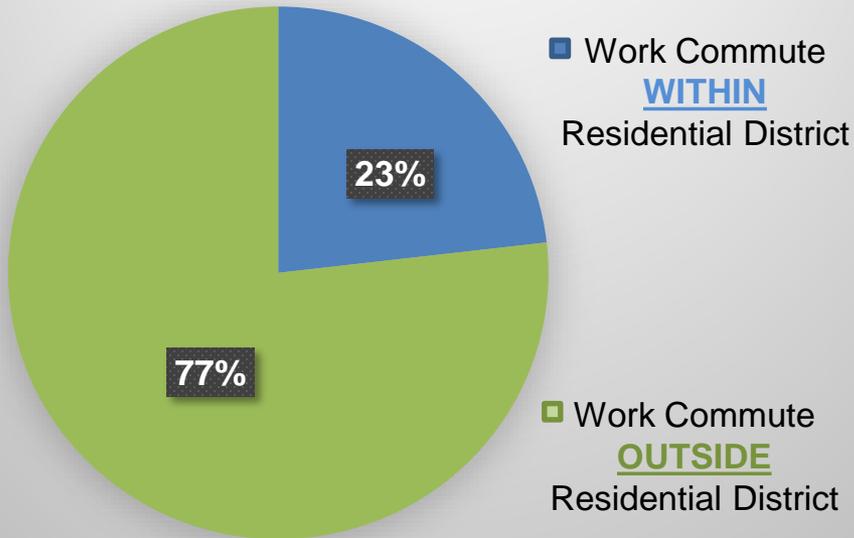
Total population and employment within a 2-mile radius of all six corridors:

- **63% of the County's population** (1.7 million residents) live within 2-mile radius of the corridors
- **855,000 employees** are located within 2-mile radius of the corridors



# Where Employees Work with respect to their Residence

## Percent Employees Working in their Residential District



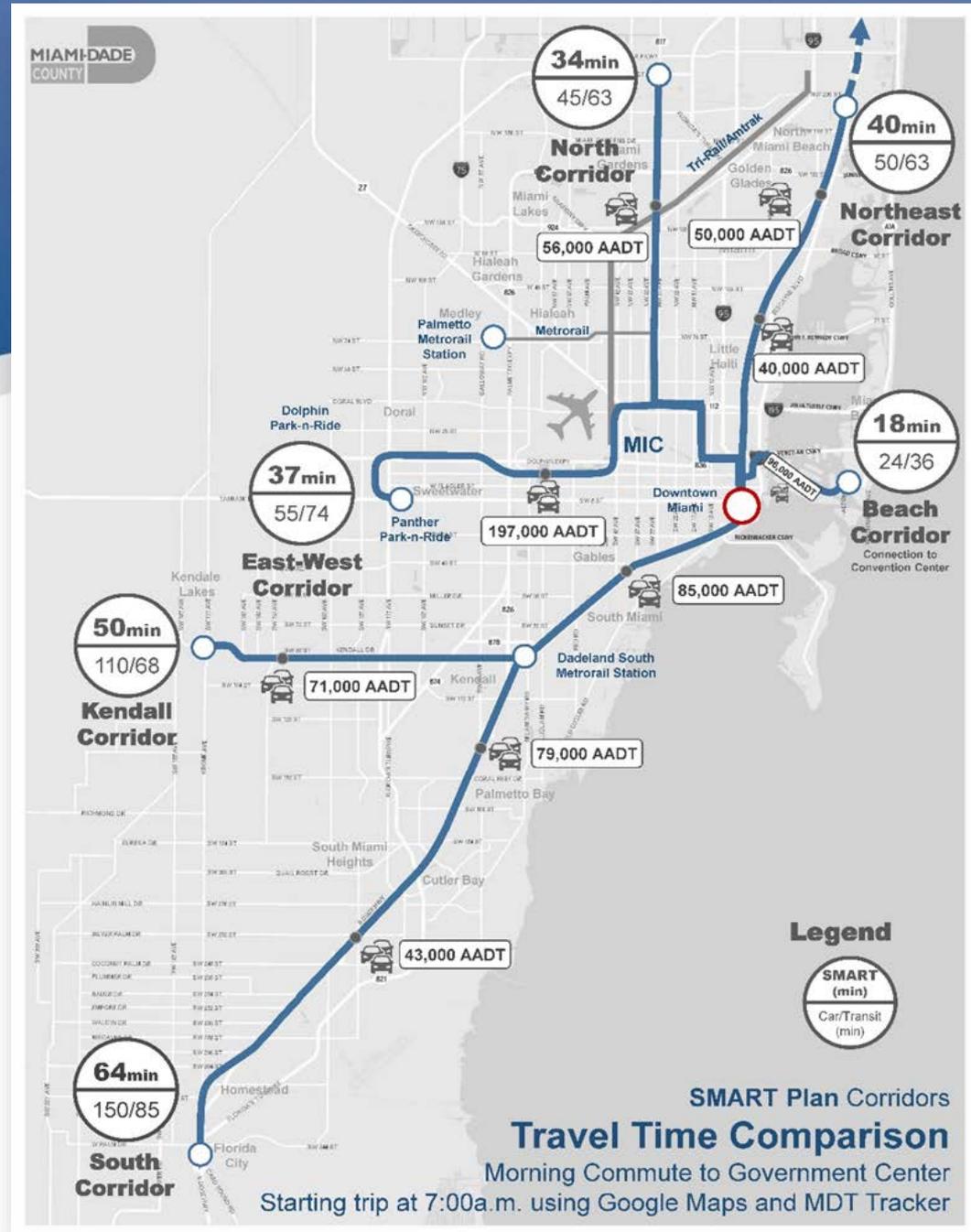
## Where Employees Work with respect to their Residence



# Travel Time Comparison

Fully implemented SMART Plan Corridors will help commuters **save time** when compared to existing transit service or driving

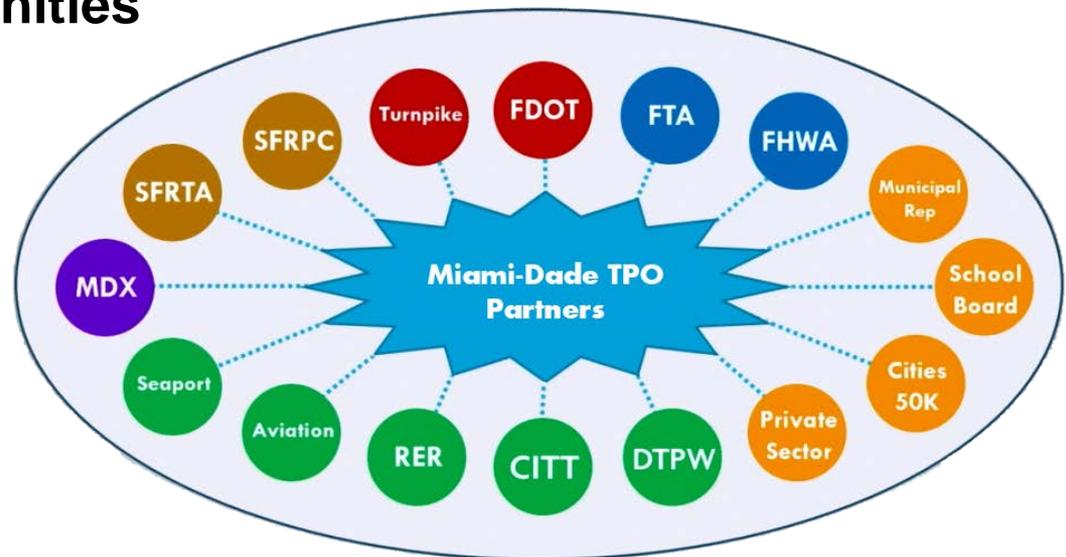
**One-Seat rides** to Downtown Miami will continue to provide options, thus reducing the need to drive



# Maximize Funding

## Strategic Miami Area Rapid Transit

- ✓ Advance a **Comprehensive Unified Vision**
- ✓ **Consensus** of Stakeholders, Public & Elected Officials
- ✓ **Maximize Funding Opportunities**
- ✓ **Maximize Partnerships**
- ✓ Move to **Implementation...**



# SMART Plan Resolutions of Support



# Coordination and Funding of Projects

## Miami-Dade Transportation Planning Organization



# Long Range Transportation Plan

# LRTP

# L RTP Federal Requirements

- **Describes a regional vision**
- **Looks forward at least 20 years**
- **Considers all transportation modes**
- **Reflects federal planning factors and public involvement**
- **Contains a financial plan and is fiscally constrained**
- **Expressed in Year of Expenditure (YOE) dollars**
- **Is updated every 5 years, but can be amended anytime**



# Adoption of 2040 LRTP



MOBILITY OPTIONS

2040

Miami-Dade  
Transportation Plan

EYES ON THE FUTURE

***Endorsed by TPO Governing Board***

***October 23, 2014***

# 2040 LRTP Goals

1. Improve Transportation System and Travel
2. Increase Transportation Safety
3. Increase Transportation Security
4. Support Economic Vitality
5. Protect & Preserve the Environment & Quality of Life
6. Enhance Connectivity of the Transportation System
7. Optimize Sound Investment Strategies
8. Maximize & Preserve the Existing System



# 5 STEPS OF THE PLAN PROCESS

Establish  
Goals and  
Objectives

## **Establish Goals and Objectives:**

Developed to guide the development of the Plan and to meet Federal and State requirements and adopted by the MPO Governing Board.

Needs Plan  
Development

## **Needs Plan Development:**

Deficiencies are identified in the transportation system and candidate highway and transit improvements are defined to address those deficiencies i.e. accommodate the future travel demand.

Project  
Evaluation

## **Project Evaluation:**

Projects in the Needs Plan are evaluated and ranked using project level measures and the three tier process including: Goal Element Analysis, Congestion Coordination, and input from implementing agencies.

Draft  
Cost Feasible  
Plan

## **Draft Cost Feasible Plan:**

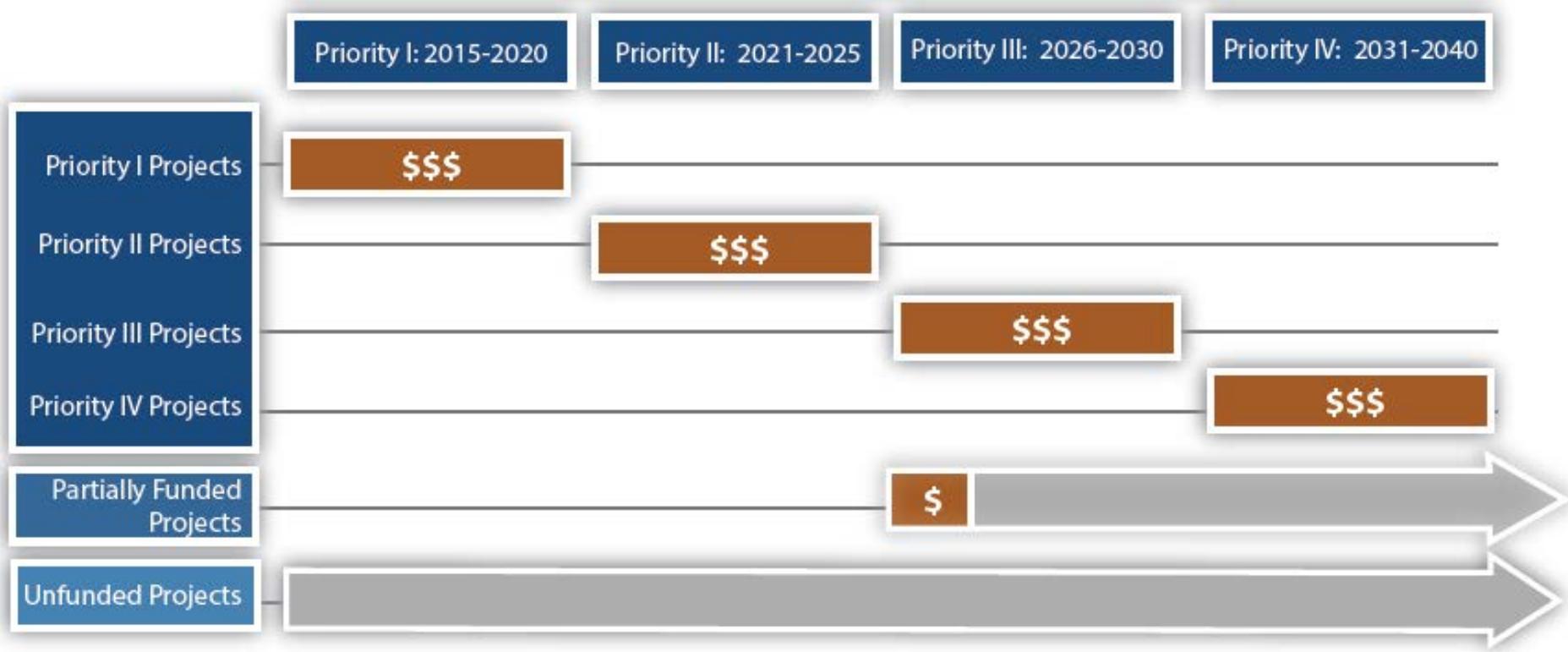
Available funding is allocated to the ranked list of Needs Plan projects to develop the list of cost feasible projects while balancing the funding with need, modes, and locations.

Final  
Cost Feasible  
Plan

## **Final Cost Feasible Plan:**

Once the LRTP is adopted by the TPO Governing Board it becomes the document that guides the Transportation Improvement Plan (TIP) development and project implementation over the next five year period.

# 2040 LRTP Priority Bands



### FUNDING SOURCES

- SIS Highway Construction & ROW
- Districtwide SHS O&M
- Other Arterial Construction & ROW
- TMA
- Transportation Alternatives
- TRIP
- Transit
- FTE
- MDX
- PWWM

Note: Line Width Amount of Funds

### RECURRING EXPENSES

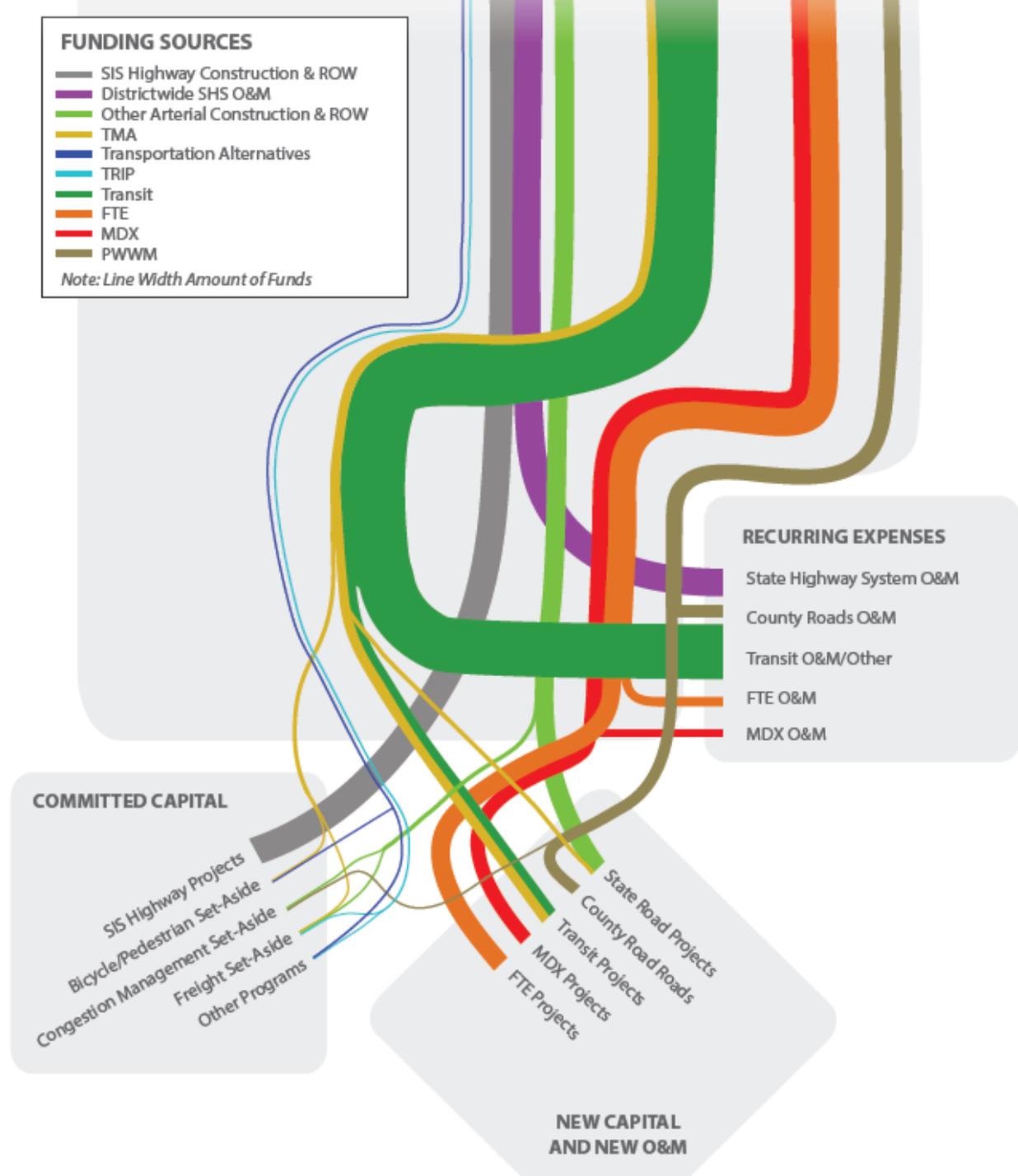
- State Highway System O&M
- County Roads O&M
- Transit O&M/Other
- FTE O&M
- MDX O&M

### COMMITTED CAPITAL

- SIS Highway Projects
- Bicycle/Pedestrian Set-Aside
- Congestion Management Set-Aside
- Freight Set-Aside
- Other Programs

### NEW CAPITAL AND NEW O&M

- State Road Projects
- County Road Roads
- Transit Projects
- MDX Projects
- FTE Projects



# Questions & Discussion



**Miami-Dade Transportation  
Planning Organization**

**AILEEN BOUCLÉ, EXECUTIVE DIRECTOR**

[www.miamidadetpo.org](http://www.miamidadetpo.org)

 [#MiamiSMARTPlan](https://twitter.com/MiamiSMARTPlan)

# STATUS OF TRANSPORTATION INFRASTRUCTURE AROUND UEA (EXISTING AND SHORT-TERM)



Vinod Sandanasamy  
Section Supervisor (Transportation)-RER  
December 18, 2017

# UEA — TRAFFIC IMPACTS

- Reviewed the existing and short term development impacts on the roadways within and surrounding the UEA areas.
- For the existing traffic condition analysis, 2016 traffic counts were used.
- For the short term impacts the County's transportation concurrency system was analyzed.
- For better visualization and understanding UEAs were divided into east and west.

