

September 7, 2018
2045 LRTP Steering Committee Meeting

**CONNECTING THE
HIGHWAYS
NETWORK**

**MISSING
LINKS**

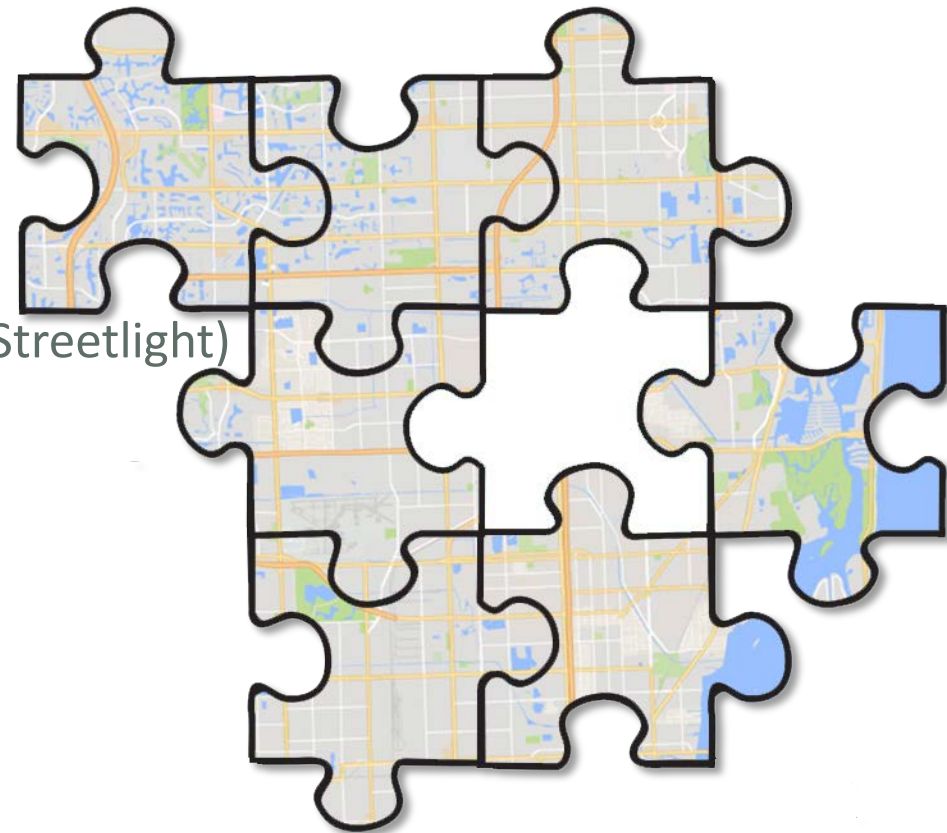


**Miami-Dade Transportation
Planning Organization**



Outline

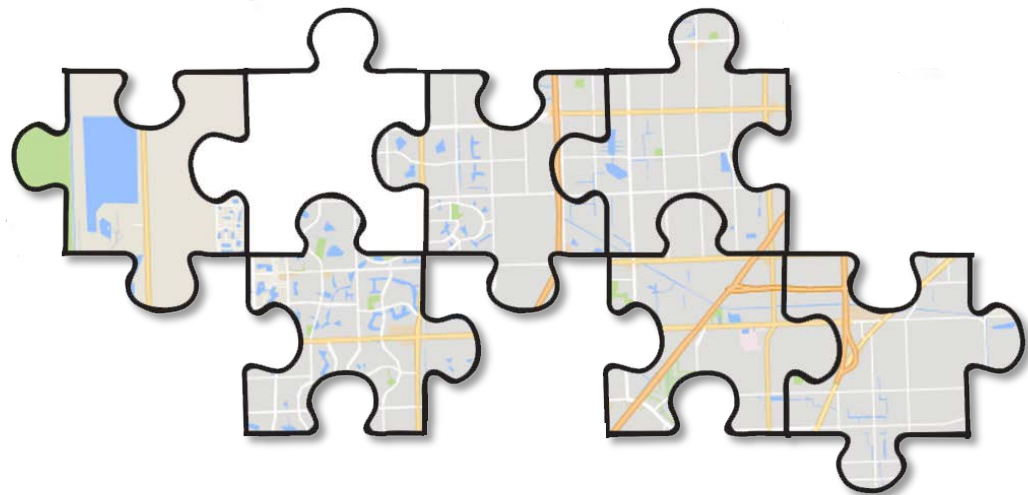
1. Purpose and Goals
2. Project Advisory Committee
3. Initial Alternatives (3)
4. Initial Alternatives Analyses
5. Travel Demand Trends (MDC)
 - a. Existing Origins-Destinations (Streetlight)
 - b. 2040 SERPM 7 Matrices
6. 2040 Build Alternatives (3)
7. 2040 SERPM 7 Results
8. Conclusions and Next Steps



Purpose and Goals

Evaluate existing and planned grade-separated highway network and provide the needed connectivity to meet the future demand in accessing major job employment and activity centers in Miami-Dade County.

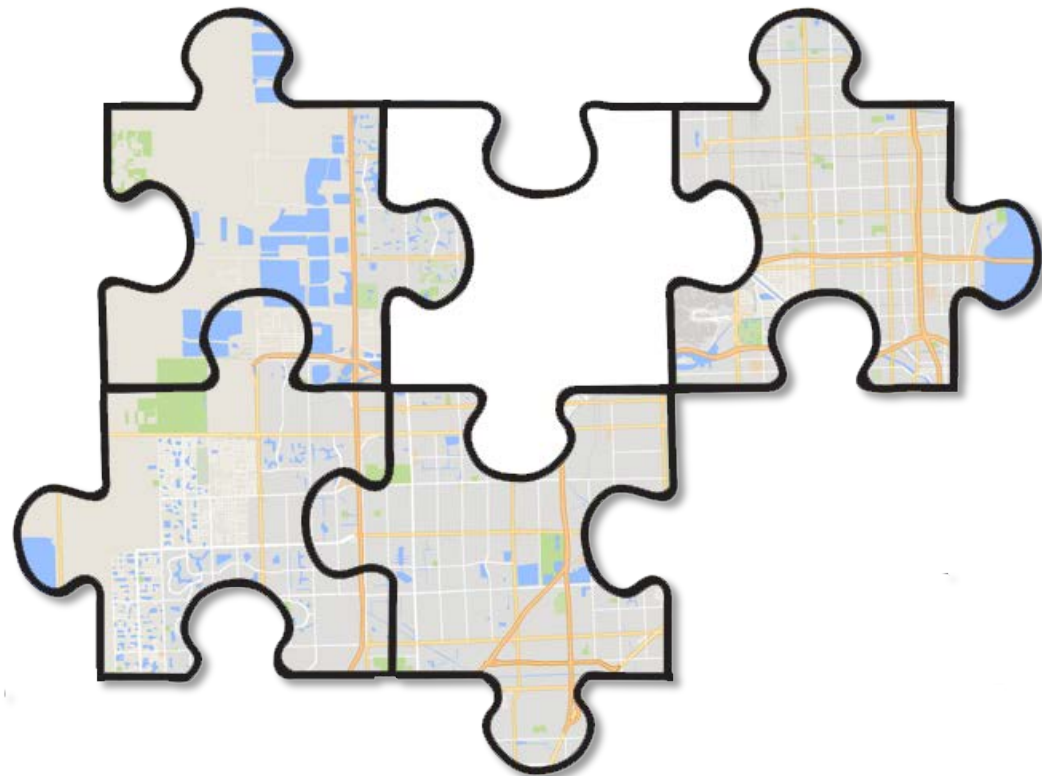
Seek feedback, coordination, and review/comment of all deliverables from PAC.



Project advisory Committee (PAC)

- Miami-Dade TPO Project Manager and Staff
- FDOT District VI – Freight and Planning
- Miami-Dade Expressway Authority
- Florida's Turnpike
- Miami-Dade DTPW
- Consultant Staff

INPUT CRITICAL TO SCOPE



Initial Alternatives

Per Scope and during Existing Conditions analysis:

- SR-874/Don Shula Expressway to SW 128th Street
- SR-826/Palmetto Expressway from Golden Glades Interchange (GGI) to N Miami Beach
- SR-112/Airport Expressway to Palmetto Expwy and Turnpike