# UEA – TRAFFIC IMPACTS

## Transportation Concurrency

The provision of  
“adequate transportation facilities”

Integrating land use and transportation

The measurement process used to regulate\* the inter-relationship between development and transportation facilities and services

\*Assumes that at some point transportation services will be provided that allow attainment of growth called for in the comprehensive plan

# UEA – TRAFFIC IMPACTS

## Transportation Concurrency



# TRANSPORTATION CONCURRENCY



## Katy Freeway – Houston TX

**26 Lanes Wide**

12 main lanes

8 feeder lanes

6 managed lanes

**Slower Travel Speed**

**Greater Delay**

**Increase in Crashes**

# UEA – TRAFFIC IMPACTS

## Transportation Concurrency-State Statutes

YEAR	ACTION
1985	FL Growth Management Act – Concurrency becomes law
1992	FDOT adopts Statewide Minimum LOS Standards for SHS
1993	Introduction of TCEAs, TCMAs, and LTCM
1999	Introduction of MMTDs
2005	Proportionate fair share mitigation
2006	FDOT LOS Standards limited to SIS and FIHS
2009	Established TCEAs within DULAs



# COUNTYWIDE ADOPTED LOS

## SUMMARY MIAMI-DADE COUNTY TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS

### Peak Period\* LOS Standards Non-SIS Roadways

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, Metrorail, People Mover, Bus Rapid Transit, Express Bus, or Enhanced Bus Service)
Outside UDB	LOS C-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

### SIS Roadways

SIS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	C	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	C	D	E	E	Manage

NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.

SIS= Strategic Intermodal System

UIA= Urban Infill Area—Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), and excluding the area north of SR 826 and west of I-95.

UDB=Urban Development Boundary

SUMA=State Urban Minor Arterial

# Existing traffic conditions around the UEAs

Miami-Dade County Traffic Stations Near UEA (EAST)								
STN	ROADWAY	From	To	Lanes	MAX LOS	Peak Hour	EXISTING LOS	ADOPTED LOS
9174	GALLOWAY RD/SW 87 AVE	SW 184 St	Old Cutler Road	2	1176	494	C	EE
8374	GALLOWAY RD/SW 87 AVE	Old Cutler Road	SW 232 St	2	1330	747	C	D
9592	OLD CUTLER RD	SW 184 St	FRANJO ROAD	2	1410	1278	D	D
9594	OLD CUTLER RD	FRANJO ROAD	SW 112 AVE	2	1610	1726	E	D
9696	SW 85 AVE	Old Cutler Road	SW 216 St.	4	3408	470	C	EE
2264	Turnpike (HEFT)	SW 216 St.	SR 5/US-1	4	8990	7675	E	EE
9970	US 1/SOUTH DIXIE HWY	SW 184 St	SW 200 St	6	7272	3649	C	EE
346	SR 5/US-1	SW 200 St	SW 216 St.	6	6468	3662	C	EE
8	SR 5/US-1	SW 216 St.	SW 304 ST	4	4296	2435	C	EE
545	SR 5/US-1	SW 304 ST	SW 344 ST	4	4296	2067	C	EE
1095	SR 989/ALLAPATTAH DR	US 1	SW 216 ST	4	3580	1889	C	E
9736	SW 112 AVE/ALLAPATTAH DR	SW 216 ST	Turnpike (HEFT)	4	3580	2881	C	D
9738	SW 112 AVE/ALLAPATTAH DR	Turnpike (HEFT)	SW 280 St	4	2920	1479	D	C
9822	SW 137 AVE/TALLAHASSEE RD	US 1	SW 268 St	2	940	454	C	D
9824	SW 137 AVE/TALLAHASSEE RD	SW 268 St	SW 312 St	4	3460	1858	B	D
7064	SW 137 AVENUE	SW 312 St	SW 336 St	4	2920	720	B	C
9896	SW 216 ST/HAINLIN MILL DR	SW 87 AVE	Turnpike (HEFT)	4	4310	2128	C	D
9898	SW 216 ST/HAINLIN MILL DR	Turnpike (HEFT)	US 1	2	1730	674	B	D
9103	SW 232 ST/SILVER PALM DR	SW 87 AVE	US 1	2	2780	126	C	D
8370	SW 248 ST	SW 87 AVE	Turnpike (HEFT)	2	660	261	B	C
9914	SW 248 ST	Turnpike (HEFT)	US 1	2	1670	537	B	D
9922	SW 268 ST/MOODY DR	SW 107 AVE	SW 122 Ave	4	2270	891	A	C
9924	SW 268 ST/MOODY DR	SW 122 Ave	US 1	4	3130	871	B	D
9926	SW 280 ST/WALDRIN DR	SW 137 Ave	US 1	4	1060	430	D	D
9928	SW 288 ST/BISCAYNE DR	SW 127 Ave	Turnpike (HEFT)	4	2520	1780	D	D
9930	SW 288 ST/BISCAYNE DR	Turnpike (HEFT)	US 1	4	3270	1535	D	D
9944	SW 312 ST/CAMPBELL DR	SW 137 Ave	Turnpike (HEFT)	4	3310	1737	C	D
9946	SW 312 ST/CAMPBELL DR	Turnpike (HEFT)	US 1	4	3270	1859	C	D
9952	SW 328 ST	SW 117 Ave	SW 142 Ave	2	1400	398	B	C
9954	SW 328 ST	SW 142 Ave	US 1	2	1140	629	D	EE
9956	SW 344 ST/PALM DR	SW 127 Ave	US 1	4	1830	506	B	D

# Existing traffic conditions around the UEAs

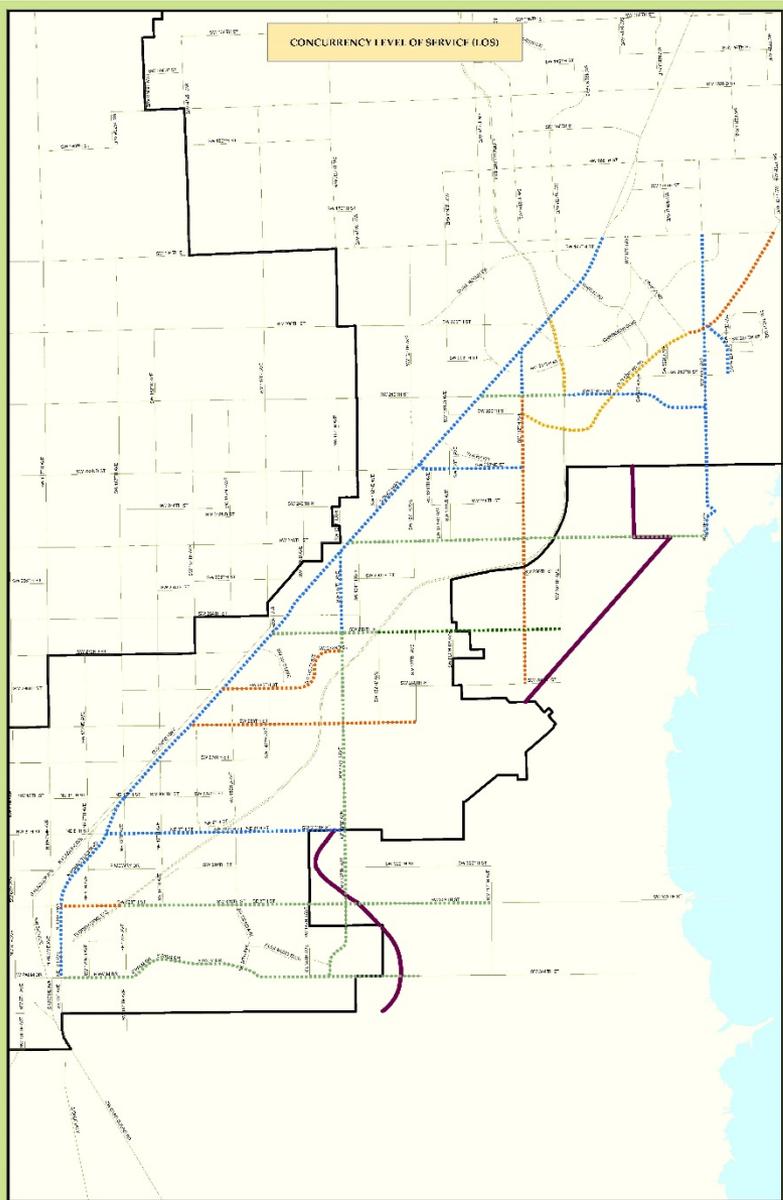
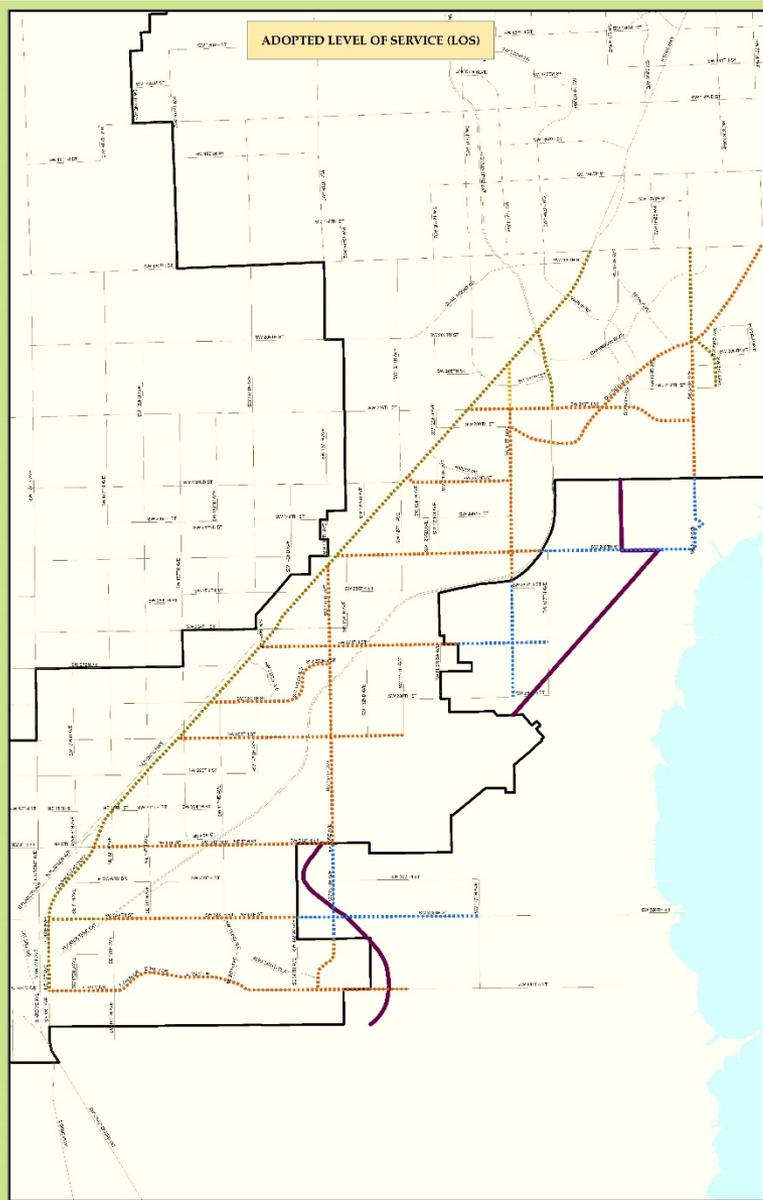
Miami-Dade County Traffic Stations Near UEA (WEST)								
STN	ROADWAY	From	To	Lanes	MAX LOS	Peak Hour	EXISTING LOS	ADOPTED LOS
2509	SW 137 AVE	NW 12th Street	TAMIAMI TRAIL/S	6	4520	4365	D	D
9800	SW 137 AVE	TAMIAMI TRAIL/S	BIRD DR EXT/SW 4	4	4620	2731	C	EE
9791	SW 132 AVE	NW 12th Street	TAMIAMI TRAIL/S	2	1350	920	D	D
8244	NW 12 ST	SW 137 AVE	Turnpike (HEFT)	4	2920	2250	D	D
2238	DOLPHIN EXPWY	SW 137 AVE	Turnpike (HEFT)	4	7190	2250	B	E
88	SR 90/US-41/SW 8 ST	SW 137 AVE	Turnpike (HEFT)	6	5390	3897	C	D
89	TAMIAMI TRAIL/SW 8ST	SW 157 AVE	SW 137 AVE	6	5390	5310	D	E
582	SR 997/KROME AV	NW 25th Street	TAMIAMI TRAIL/S	2	1510	1060	C	C
4	SR 997/KROME AV	TAMIAMI TRAIL/S	BIRD DR EXT/SW 4	2	1600	1383	C	C
2557	SR 997/KROME AV	BIRD DR EXT/SW 4	SW 136 ST	2	1600	1539	C	C
8681	SW 162 AVE	BIRD DR EXT/SW 4	SW 88 ST	4	2920	1368	C	D
9856	SW 157 AVE	BIRD DR EXT/SW 4	SW 88 ST	4	4068	2001	C	EE
9857	SW 157 AVE	SW 88 ST	SW 120 ST	4	3480	2013	C	D
9826	SW 147 AVE	BIRD DR EXT/SW 4	SW 56 ST	4	3792	1738	C	EE
9827	SW 147 AVE	SW 56 ST	SW 72 ST	4	2900	1849	D	D
9828	SW 147 AVE	SW 72 ST	SW 88 ST	4	2840	2012	D	D
9830	SW 147 AVE	SW 88 ST	SW 104 ST	4	1960	1731	D	D
9832	SW 147 AVE	SW 104 ST	SW 120 ST	4	1910	1523	D	D
9110	BIRD DR EXT/SW 42 ST	SW 167 AVE	SW 137 AVE	4	2830	2139	C	D
9272	SW 56 ST/MILLER DR	127 AVE	SW 137 AVE	4	5080	2511	A	D
9274	SW 56 ST/MILLER DR	SW 137 AVE	SW 147 AVE	4	3750	2213	C	D
9275	SW 56 ST	SW 147 AVE	SW 167 AVE	4	6456	2232	B	EE
9664	SW 72 ST/SUNSET DR	SW 147 AVE	SW 157 AVE	4	4320	2057	C	EE
9665	SW 72 ST/SUNSET DR	SW 157 AVE	SW 167 AVE	4	2388	1073	D	EE
10	SR 94/KENDALL DR	SR 997/KROME AV	SW 167 AVE	4	3580	1280	C	D
2529	SR 94/KENDALL DR	SW 167 AVE	SW 157 AVE	6	4296	2402	C	EE
1080	SR 94/KENDALL DR	SW 157 AVE	SW 147 AVE	6	6468	3061	C	EE
9206	SW 88 ST / KENDALL DR	SW 147 AVE	Turnpike (HEFT)	6	4990	3635	D	D
9720	SW 104 ST	127 AVE	SW 137 AVE	6	4236	3592	E	EE
9722	SW 104 ST	SW 137 AVE	SW 167 AVE	4	4200	2354	D	EE
9724	SW 104 ST	SW 167 AVE	SR 997/KROME AV	4	4248	2058	C	C
9760	SW 120 ST	SW 117 AVE	SW 137 AVE	4	3870	2443	D	D
9762	SW 120 ST	SW 137 AVE	SW 157 AVE	4	3340	2087	C	D