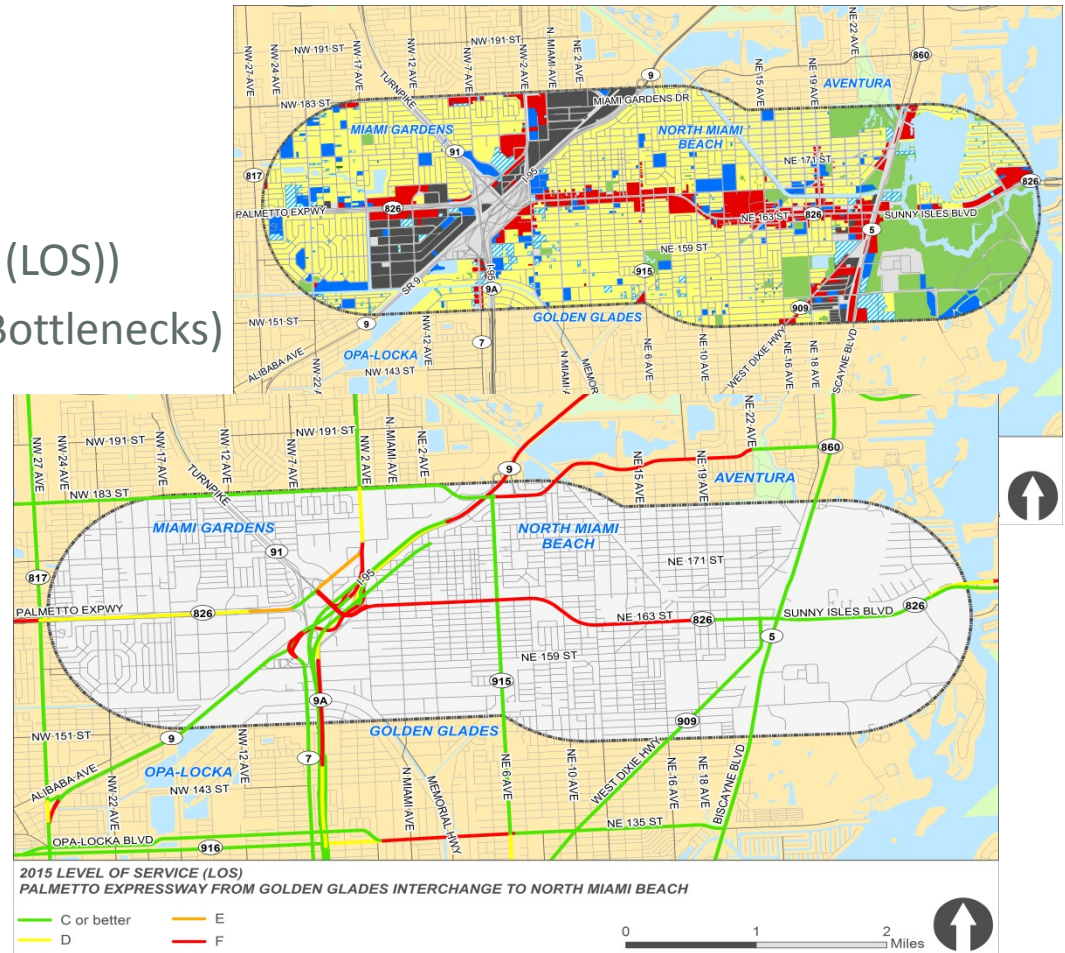
Initial alternatives Analyses

Existing conditions

- Land Use
- Traffic (Volume, Level of Service (LOS))
- RITIS Data (Congestion, Speed, Bottlenecks)
- Safety
- Connectivity