# Traffic Concurrency around the UEAs

Miami-Dade County Traffic Stations Near UEA (EAST)								
STN	ROADWAY	From	To	Lanes	MAX LOS	AVAILAB LE TRIPS	ADOPTED LOS	CONCURRENCY LOS
9174	GALLOWAY RD/SW 87 AVE	SW 184 St	Old Cutler Road	2	1176	682	EE	C
8374	GALLOWAY RD/SW 87 AVE	Old Cutler Road	SW 232 St	2	1330	583	D	C
9592	OLD CUTLER RD	SW 184 St	FRANJO ROAD	2	1410	132	D	D
9594	OLD CUTLER RD	FRANJO ROAD	SW 112 AVE	2	1610	-164	D	E
9696	SW 85 AVE	Old Cutler Road	SW 216 St.	4	3408	2936	EE	C
2264	Turnpike (HEFT)	SW 216 St.	SR 5/US-1	4	8990	1315	EE	E
9970	US 1/SOUTH DIXIE HWY	SW 184 St	SW 200 St	6	7272	3592	EE	C
346	SR 5/US-1	SW 200 St	SW 216 St.	6	6468	2707	EE	C
8	SR 5/US-1	SW 216 St.	SW 304 ST	4	4296	1713	EE	C
545	SR 5/US-1	SW 304 ST	SW 344 ST	4	4296	2089	EE	C
1095	SR 989/ALLAPATTAH DR	US 1	SW 216 ST	4	3580	1485	E	C
9736	SW 112 AVE/ALLAPATTAH DR	SW 216 ST	Turnpike (HEFT)	4	3580	264	D	C
9738	SW 112 AVE/ALLAPATTAH DR	Turnpike (HEFT)	SW 280 St	4	2920	1441	C	D
9822	SW 137 AVE/TALLAHASSEE RD	US 1	SW 268 St	2	940	411	D	C
9824	SW 137 AVE/TALLAHASSEE RD	SW 268 St	SW 312 St	4	3460	1570	D	B
7064	SW 137 AVENUE	SW 312 St	SW 336 St	4	2920	2200	C	B
9896	SW 216 ST/HAINLIN MILL DR	SW 87 AVE	Turnpike (HEFT)	4	4310	2036	D	C
9898	SW 216 ST/HAINLIN MILL DR	Turnpike (HEFT)	US 1	2	1730	830	D	B
9103	SW 232 ST/SILVER PALM DR	SW 87 AVE	US 1	2	2780	2635	D	C
8370	SW 248 ST	SW 87 AVE	Turnpike (HEFT)	2	660	400	C	B
9914	SW 248 ST	Turnpike (HEFT)	US 1	2	1670	1140	D	B
9922	SW 268 ST/MOODY DR	SW 107 AVE	SW 122 Ave	4	2270	1338	C	A
9924	SW 268 ST/MOODY DR	SW 122 Ave	US 1	4	3130	2077	D	B
9926	SW 280 ST/WALDRIN DR	SW 137 Ave	US 1	4	1060	477	D	D
9928	SW 288 ST/BISCAYNE DR	SW 127 Ave	Turnpike (HEFT)	4	2520	700	D	D
9930	SW 288 ST/BISCAYNE DR	Turnpike (HEFT)	US 1	4	3270	1694	D	D
9944	SW 312 ST/CAMPBELL DR	SW 137 Ave	Turnpike (HEFT)	4	3310	1562	D	C
9946	SW 312 ST/CAMPBELL DR	Turnpike (HEFT)	US 1	4	3270	1385	D	C
9952	SW 328 ST	SW 117 Ave	SW 142 Ave	2	1400	1002	C	B
9954	SW 328 ST	SW 142 Ave	US 1	2	1140	507	EE	D
9956	SW 344 ST/PALM DR	SW 127 Ave	US 1	4	1830	1324	D	B

# Traffic Concurrency around the UEAs

Miami-Dade County Traffic Stations Near UEA (WEST)								
STN	ROADWAY	From	To	Lanes	MAX LOS	AVAILAB LE TRIPS	ADOPTED LOS	CONCURRENCY LOS
2509	SW 137 AVE	NW 12th Street	TAMIAMI TRAIL/S	6	4520	4325	D	D
9800	SW 137 AVE	TAMIAMI TRAIL/S	BIRD DR EXT/SW 4	4	4620	1872	EE	C
9791	SW 132 AVE	NW 12th Street	TAMIAMI TRAIL/S	2	1350	422	D	D
8244	NW 12 ST	SW 137 AVE	Turnpike (HEFT)	4	2920	2250	D	D
2238	DOLPHIN EXPWY	SW 137 AVE	Turnpike (HEFT)	4	7190	2160	E	B
88	SR 90/US-41/SW 8 ST	SW 137 AVE	Turnpike (HEFT)	6	5390	1471	D	C
89	TAMIAMI TRAIL/SW 8ST	SW 157 AVE	SW 137 AVE	6	5390	5310	E	D
582	SR 997/KROME AV	NW 25th Street	TAMIAMI TRAIL/S	2	1510	449	C	C
4	SR 997/KROME AV	TAMIAMI TRAIL/S	BIRD DR EXT/SW 4	2	1600	127	C	C
2557	SR 997/KROME AV	BIRD DR EXT/SW 4	SW 136 ST	2	1600	61	C	C
8681	SW 162 AVE	BIRD DR EXT/SW 4	SW 88 ST	4	2920	1552	D	C
9856	SW 157 AVE	BIRD DR EXT/SW 4	SW 88 ST	4	4068	1917	EE	C
9857	SW 157 AVE	SW 88 ST	SW 120 ST	4	3480	1449	D	C
9826	SW 147 AVE	BIRD DR EXT/SW 4	SW 56 ST	4	3792	1903	EE	D
9827	SW 147 AVE	SW 56 ST	SW 72 ST	4	2900	1051	D	D
9828	SW 147 AVE	SW 72 ST	SW 88 ST	4	2840	828	D	D
9830	SW 147 AVE	SW 88 ST	SW 104 ST	4	1960	229	D	D
9832	SW 147 AVE	SW 104 ST	SW 120 ST	4	1910	284	D	D
9110	BIRD DR EXT/SW 42 ST	SW 167 AVE	SW 137 AVE	4	2830	546	D	C
9272	SW 56 ST/MILLER DR	127 AVE	SW 137 AVE	4	5080	2568	D	A
9274	SW 56 ST/MILLER DR	SW 137 AVE	SW 147 AVE	4	3750	1537	D	C
9275	SW 56 ST	SW 147 AVE	SW 167 AVE	4	6456	4171	EE	B
9664	SW 72 ST/SUNSET DR	SW 147 AVE	SW 157 AVE	4	4320	2128	EE	C
9665	SW 72 ST/SUNSET DR	SW 157 AVE	SW 167 AVE	4	2388	1311	EE	D
10	SR 94/KENDALL DR	SR 997/KROME AV	SW 167 AVE	4	3580	2274	D	C
2529	SR 94/KENDALL DR	SW 167 AVE	SW 157 AVE	6	4296	1430	EE	C
1080	SR 94/KENDALL DR	SW 157 AVE	SW 147 AVE	6	6468	3350	EE	C
9206	SW 88 ST / KENDALL DR	SW 147 AVE	Turnpike (HEFT)	6	4990	1355	D	D
9720	SW 104 ST	127 AVE	SW 137 AVE	6	4236	644	EE	E
9722	SW 104 ST	SW 137 AVE	SW 167 AVE	4	4200	1830	EE	D
9724	SW 104 ST	SW 167 AVE	SR 997/KROME AV	4	4248	2198	C	C
9760	SW 120 ST	SW 117 AVE	SW 137 AVE	4	3870	1272	D	D
9762	SW 120 ST	SW 137 AVE	SW 157 AVE	4	3340	1160	D	C

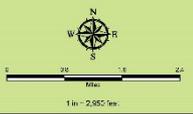


ADOPTED LEVEL OF SERVICE (LOS)

CONCURRENCY LEVEL OF SERVICE (LOS)

- LEGEND**
- LEVEL OF SERVICE**
- A
  - B
  - C
  - D
  - E
  - EE
- Urban Expansion Area (UEA)
  - Urban Development Boundary (UDB)
  - Major Road
  - Coastal Water

**TRAFFIC STATIONS NEAR THE URBAN EXPANSION AREA (UEA) - EAST PORTIONS**

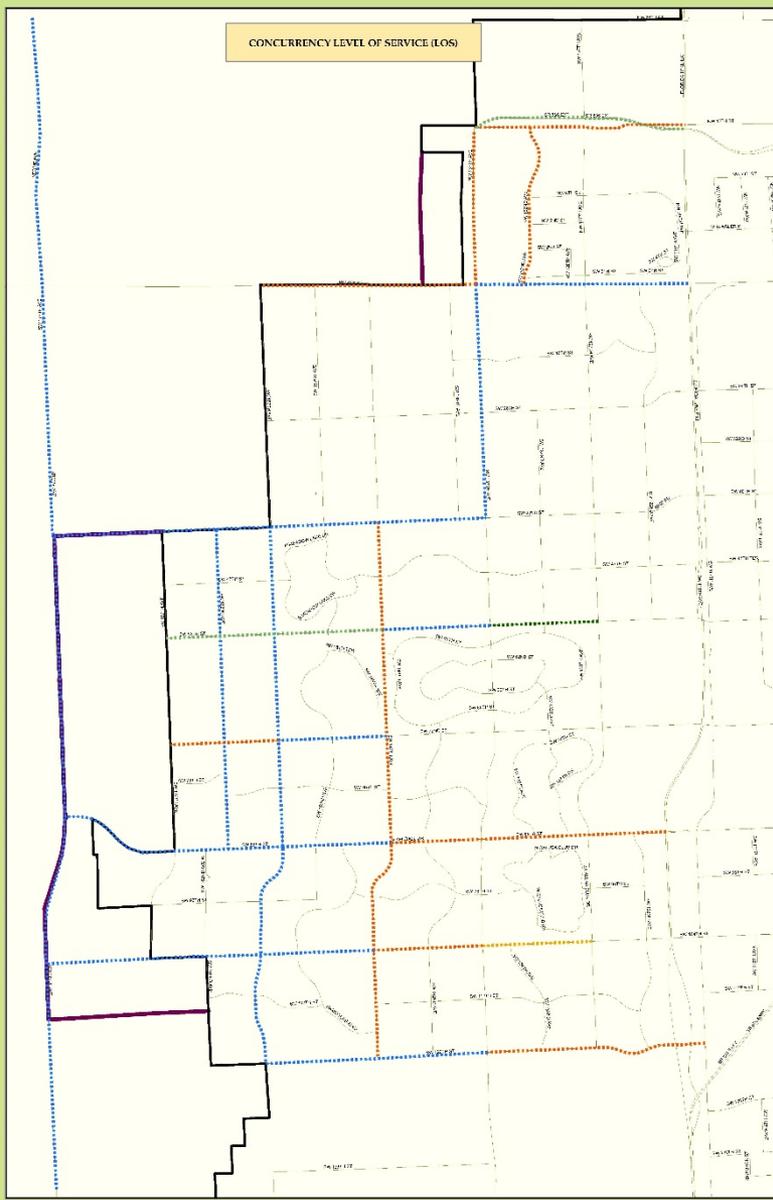
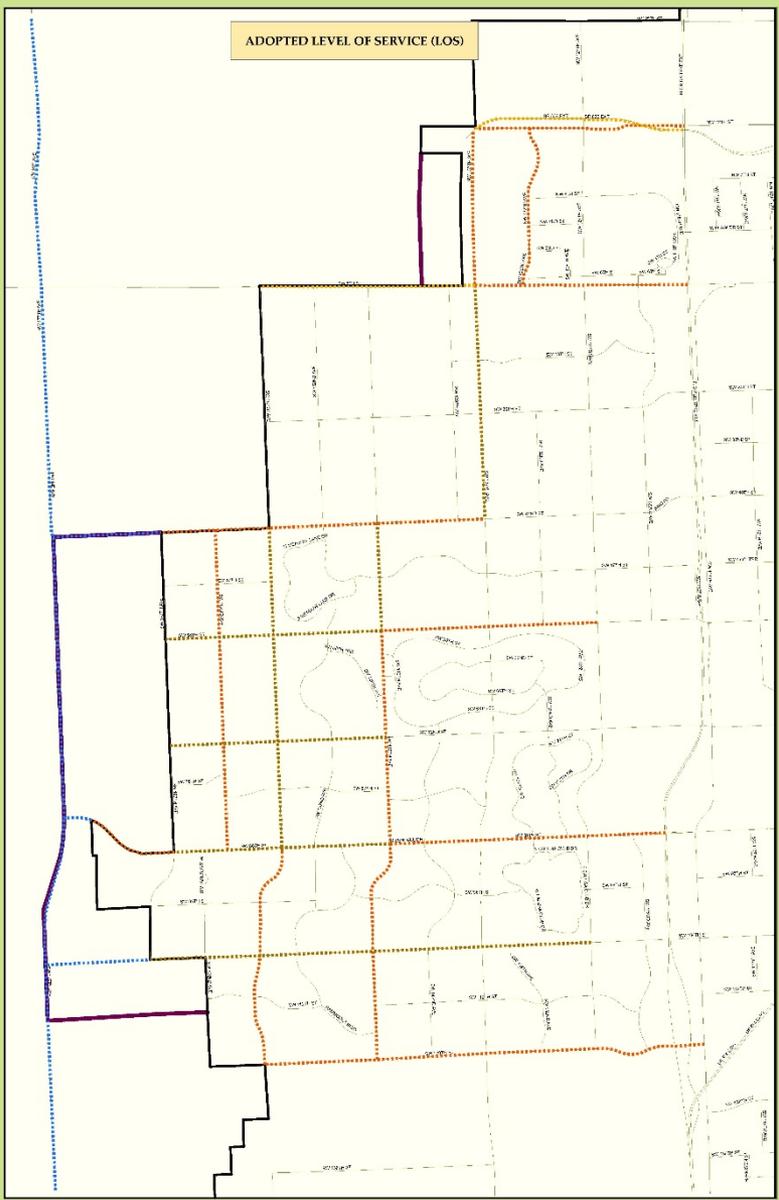


Regulatory and Program Services Department (RPS)  
Planning Research & Economic Analysis Section

02/23/2021

ADOPTED LEVEL OF SERVICE (LOS)

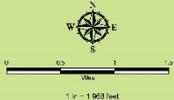
CONCURRENCY LEVEL OF SERVICE (LOS)



LEGEND

- LEVEL OF SERVICE
- A
- B
- C
- D
- E
- EE
- Urban Expansion Area (UEA)
- Urban Development Boundary (UDB)
- Major Road
- Canal Water

TRAFFIC STATIONS NEAR THE URBAN EXPANSION AREA (UEA) - WEST PORTIONS



# UEA – TRAFFIC IMPACTS PLANNED PROJECTS

2040 LRTP Map ID	Project	Limits From	Limits To	Description
<b>2040 LRTP Priority I (TIP and 2020)</b>				
2	East-West Corridor (Flagler Enhanced Bus)	Miami Downtown Terminal	FIU-MMC (SW 112 Ave)	Incremental Improvement on PTP corridor
12	Kendall Park-and-Ride Facility	SW 127 Ave/ SW 88 St (Kendall)		Park-and-Ride Facility
31	SR-821 (HEFT)	SW 88 St (Kendall)	60 St Canal Bridge	Add lanes and reconstruct
32	SR-821 (HEFT)	SW 40 St (Bird)	SR-836 (Dolphin)	Add lanes and reconstruct
33	SR-821 (HEFT)	SW 288 St	SW 216 St	Add lanes and reconstruct
34	SR-821 (HEFT)	NW 106 St	I-75	Add lanes and reconstruct
35	SR-821 (HEFT)	SR-836 (Dolphin)	NW 74 St	Add lanes and reconstruct
36	SR-826 (Palmetto) and I-75	Flagler NW 170 St	NW 154 St SR-826 (Palmetto)	Managed lanes
38	SR 836 (Dolphin) Access Ramp	NW 107 Ave	SR 836 (Dolphin)	Construction of Access Ramp
39	SR 836 (Dolphin ) Enhanced Bus	Miami Intermodal Center (MIC)	SW 147 Ave/SW 8th St (Tamiami) Park and Ride Lot	Enhanced Bus Service
40	SR-836 (Dolphin) Improvements	NW 57 Ave	NW 17 Ave	Mainline widening and interchange improvements
41	SR-836 (Dolphin) Interchange modifications at 87 Ave	SR 836 (Dolphin) West of 82 Ave	NW 97 Ave	Interchange Improvements
43	SR-874 (Don Shula)/ Killian Parkway Interchange	SR-821 (HEFT)	SW 88 St (Kendall)	Mainline widening and interchange reconstruction
44	SR-997 (Krome)	SW 88 St (Kendall)	One Mile North of SW 8 St (Tamiami)	Add 2 lanes and reconstruct
45	SR-997 (Krome)	SW 136 St	SW 88 St (Kendall)	Add 2 lanes and reconstruct
46	SR-997 (Krome)	North of SW 8 St (Tamiami)	MP 2.754	Add 2 lanes and reconstruct
47	SR-997 (Krome)	MP 10.953	MP 14.1647 (US-27 (Dolphin))	Add 2 lanes and reconstruct
48	SR-997 (Krome)	MP 2.754	MP 5.122	Add 2 lanes and reconstruct
49	SR-997 (Krome)	MP 5.122	MP 8.151	Add 2 lanes and reconstruct
50	SR-997 (Krome)	MP 8.151	MP 10.935	Add 2 lanes and reconstruct
51	SR-997 (Krome)	SW 312 St ( Campbell)	SW 296 St	Resurface and add 2 lanes
52	SR-997 (Krome)	SW 296 St	SW 232 St	Add 2 lanes and reconstruct
53	SR-997 (Krome)	SW 232 St	SW 184 St (Eureka)	Add 2 lanes and reconstruct
54	SR-997 (Krome)	SW 184 St (Eureka)	SW 136 St	Add 2 lanes and reconstruct
55	SW 107 Ave	SW 3 St	West Flagler St	Add lanes and rehabilitate pavement
56	SW 107 Ave	SW 1100 Block	SW 3 St	Add lanes and rehabilitate pavement
59	SW 147 Ave/SW 8 St Park-and-Ride	SW 147 Ave/SW 8 St		Park-and-Ride Facility
60	SW 152 St	SW 157 Ave	SW 147 Ave	Add 2 lanes and reconstruct
61	SW 157 Ave	SW 184 St (Eureka)	SW 152 St (Coral Reef)	New 4 lane road construction