future conditions

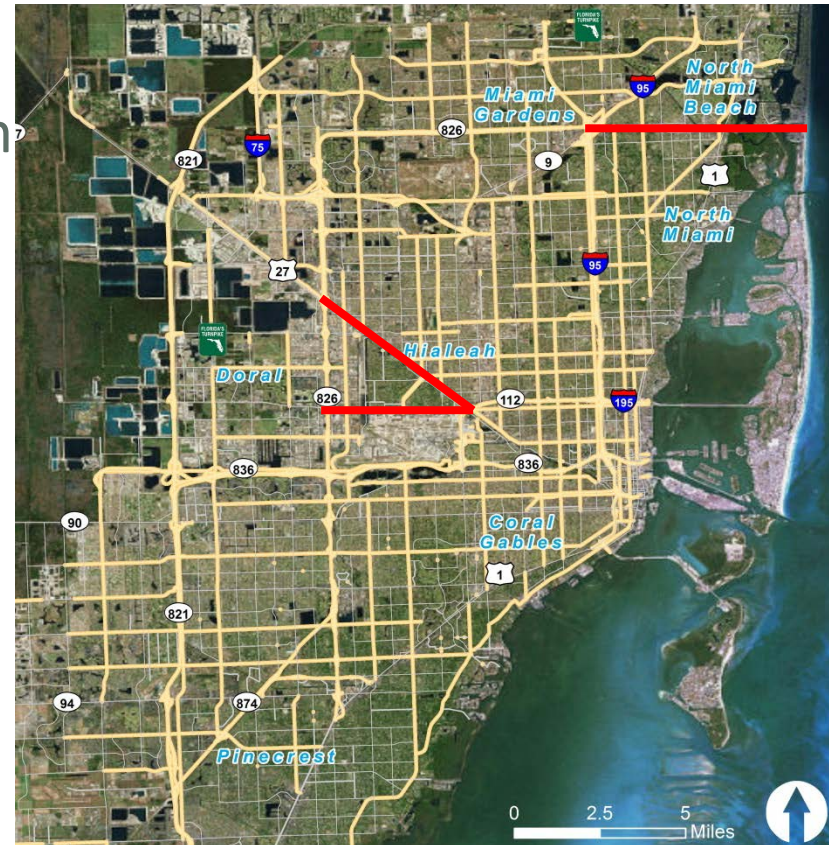
- 2020-2030 Land Use
- 2040 Level of Service (LOS)
- Planned Programs



2040 Build Alternatives

Based upon input from PAC:

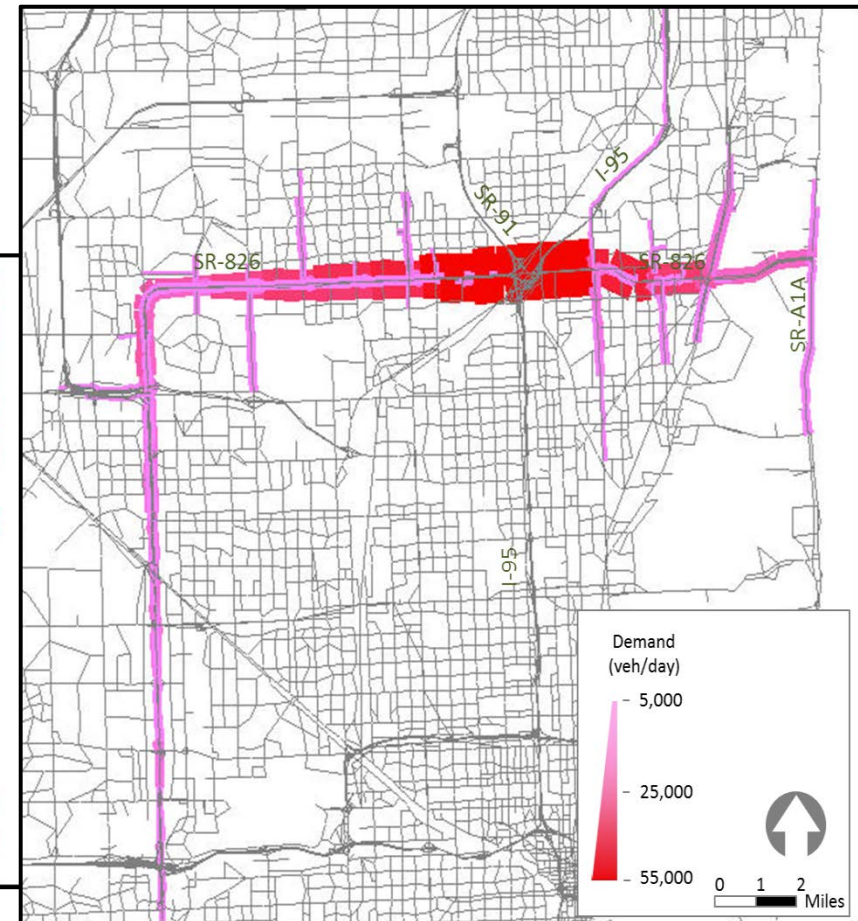
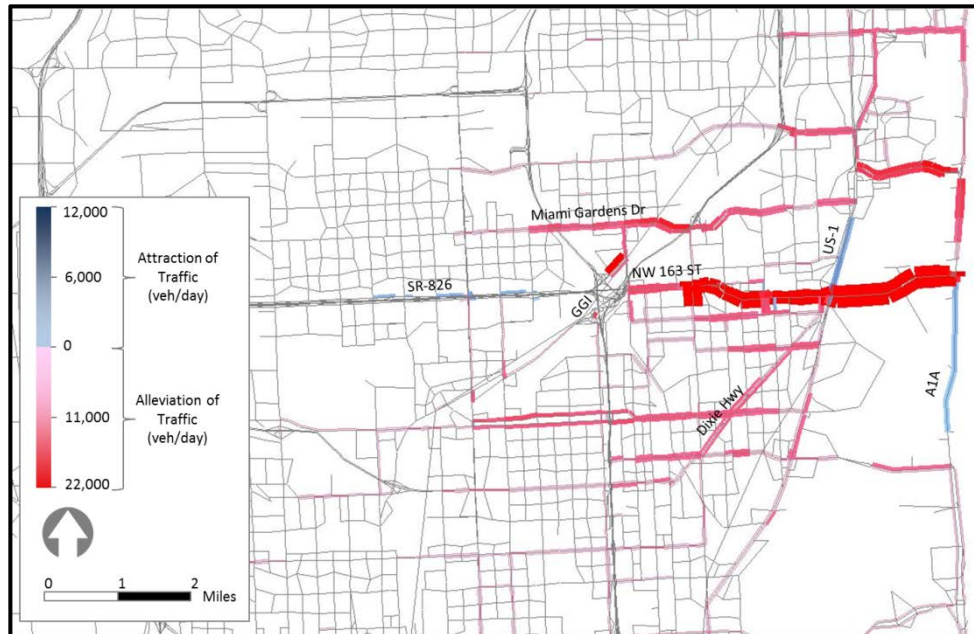
- ~~• SR-874/Don Shula Expressway to SW 128th Street~~
- SR-826/Palmetto Expressway from GGI to N Miami Beach
- SR-112/Airport Expressway to Palmetto Expressway and Turnpike
 - SR-112 Extension via Okeechobee Rd Corridor to SR-826
 - SR-112 Extension via NW 36th St Corridor to SR-826