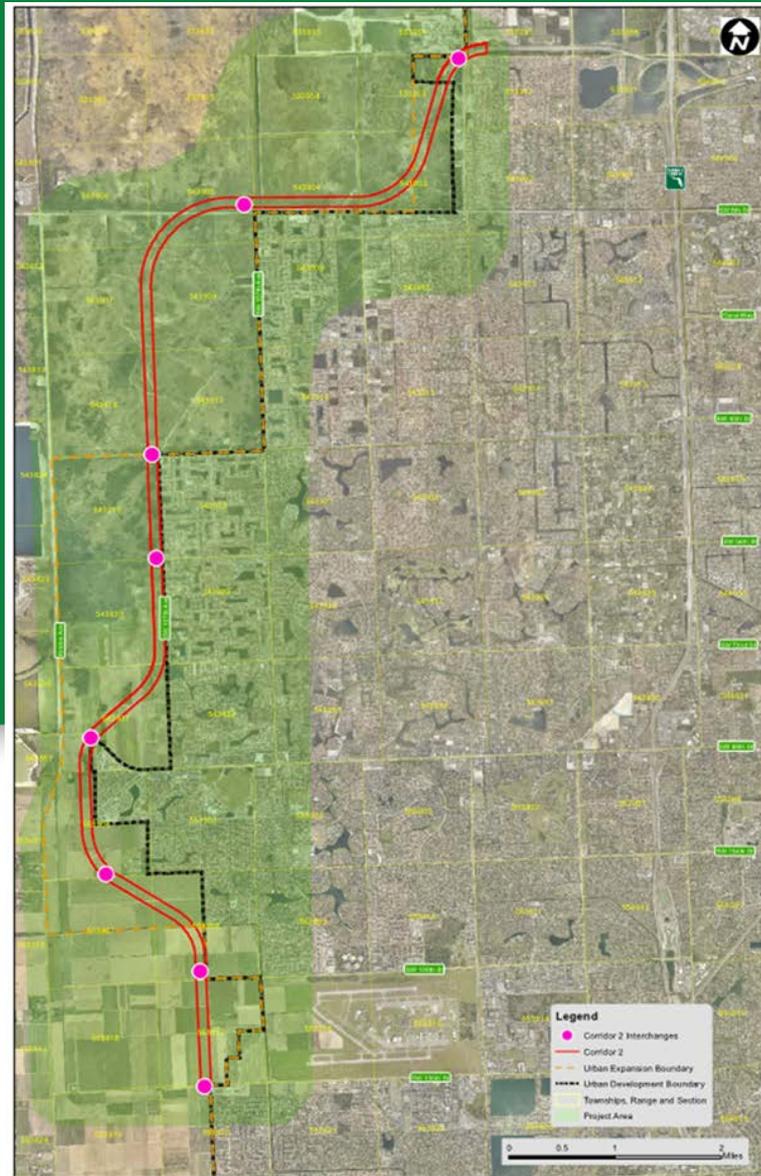
# UEA – TRAFFIC IMPACTS PLANNED PROJECTS

2040 LRTP Priority II (2021-2025)				
3	Direct Ramps to Dolphin Station Transit Terminal	SR 821 (HEFT) Managed Lanes	Dolphin Station Transit Terminal	Direct Access for Transit and Trucks
4	Dolphin Station Transit Terminal	West of SR -821 (HEFT) and North of NW 12 St		Park-and-Ride, kiss-and-ride, 12 bus bays & 1000 parking spaces
7	Golden Glades Interchange: Florida Turnpike Southbound	At I-95		Express Lane Flyover
10	Golden Glades Interchange: SR-826 (Palmetto)	NW 17 Ave	Golden Glades Interchange	Managed lanes
11	Golden Glades Interchange: SR-826 (Palmetto)	At I-95		New express lane ramps on I-95
14	Kendall Corridor (Kendall Enhanced Bus)**	West Kendall Transit Terminal	Dadeland North Metrorail Station	Incremental improvement on PTP corridor
20	NW 107 Ave	NW 12 St	NW 74 St	Operational and capacity improvements where feasible
22	NW 12 St	NW 107 Ave	SR-826 (Palmetto)	Widening
27	NW 82 Ave	NW 8 St	NW 12 St	New 4 lane road construction
31	SW 127 Ave	SW 120 St	SW 144 St	Add 2 lanes and new 4 lane road construction
33	SW 24 St	SW 107 Ave	SW 87 Ave	Add 2 lanes and reconstruct

# UEA – TRAFFIC IMPACTS PLANNED PROJECTS

2040 LRTP Map ID	Project	Limits From	Limits To	Description
<b>2040 LRTP Priority III (2026-2030)</b>				
1	Direct Ramps to Dolphin Station Transit Terminal	SR 836 (Dolphin) Managed Lanes	Dolphin Station Transit Terminal	Direct Access for Transit
3	Golden Glades Interchange	SB Turnpike	SB I-95 at NW 135 St	Modify interchange
18	SR-821 (HEFT)	SW 137 Ave	SW 216 St	Widen to 8 lanes, include express lanes for portion of project length
19	SR-821 (HEFT)	SW 312 (Campbell Dr)	SW 288 St	Widen to 6 lanes
20	SR-821 (HEFT)	SW 288 St	SW 137 Ave (Speedway)	Widen to 8 lanes
21	SR-826 (Palmetto)	NW 154 St	NW 17 Ave	Managed lanes
22	SR-826 (Palmetto)	NW 138 St	NW 103 St/W 49 St	Add a braided o° ramp to W 68 St/NW 122 St
23	SR-836 (Dolphin) Managed Lanes	SR-826 (Palmetto)/ SR-836 (Dolphin)	Just West of 27 Ave	Two new managed lanes within the right-of-way of SR-836 (Dolphin)
24	SR-836 (Dolphin) Managed Lanes	SR-821 (HEFT)	SR-826 (Palmetto)/SR-836 (Dolphin) Interchange	Two new managed lanes within the ROW of SR 836 (Dolphin)
29	SW 24 St (Coral Way)	SW 117 Ave	SW 107 Ave	Add 2 lanes and reconstruct
31	SW 72 St	SW 117 Ave	SW 157 Ave	Add 2 lanes and reconstruct
32	Turnpike (Mainline)	Golden Glades Interchange	SR-821 (HEFT)	Widen to 8 lanes
<b>2040 LRTP Priority IV (2031-2040)</b>				
1	I-75	SR-826 (Palmetto)	NW 170 St	Widen with express lanes
17	SR-821 (HEFT)	SR-874 (Don Shula)	Killian Pkwy	Widen to 10 lanes
18	SR-821 (HEFT)	NW 57 Ave (Red)	Turnpike (Mainline)	Widen to 8 lanes
19	SR-821 (HEFT)	I-75	NW 57 St (Red)	Widen to 8 lanes
20	SR-826 (Palmetto)	NW 103 St	NW 154 St	Widen with express lanes
21	SR-826 (Palmetto)	SR-836 (Dolphin)	NW 103 St	Add 4 special use lanes
23	SW 104 St	SW 147 Ave	SW 137 Ave	Add 2 lanes and reconstruct
24	SW 104 St	Hammocks Blvd	SW 147 Ave	Add 2 lanes and reconstruct
25	SW 120 St	SW 137 Ave	SW 117 Ave	Add 2 lanes and reconstruct
27	SW 137 Ave	SW 24 St	SW 8 St (Tamiami)	Add 2 lanes and reconstruct
28	SW 152 St (Coral Reef)	SR-821 (HEFT)	US-1	Add 2 lanes and reconstruct
29	SW 157 Ave	SW 8 St (Tamiami)	SW 42 St	Add 2 lanes and construct new 4 lane road
32	SW 42 St	SW 162 Ave	SW 157 Ave	Add 2 lanes and reconstruct

# UEA – TRAFFIC IMPACTS PLANNED PROJECTS – SR836 EXTENSION



# UEA WEST – TRAFFIC IMPACTS EXISTING TRANSIT SERVICES



**MIAMI-DADE COUNTY  
TRANSIT SYSTEM  
FEBRUARY 2017**

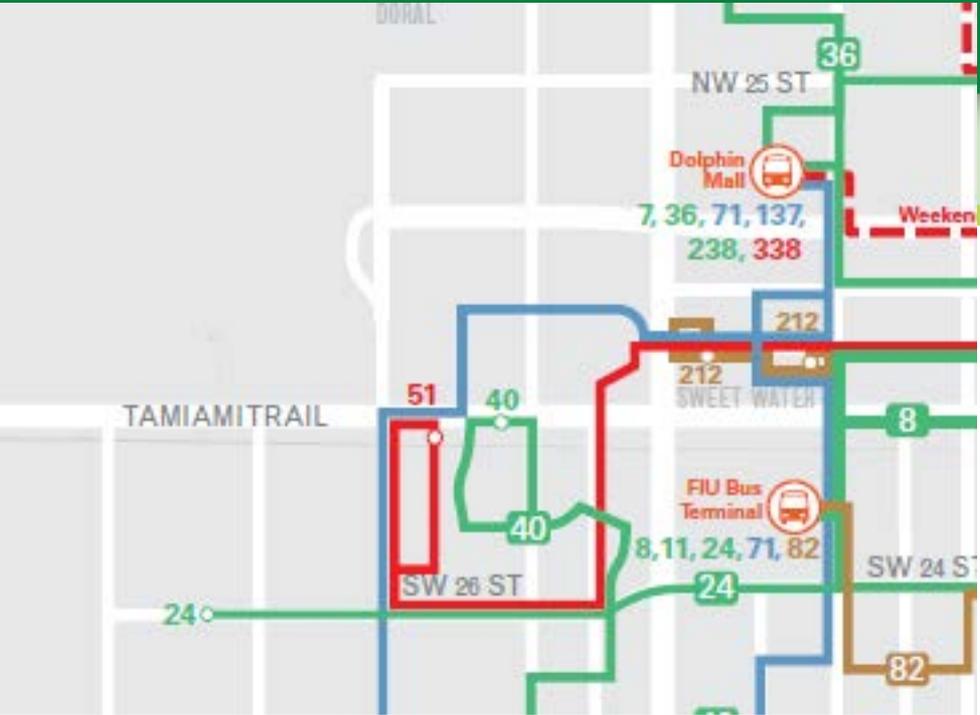
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**METROBUS ROUTES**

-  Limited-Stop Service
-  Express Service
-  East-West Local-Stop Service
-  North-South Local-Stop Service
-  Local Shuttle or Circulator Service

**METROBUS DESTINATIONS**

-  6, 8, 24 Service Endpoint - Single Route Type
-  115/117, 120, C Service Endpoints - Multiple Route Types
-  Terminal
-  Park and Ride Lot
-  South Dade Transitway Station
-  6, 22, 27 Metrorail & Station - Routes Serving Station
-  Tri-Rail





# UEA EAST – TRAFFIC IMPACTS EXISTING TRANSIT SERVICES



MIAMI-DADE COUNTY  
**TRANSIT SYSTEM**  
FEBRUARY 2017

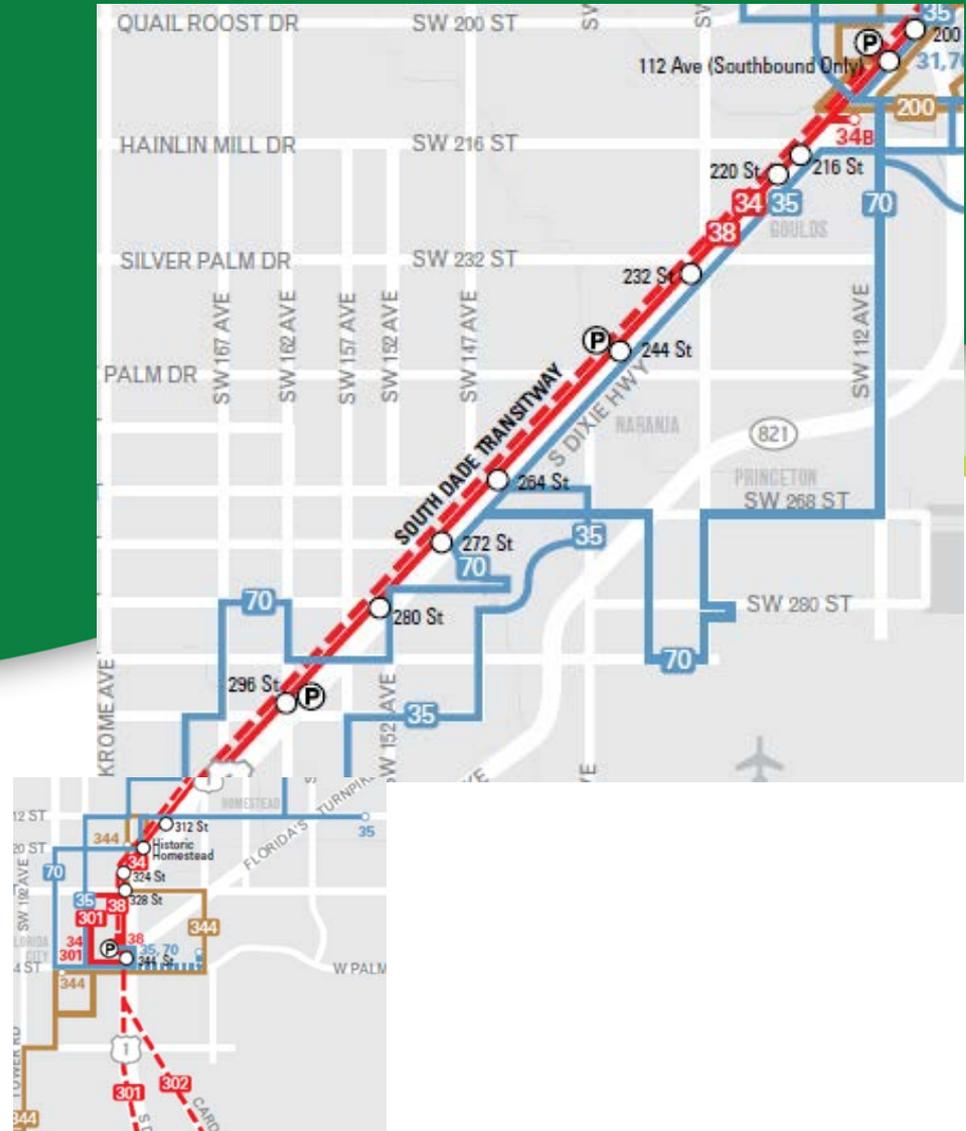
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**METROBUS ROUTES**

- Limited-Stop Service
- - - Express Service
- East-West Local-Stop Service
- North-South Local-Stop Service
- Local Shuttle or Circulator Service

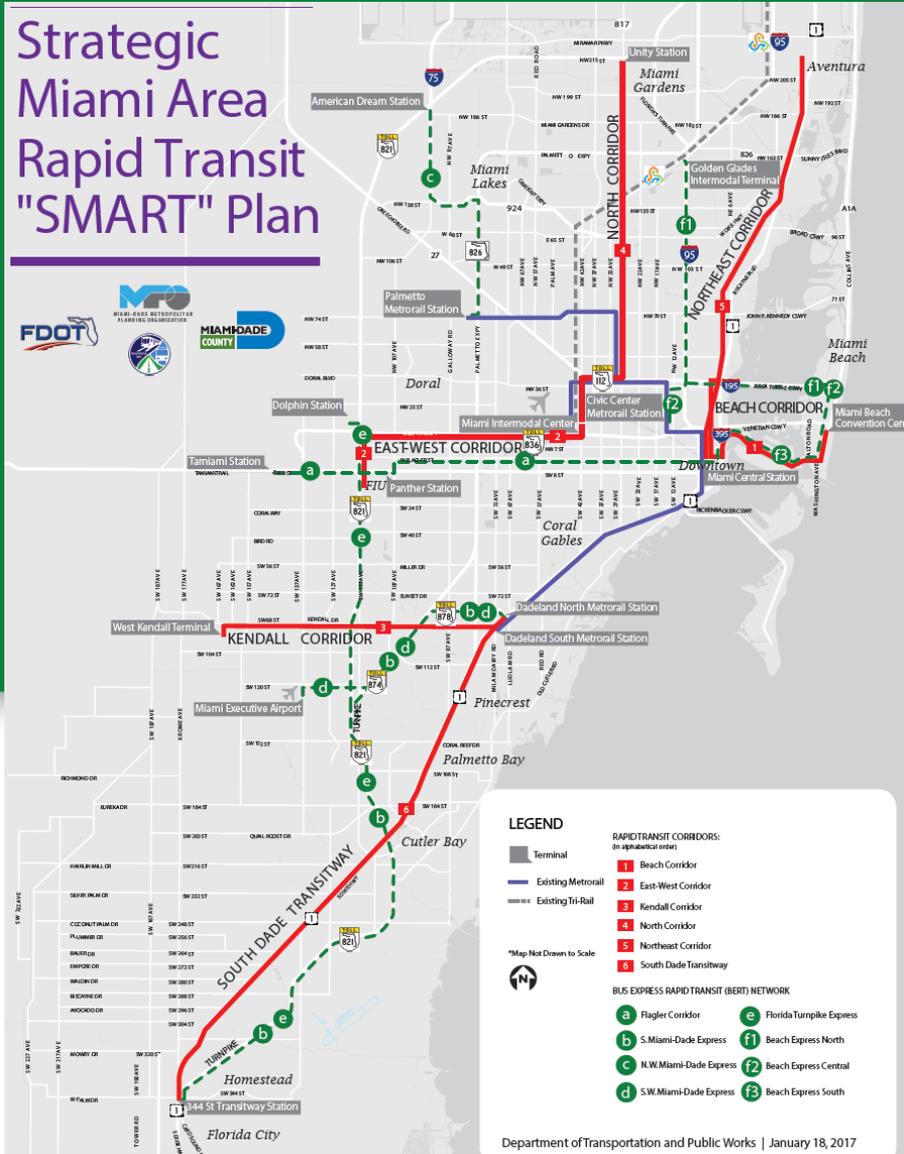
**METROBUS DESTINATIONS**

- 6, 8, 24 Service Endpoint - Single Route Type
- 115/117, 120, C Service Endpoints - Multiple Route Types
-  Terminal
-  Park and Ride Lot
-  South Dade Transitway Station
-  Metrorail & Station - Routes Serving Station (6, 22, 27)
-  Tri-Rail



# UEA – TRAFFIC IMPACTS FUTURE TRANSIT SERVICES

## Strategic Miami Area Rapid Transit "SMART" Plan



# UEA – TRAFFIC IMPACTS

Thank You  
Any Questions???



# COMMUTING PATTERNS IN MIAMI-DADE COUNTY

Department of  
Regulatory and  
Economic  
Resources

Planning Research  
and Economic  
Analysis Section

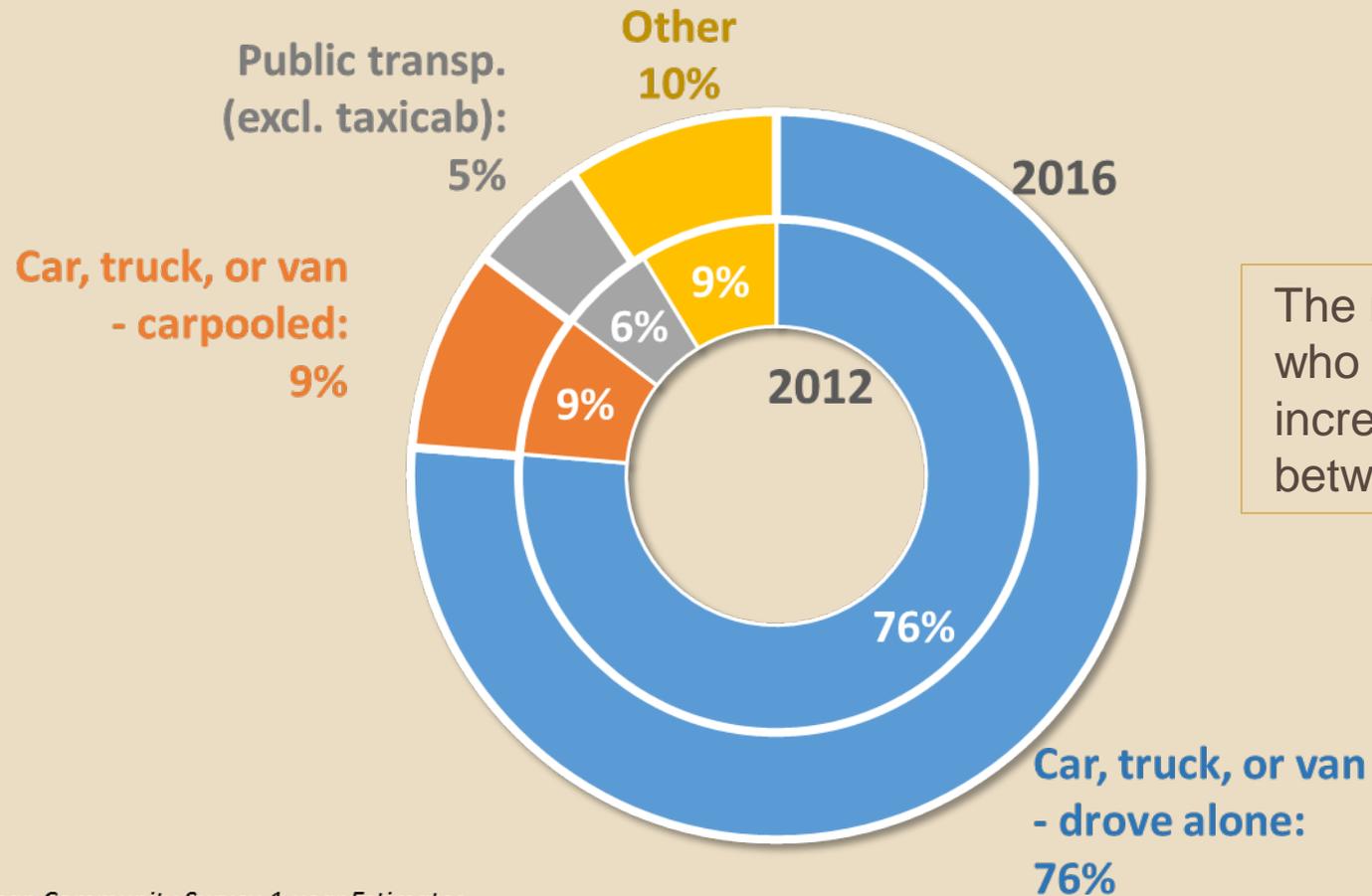
December, 2017

# INTRODUCTION

- Urban development and expansion can have benefits to residents in terms of housing choices and suburban amenities, among other things.
- When development and expansion become “sprawl,” the costs to residents and the community at large begin to accelerate.
- Most obvious among these costs are commuting costs to and from work.
- What follows provides a general overview of commuting patterns in the county.

# INTRODUCTION

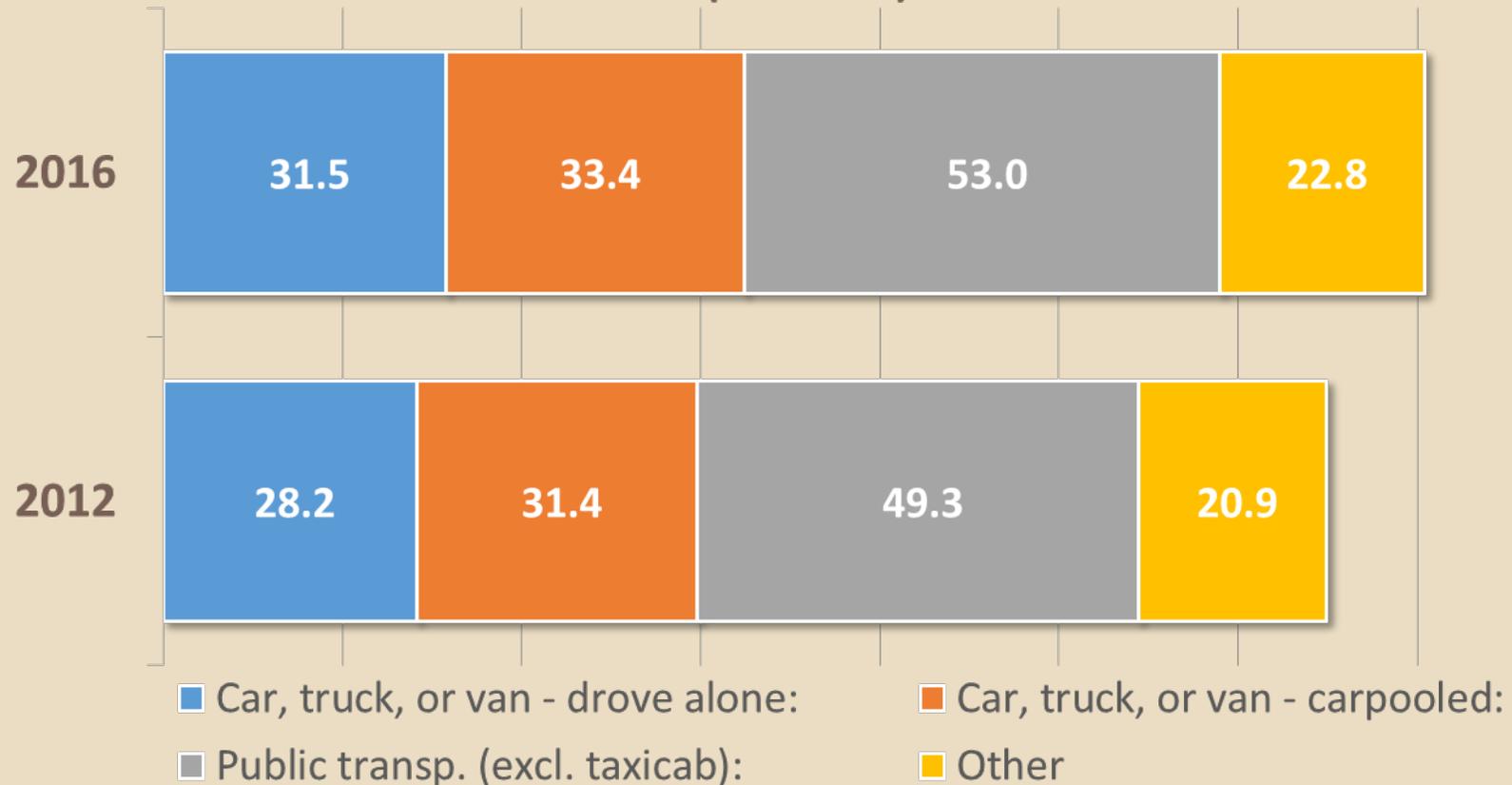
## Mean of Transportation to Work - All County Workers



The number of residents who work at home increased by over 36% between 2012 and 2016.

# INTRODUCTION

Average Travel Time by Mean of Transportation to Work  
(Minutes)



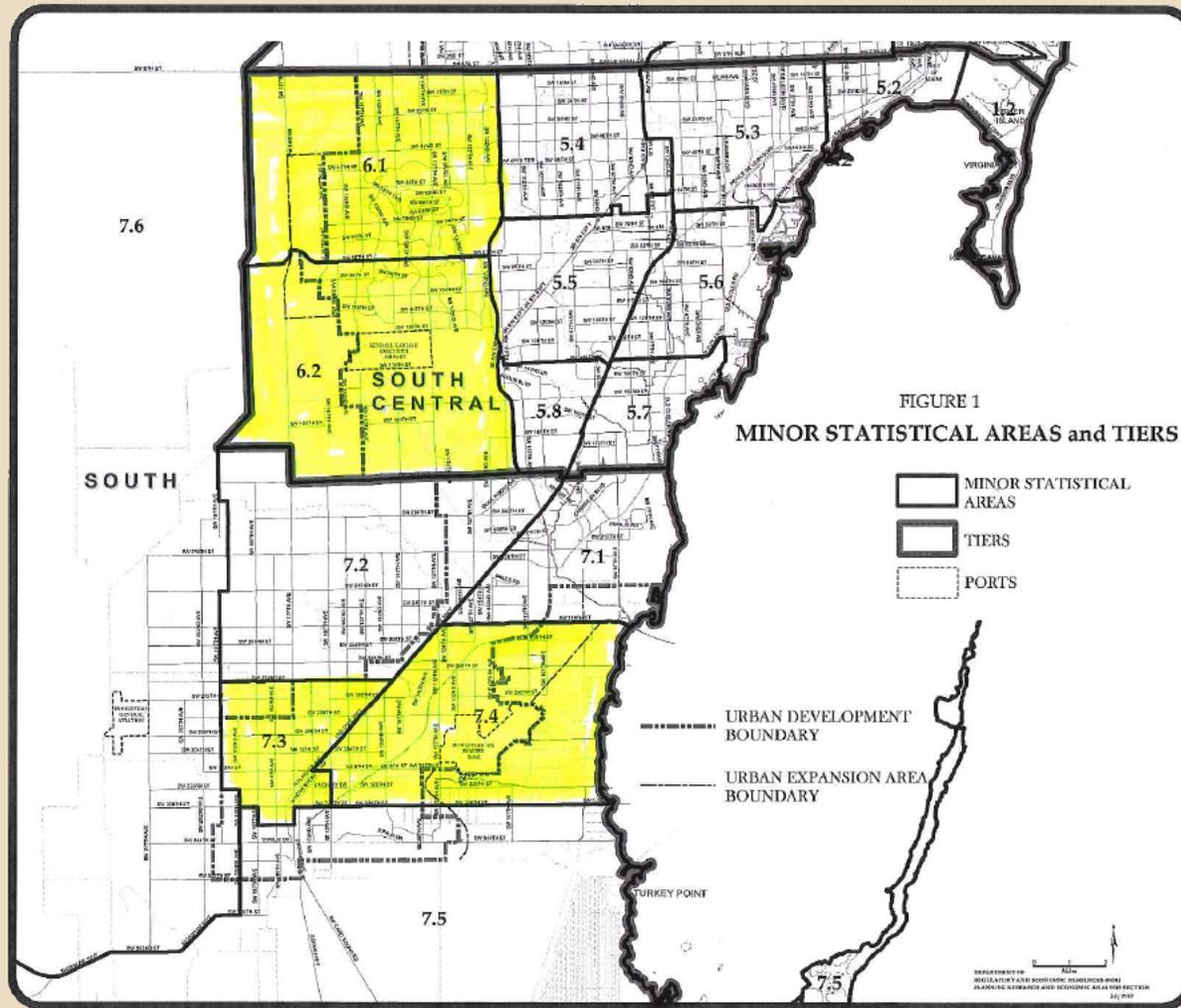
2016 American Community Survey 1-year Estimates

# INTRODUCTION

**Average travel time increased between 2012 and 2106 for all means of transportation:**

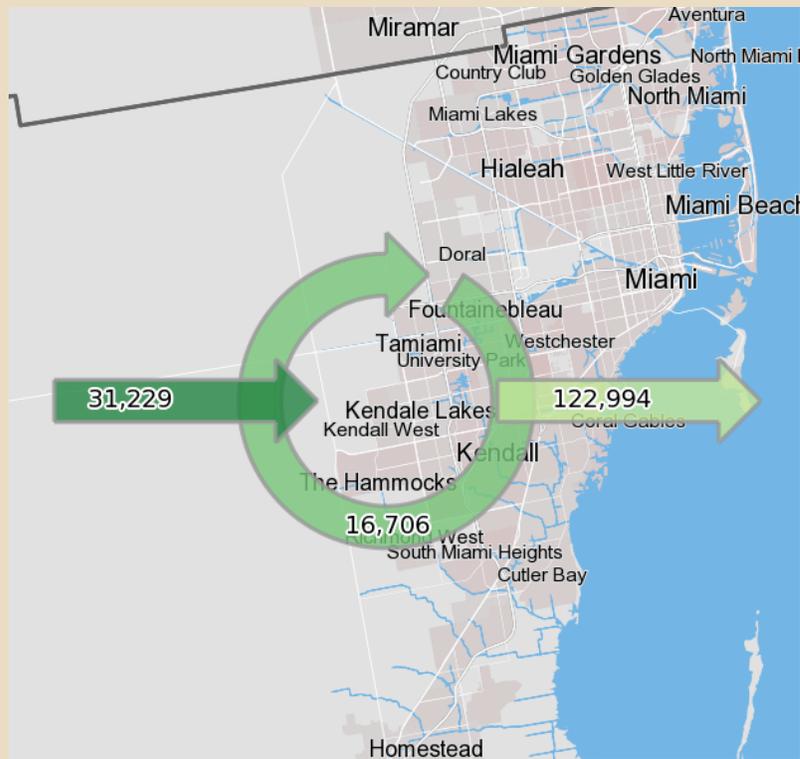
- **Overall:** **+9%**
- **Car, truck or van – drove alone:** **+12%**
- **Car, truck or van – carpooled:** **+6%**
- **Public Transportation:** **+8%**
- **Other:** **+8%**

# PATTERNS BY MSA

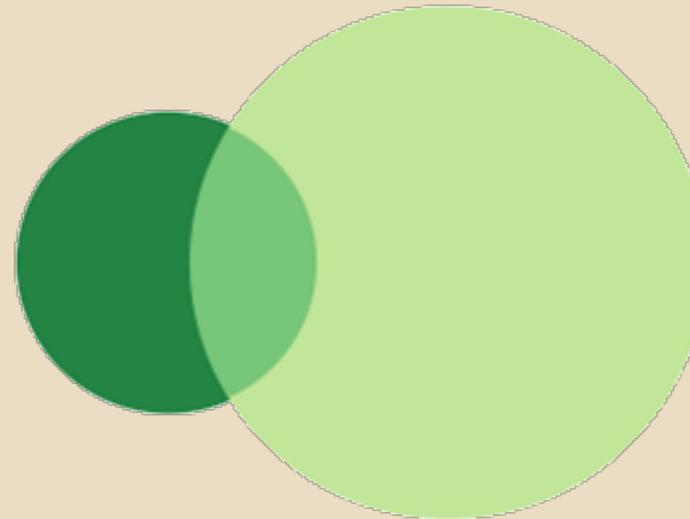


# PATTERNS BY MSA

## LEHD data for MSA 6.1 and 6.2



## Inflow/Outflow Job Counts 2015



31,229	- Employed in Selection Area, Live Outside
122,994	- Live in Selection Area, Employed Outside
16,706	- Employed and Live in Selection Area

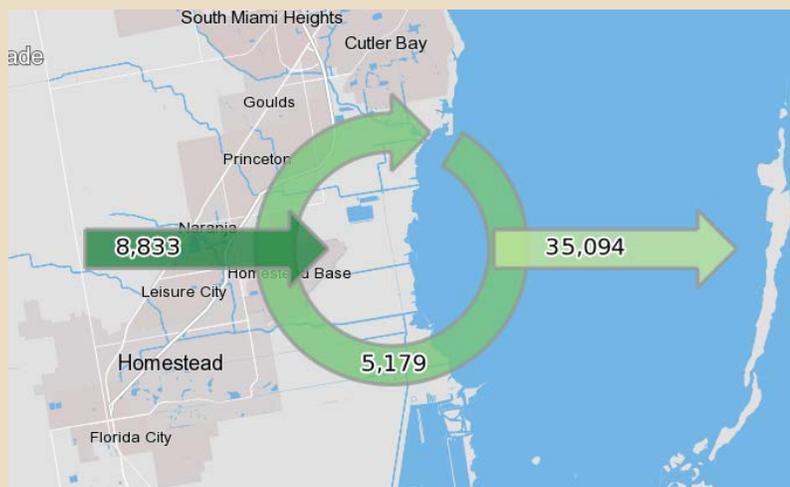
# PATTERNS BY MSA

## LEHD data for MSA 6.1 and 6.2

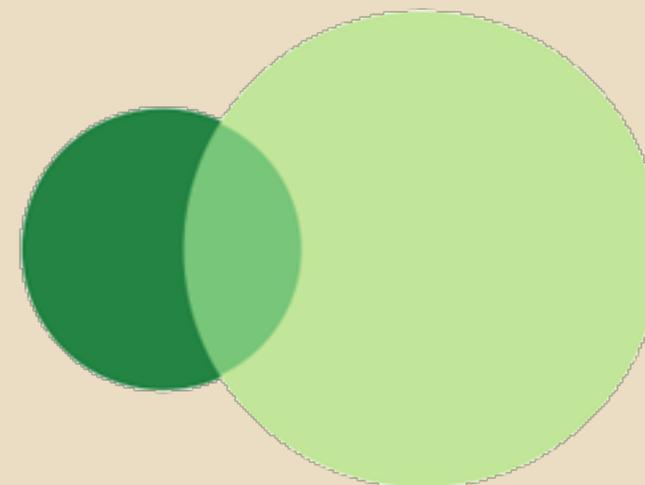
Characteristics of Workers	Outflow Workers		Inflow Workers		Interior Workers	
	Count	Share	Count	Share	Count	Share
<b>Total</b>	122,994	100.0%	31,229	100.0%	16,706	100.0%
<b>Workers Aged 29 or younger</b>	24,223	19.7%	7,256	23.2%	3,412	20.4%
<b>Workers Aged 30 to 54</b>	70,639	57.4%	17,200	55.1%	9,294	55.6%
<b>Workers Aged 55 or older</b>	28,132	22.9%	6,773	21.7%	4,000	23.9%
<b>Workers Earning \$1,250 per month or less</b>	20,361	16.6%	7,884	25.2%	4,297	25.7%
<b>Workers Earning \$1,251 to \$3,333 per month</b>	47,663	38.8%	14,442	46.2%	7,855	47.0%
<b>Workers Earning More than \$3,333 per month</b>	54,970	44.7%	8,903	28.5%	4,554	27.3%
<b>Workers in the "Goods Producing" Industry Class</b>	8,085	6.6%	5,345	17.1%	2,329	13.9%
<b>Workers in the "Trade, Transportation, and Utilities" Industry Class</b>	32,652	26.5%	9,598	30.7%	4,447	26.6%
<b>Workers in the "All Other Services" Industry Class</b>	82,257	66.9%	16,286	52.2%	9,930	59.4%

# PATTERNS BY MSA

## LEHD data for MSA 7.3 and 7.4



## Inflow/Outflow Job Counts 2015



- 8,833 - Employed in Selection Area, Live Outside
- 35,094 - Live in Selection Area, Employed Outside
- 5,179 - Employed and Live in Selection Area

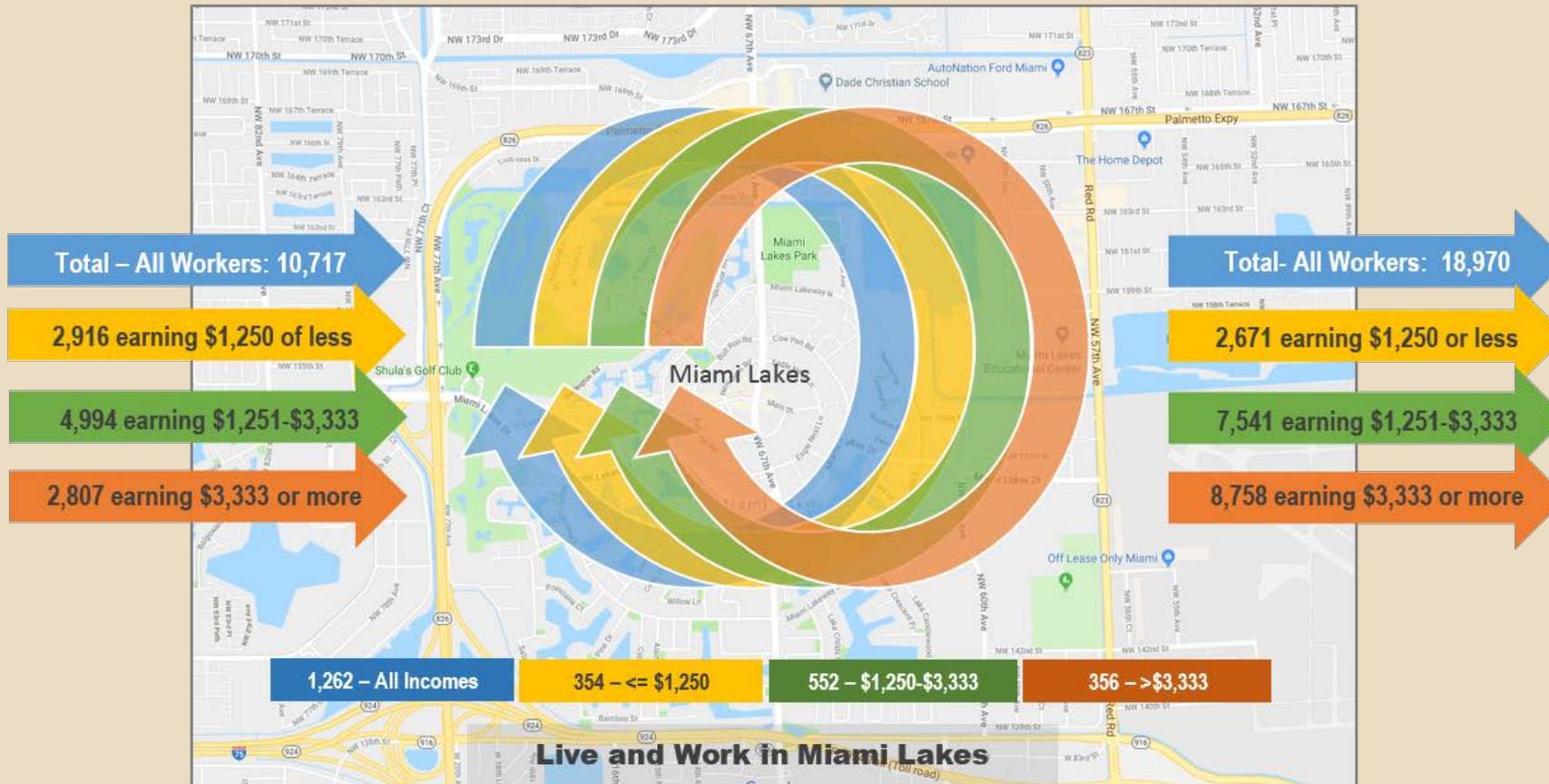
# PATTERNS BY MSA

## LEHD data for MSA 7.3 and 7.4

Characteristics of Workers	Outflow Workers		Inflow Workers		Interior Workers	
	Count	Share	Count	Share	Count	Share
<b>Total</b>	35,094	100.0%	8,833	100.0%	5,179	100.0%
<b>Workers Aged 29 or younger</b>	8,277	23.6%	2,075	23.5%	1,101	21.3%
<b>Workers Aged 30 to 54</b>	20,418	58.2%	4,812	54.5%	3,006	58.0%
<b>Workers Aged 55 or older</b>	6,399	18.2%	1,946	22.0%	1,072	20.7%
<b>Workers Earning \$1,250 per month or less</b>	7,729	22.0%	2,377	26.9%	1,559	30.1%
<b>Workers Earning \$1,251 to \$3,333 per month</b>	16,380	46.7%	3,854	43.6%	2,597	50.1%
<b>Workers Earning More than \$3,333 per month</b>	10,985	31.3%	2,602	29.5%	1,023	19.8%
<b>Workers in the "Goods Producing" Industry Class</b>	4,600	13.1%	1,068	12.1%	944	18.2%
<b>Workers in the "Trade, Transportation, and Utilities" Industry Class</b>	8,303	23.7%	2,076	23.5%	1,010	19.5%
<b>Workers in the "All Other Services" Industry Class</b>	22,191	63.2%	5,689	64.4%	3,225	62.3%

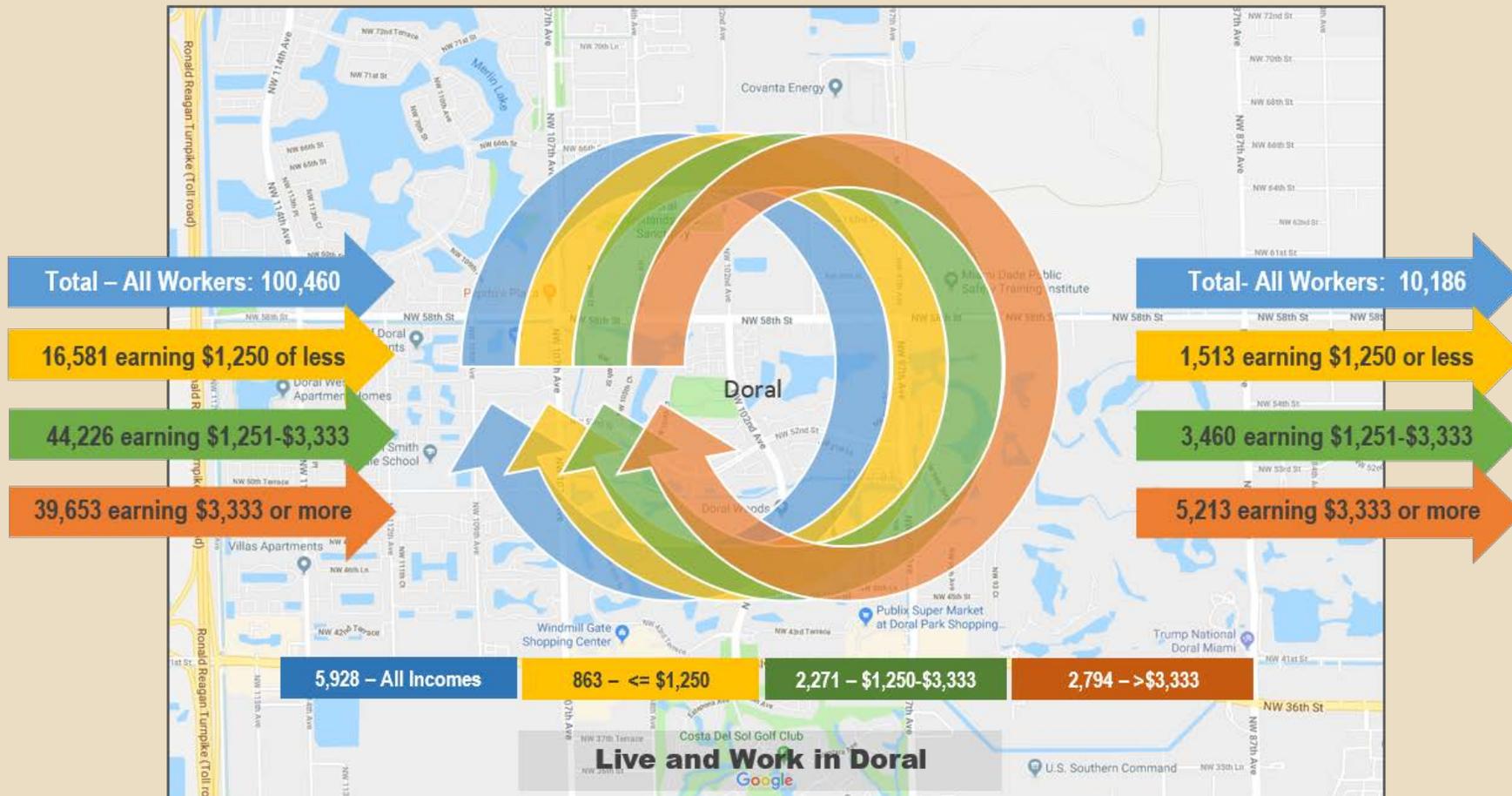
# PATTERNS BY URBAN AREAS

## LEHD data for Miami Lakes



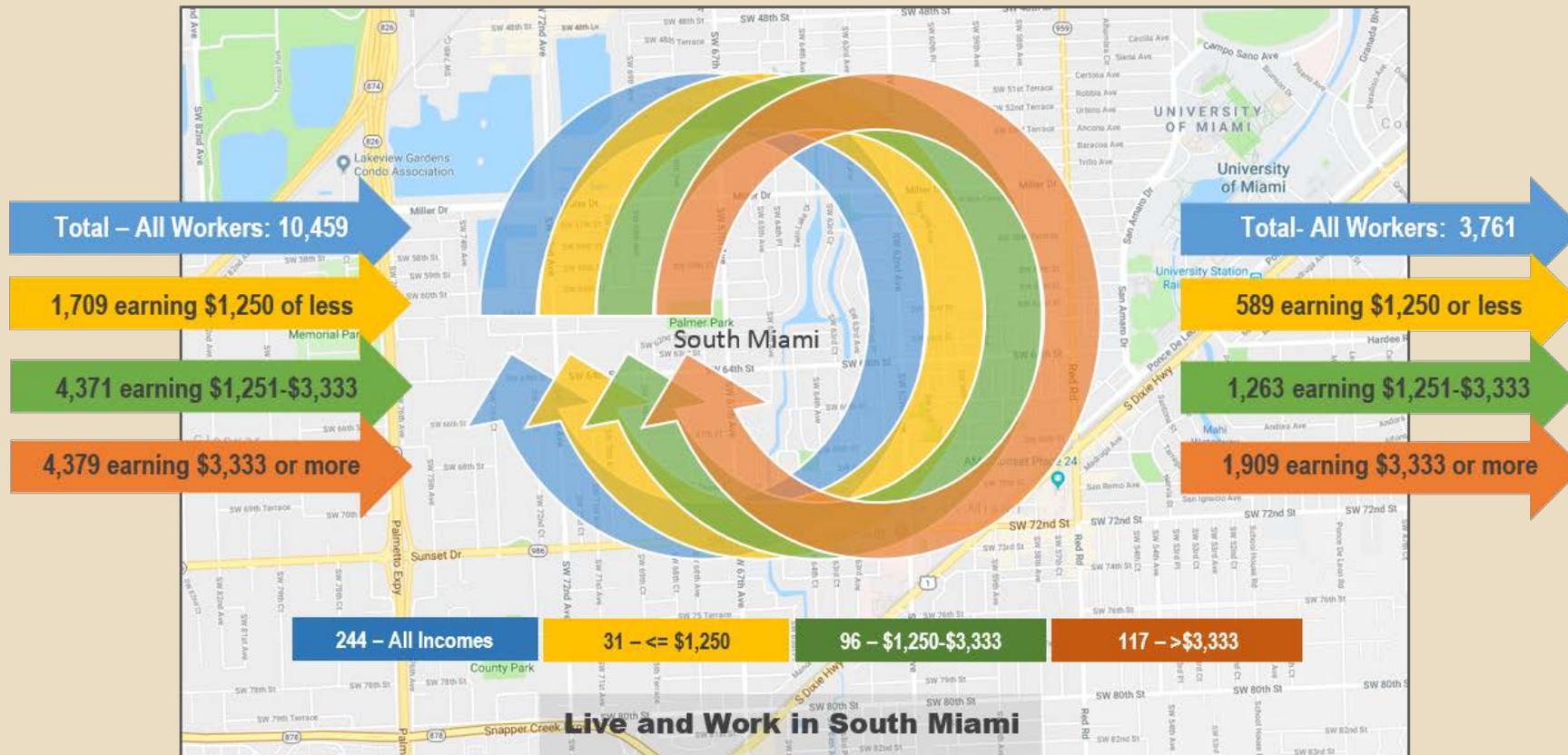
# PATTERNS BY URBAN AREAS

LEHD data for Doral



# PATTERNS BY URBAN AREAS

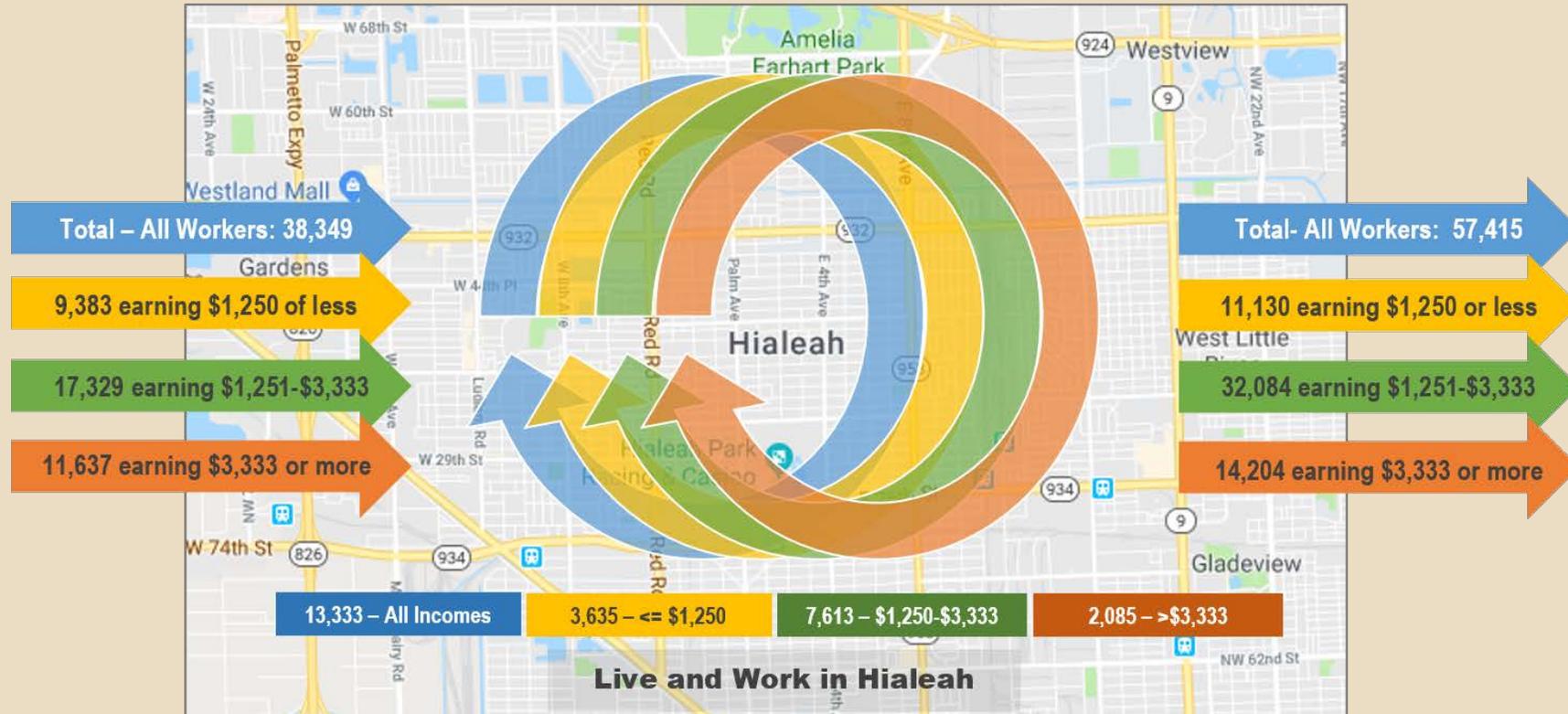
## LEHD data for South Miami



Live and Work in South Miami

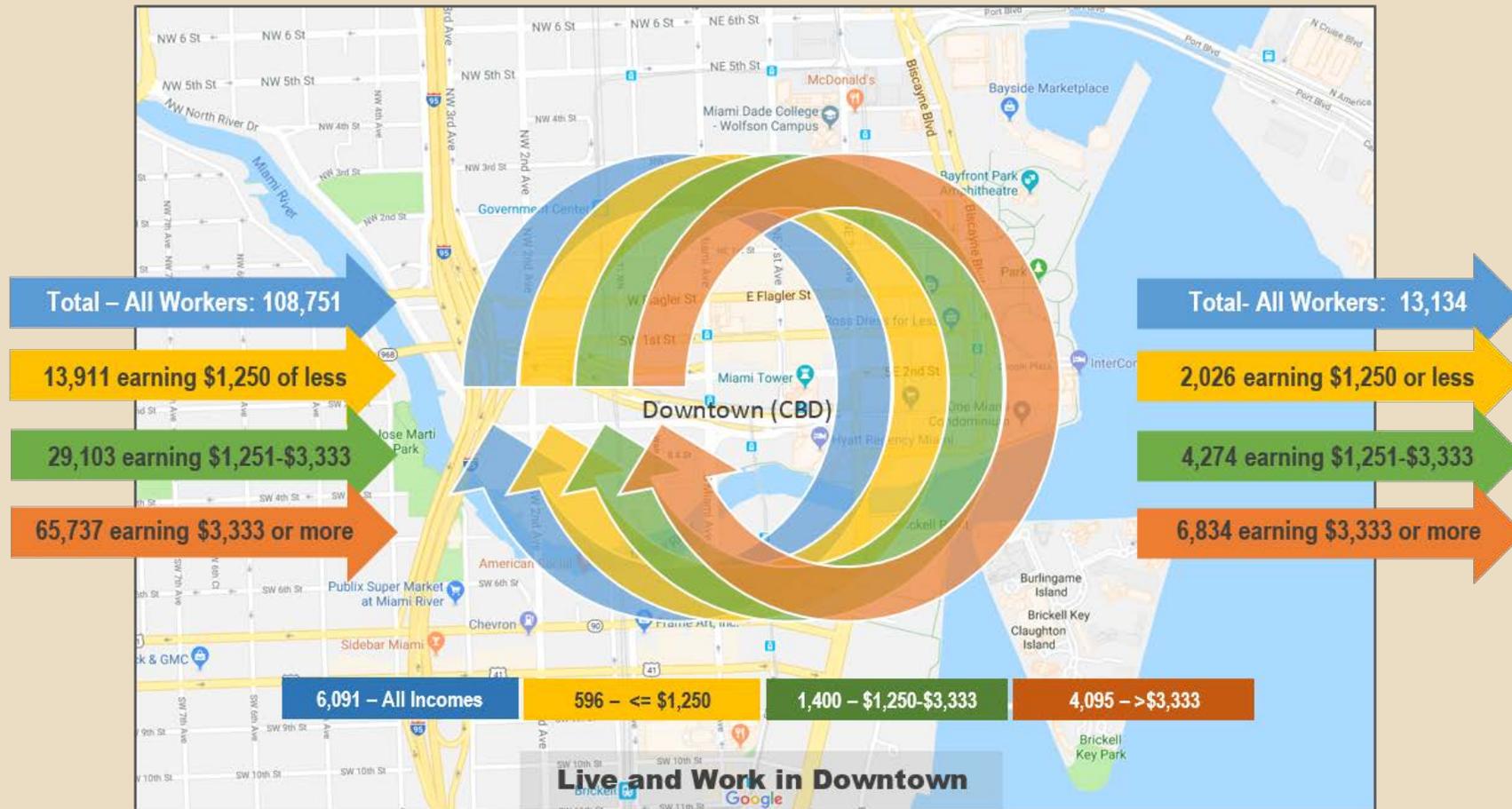
# PATTERNS BY URBAN AREAS

## LEHD data for Hialeah



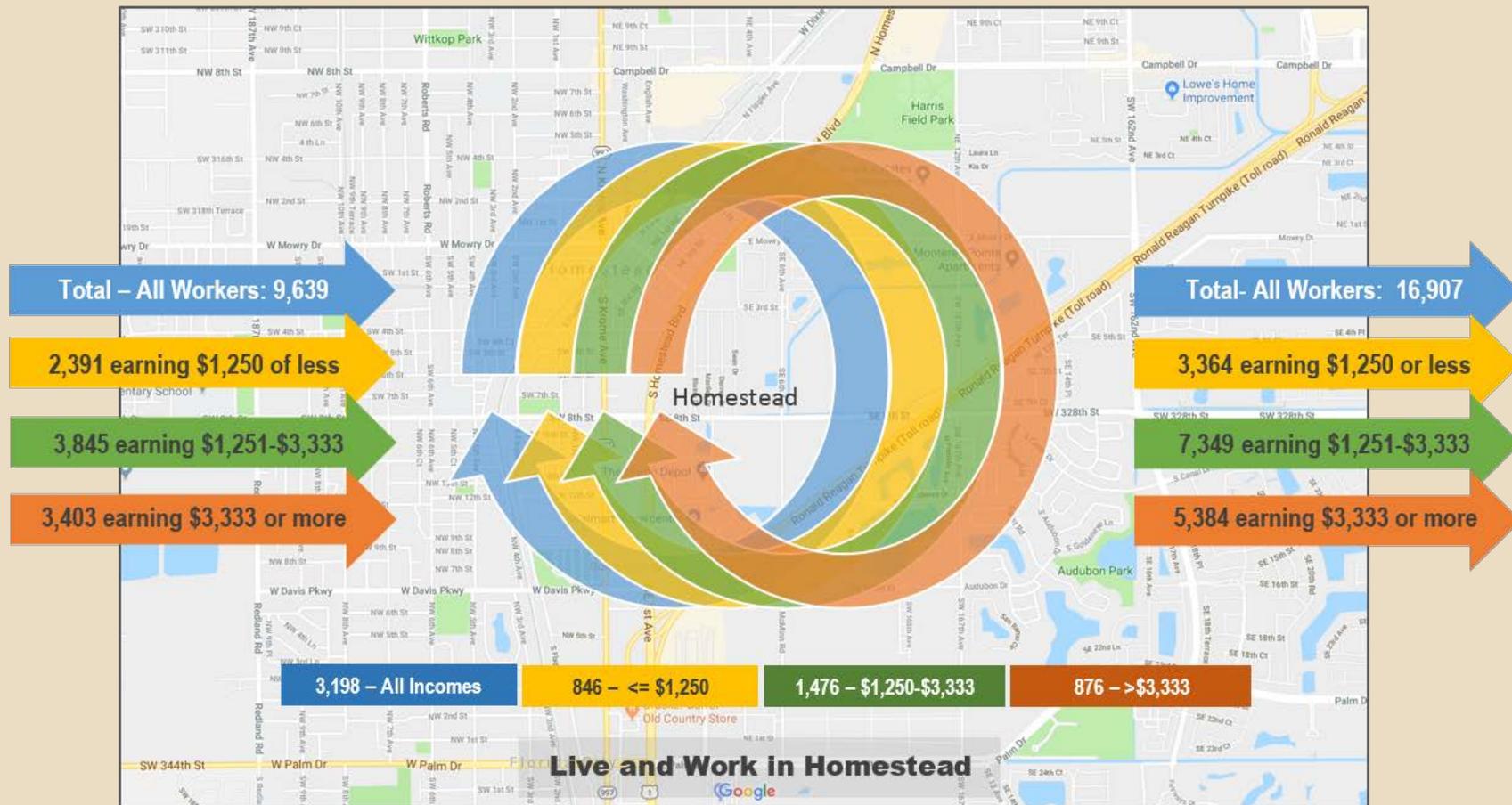
# PATTERNS BY URBAN AREAS

## LEHD data for Downtown



# PATTERNS BY URBAN AREAS

## LEHD data for Homestead



# SUMMARY

## Summary

- In all of the diverse areas analyzed, the vast majority of residents leave the area to work.
- The vast majority of workers in an area commute from outside of the area.
- Those residents that live and work in an area tend, generally, to have lower incomes.
- The areas that seem to resist these trends are those with a much larger work force than resident population.

# CONCLUSIONS

## Preliminary Conclusions

- The decision on where to live and where to work appears to be a highly complex decision subject to many, possibly contradictory, factors which appear in the data to be unresponsive to mere proximity of housing and employment.
- In order to increase the number of residents who work in their community it appears necessary to dramatically increase the ratio of jobs relative to residents as well as increase substantially the amount of affordable and workforce housing. Even then, the above data suggests the impact on commuting patterns will be modest.

# CONCLUSIONS

## Preliminary Conclusions (Continued)

- Current data demonstrates that since most workers leave the area of residence for jobs and most workers in an area commute from an outside-the-area residence, efficient and affordable transportation systems remain paramount.

# QUESTIONS . . .

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MIAMI-DADE EXPRESSWAY AUTHORITY

# MDX Overview

DECEMBER 2017



# About MDX

- ▶ MDX operates 5 roads in Miami Dade County
  - SR 924, SR 112, SR 836, SR 874 and SR 878
- ▶ MDX Primary Source of Revenue: User Fees-Tolls
- ▶ MDX does not receive any Federal, State or Local Funds or Subsidies
- ▶ Efficient transportation agency with staff of 37 public employees supported by contracted private sector consultants for specific tasks
- ▶ 100% of net revenues invested locally

# Major Long-Range Projects and SMART Plan Integration

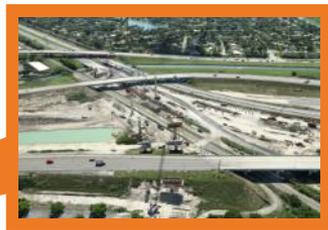


# The Need for Mobility is Growing

- ▶ The following statistics highlight the need for increased multimodal mobility to move freight, visitors and residents
  - **15 million** overnight visitors in 2016
  - MIA total cargo tons reached **2.2 million**, with **8 million** tons arriving at the Port
- ▶ Miami-Dade is a global logistics hub. The increase in **mobility** provided by the planned MDX extensions is critical to enhance economic development opportunities and quality of life for residents
  - Miami-Dade's population increased **20%** between Census 2000 and 2016 and is estimated to grow an additional **30% by 2040**
  - MDX system serves one million person trips daily
- ▶ Miami-Dade is not alone in the mobility race needed for jobs. Tampa, Jacksonville, Atlanta, Savannah are investing in "smart" highway systems



# Major Ongoing Construction Projects



New 4-lane ramp from SW 128<sup>th</sup> Street to SR 874



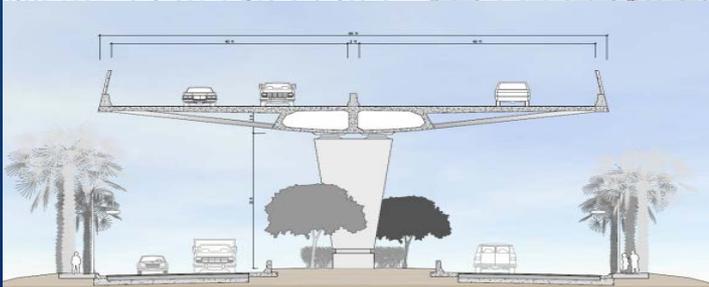
# SR 924 West Extension to HEFT

- ▶ Status: Pending procurement of Design-Build Services
- ▶ Benefits:
  - ▶ Provides additional connectivity to the HEFT and I-75 from SR 924 and NW 138 Street
  - ▶ Provides access to major activity and employment centers in NW Miami-Dade
  - ▶ Travel time reduced from 20 minutes to 4 minutes from NW 138 St/I-75 to HEFT



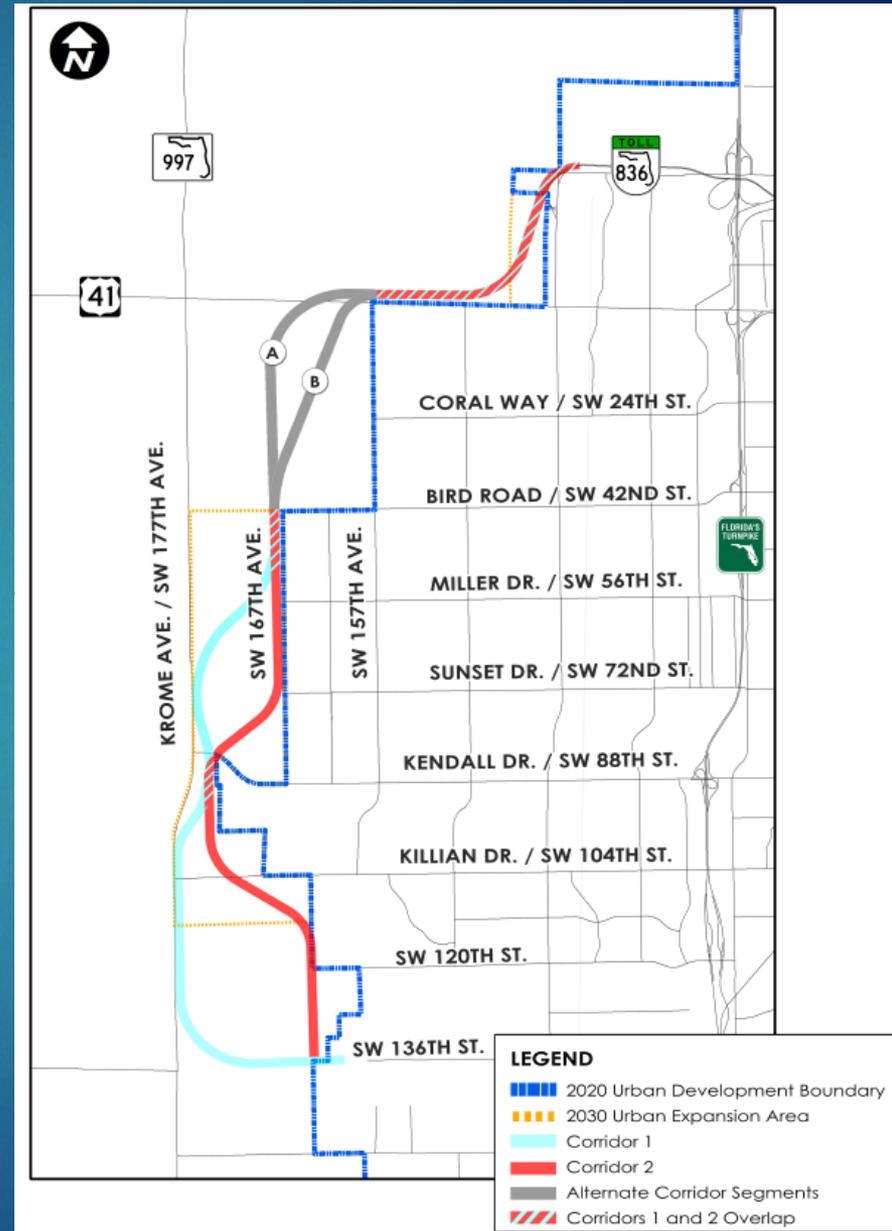
# SR 924 East Extension to I-95

- ▶ Status: Project Development & Environmental study underway
- ▶ Benefits:
  - ▶ Reduces travel times, improves safety and minimize delays on NW 119th Street by separating pass-through traffic from local traffic
  - ▶ Provides a critical east-west expressway connection
  - ▶ Provides enhancements to the community - removal of existing lanes, improved pedestrian connectivity, wider sidewalks, enhanced lighting, bike lanes and landscaping

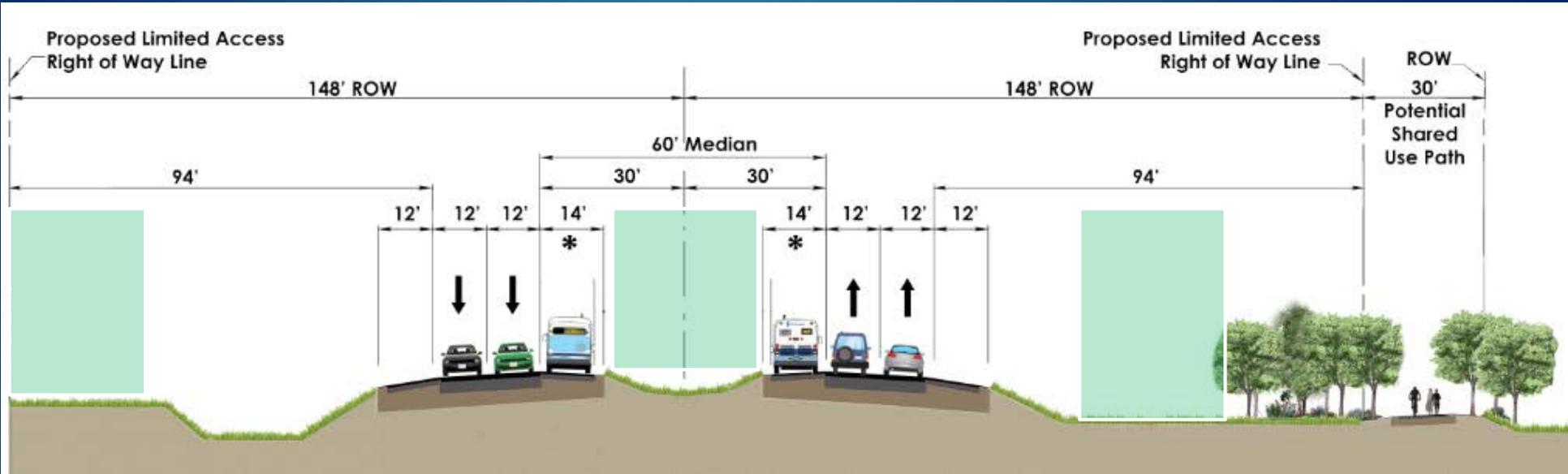


# SR 836 SW Extension to Kendall Area

- ▶ Status: Project Development & Environmental study underway
- ▶ Benefits:
  - ▶ Improves connectivity to and from employment, educational and commercial centers
  - ▶ Provides north/south expressway access to serve travel demand generated inside the UDB
  - ▶ Improves hurricane/emergency evacuation routes and travel times
  - ▶ Evaluates multimodal transportation opportunities
  - ▶ Splits east/west traffic flow on arterials between SR 836 Extension and the HEFT
  - ▶ Potential barrier to urban sprawl
  - ▶ Potential support to CERP



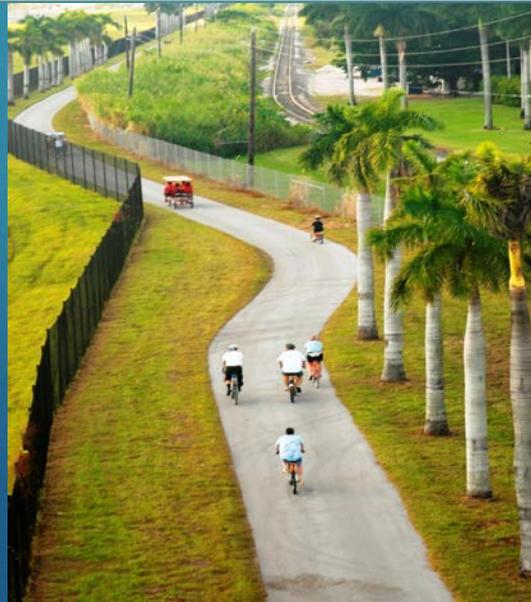
# SR 836 SW Extension to Kendall Area



\* 12-ft Inside Paved Shoulder and Peak Hour Express Transit/Technology Lane

Potential Transit Envelope

Potential Shared Use Path



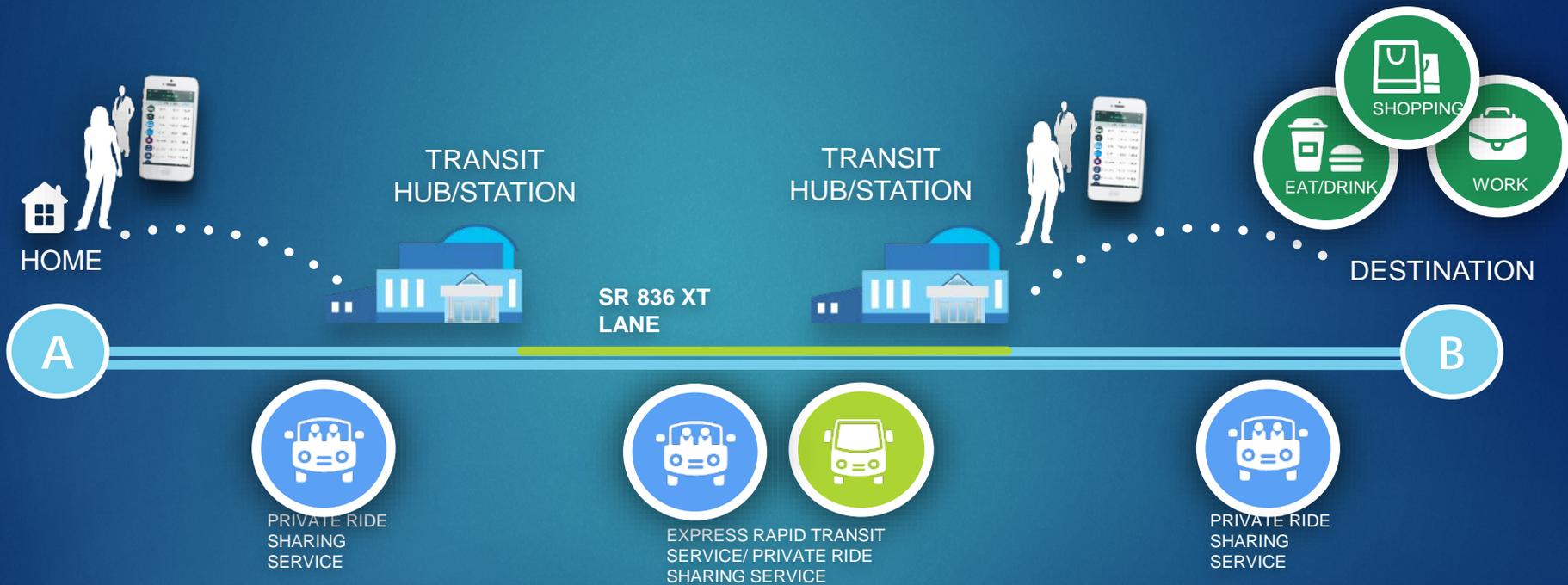
# Technology is transforming transportation

- ▶ MDX Strategic Master Transportation Plan addresses the future of transportation creating a framework of XT (Express Technology) lanes within our expressways
- ▶ XT lanes are dedicated platforms for private and public autonomous vehicles linked to future intermodal hubs
- ▶ Current projects on SR 836 complete the first phase of XT lanes infrastructure within one year to be used for premium rapid transit and private ride sharing services
- ▶ Automated vehicle technology is under development and MDX is ready to respond
- ▶ Our mobility problems require forward thinking, non-traditional mobility solutions

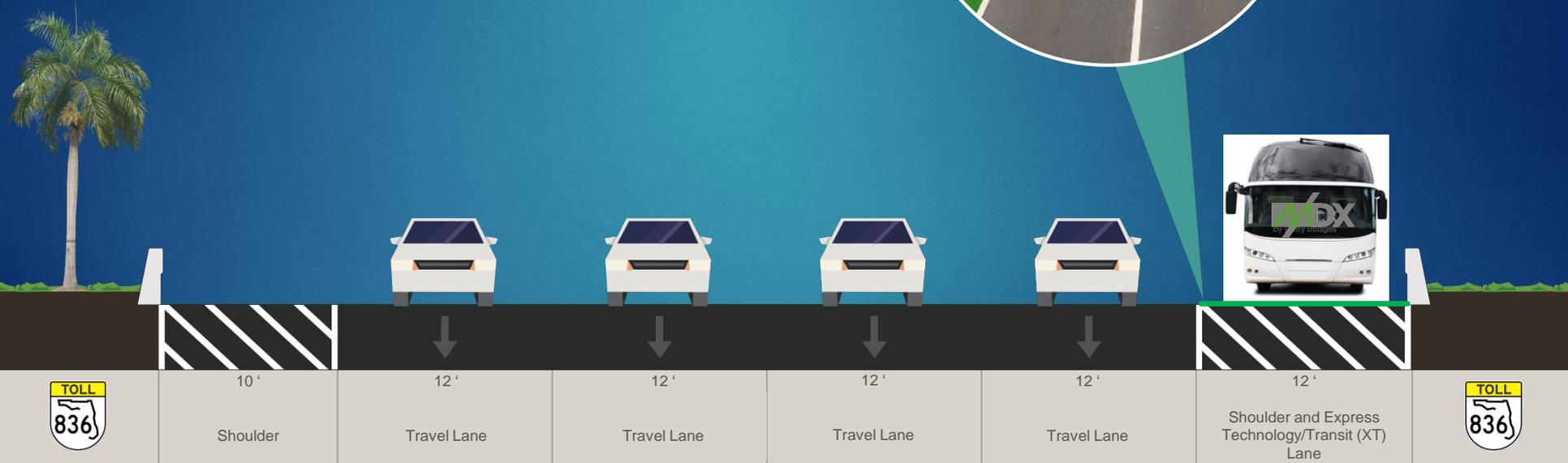
# Why is this important?

- ▶ MDX identified the SR 836 corridor for multimodal transportation solutions to support the County's future population and employment growth as part of its Strategic Plan
- ▶ The TPO identified the SR 836 corridor as a component of its SMART Plan
- ▶ SR 836 cannot be widened further and technology oriented solutions to increase throughput are required
- ▶ Multimodal solutions will provide options on SR 836 for MDX's customers
- ▶ MDX is supporting the implementation of Rapid Transit/Mobility Options on SR 836
- ▶ MDX will use the Dolphin Park and Ride to anchor these services

# How does it work?



# Typical section SR 836 under construction



# Current fiscal year

- ▶ Development of Express Rapid Transit Service along SR 836 as a pilot program including private ride sharing services (TNC's)



# Features

- ▶ Premium Experience
- ▶ Reliable Service



Meet LyftLine



High-end vehicles

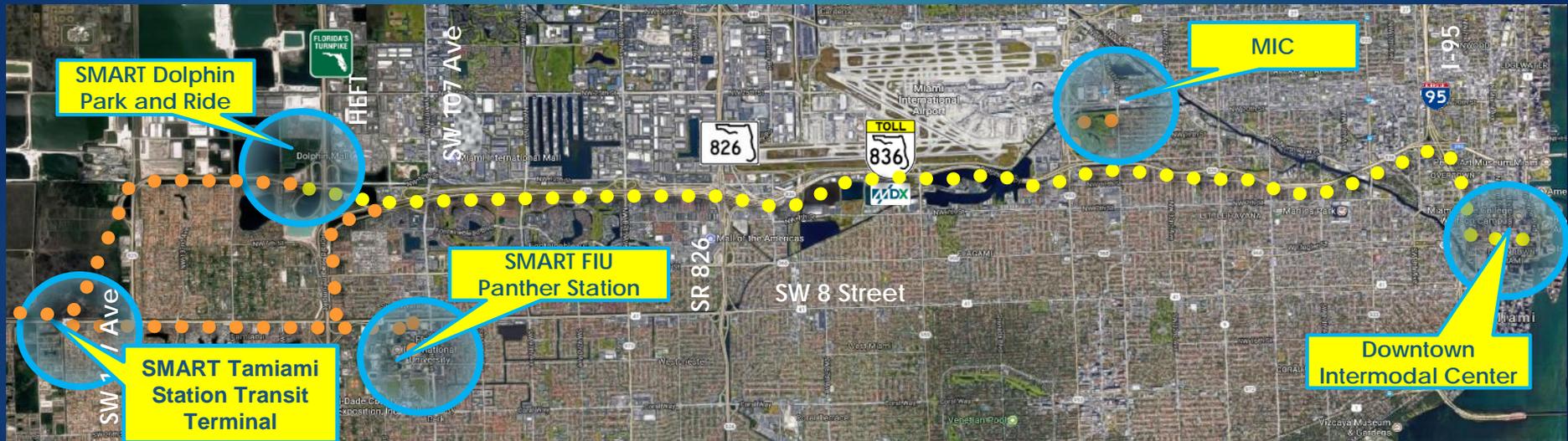


HUB/Station amenities

# Benefits

- ▶ Provides multimodal options
- ▶ Promotes the use of public transit
- ▶ Allows for partnership and collaboration - Public/Private
- ▶ Maximizes use of existing infrastructure
- ▶ Accommodates current technology
- ▶ Attractive to choice riders
- ▶ Provides alternatives to current toll customers
- ▶ Can be implemented in the short term

# Potential for expansion SR 836





# Potential for expansion SR 874 & SR 878



# Where we are headed

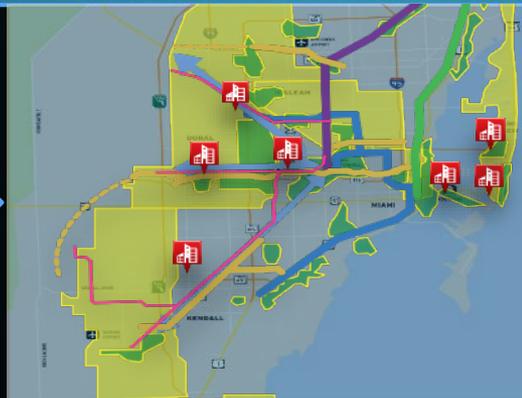
Potential upgrade of vehicles



Private/public autonomous vehicles



Integrated strategy of HUBS



# MDX OF THE FUTURE



## LONG TERM FOCUS

- Mobility Solution for people with Multimodal Approach
- Smart Roads Connecting Vehicles To Vehicles (V2V) and Vehicles to Infrastructure (V2I)
- Autonomous Vehicles and Platooning Opportunities
- Leveraging Data Capture for the Benefit of the Customer (e.g. Travel Time Reliability and Alternative Route Guidance)
- Custom Route Guidance based on Congestion, Shortest Path, etc.