2040 alternatives Analyses

Additional 2040 SERPM7 analyses

- Selectlink Analyses
- Arterial Assignment Comparison
- Performance Measures



2040 SERPM 7 Daily Demand

	SR-826 Extension	SR-112 Extension (Okeechobee Rd)	SR-112 Extension (NW 36 th Street)
Southbound / Eastbound	50,000	45,000	44,000
Northbound / Westbound	56,000	47,000	30,000
Total	106,000	92,000	74,000



Highest Demand

2040 SERPM 7

Performance Measures

Measure of Effectiveness	No-Build	SR-826 Extension	Change from No-Build	
Vehicle-Miles-Traveled (VMT)	60,520,000	58,740,000	(1,780,000)	-2.9%
Vehicle-Hours-Traveled (VHT)	1,710,000	1,650,000	(60,000)	-3.5%
Most Constrained and Highest Demand		SR-112 Extension (Okeechobee Rd)		
		60,450,000	(70,000)	-0.1%
		1,700,000	(10,000)	-0.6%
		SR-112 Extension (NW 36 th St)		
		60,640,000	120,000	0.2%
		1,710,000	0	0.0%

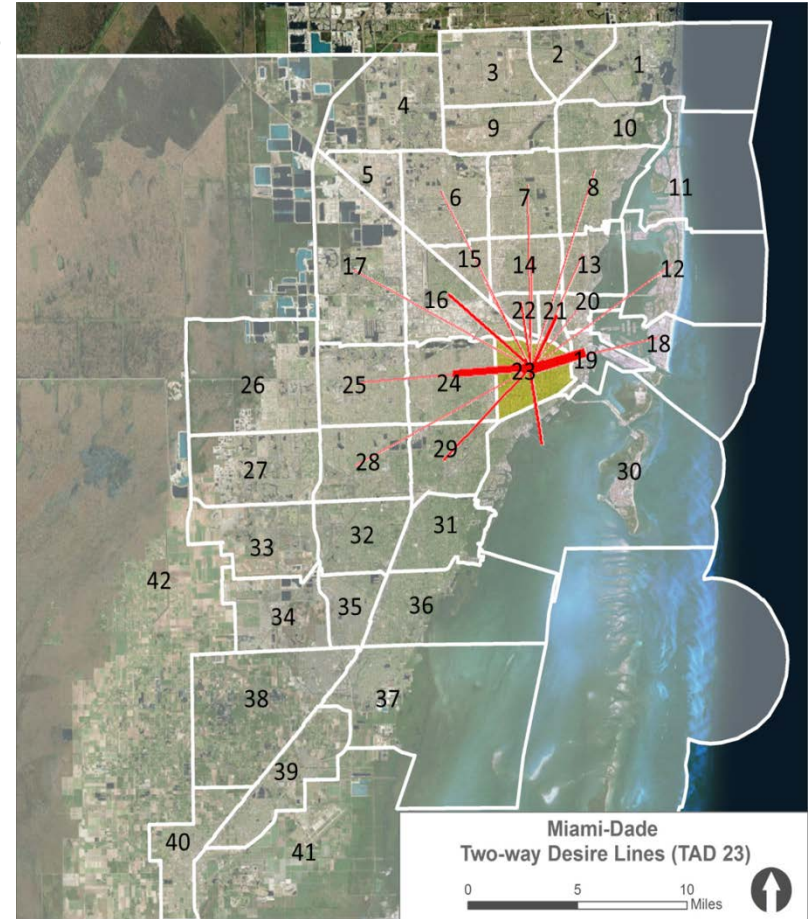
Travel Demand Trends

Existing OriginsDestinations
Streetlight Data

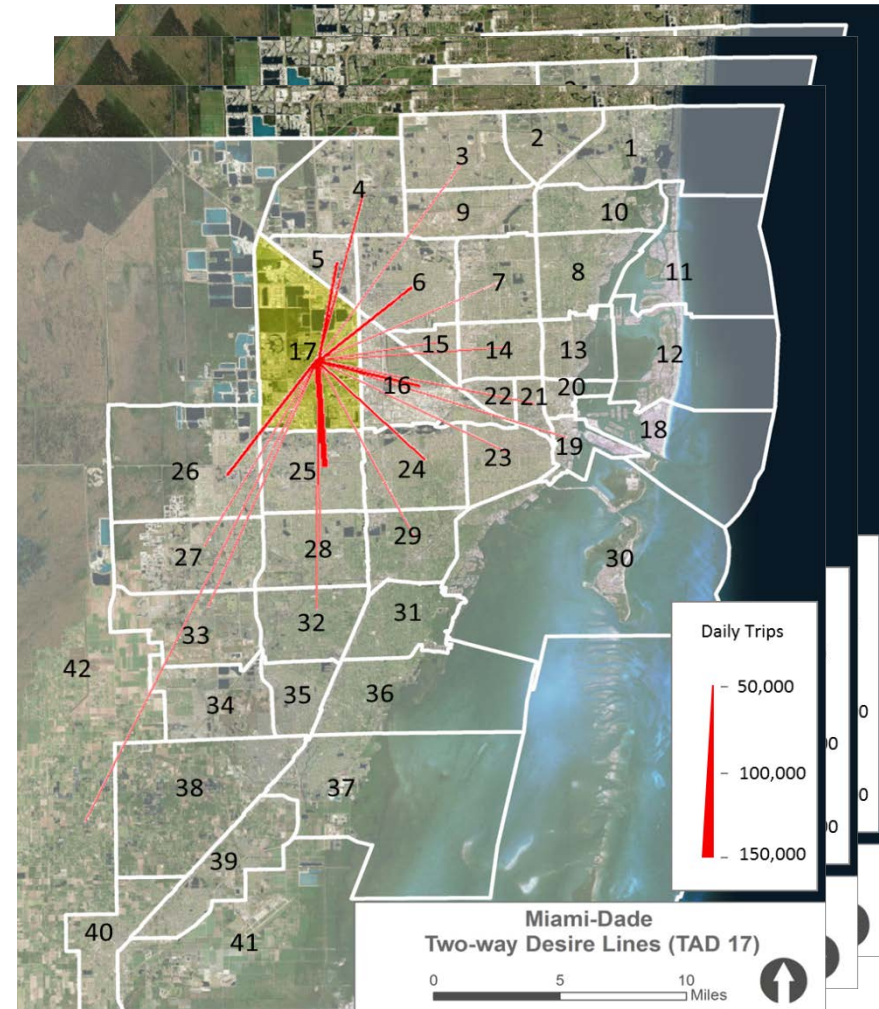
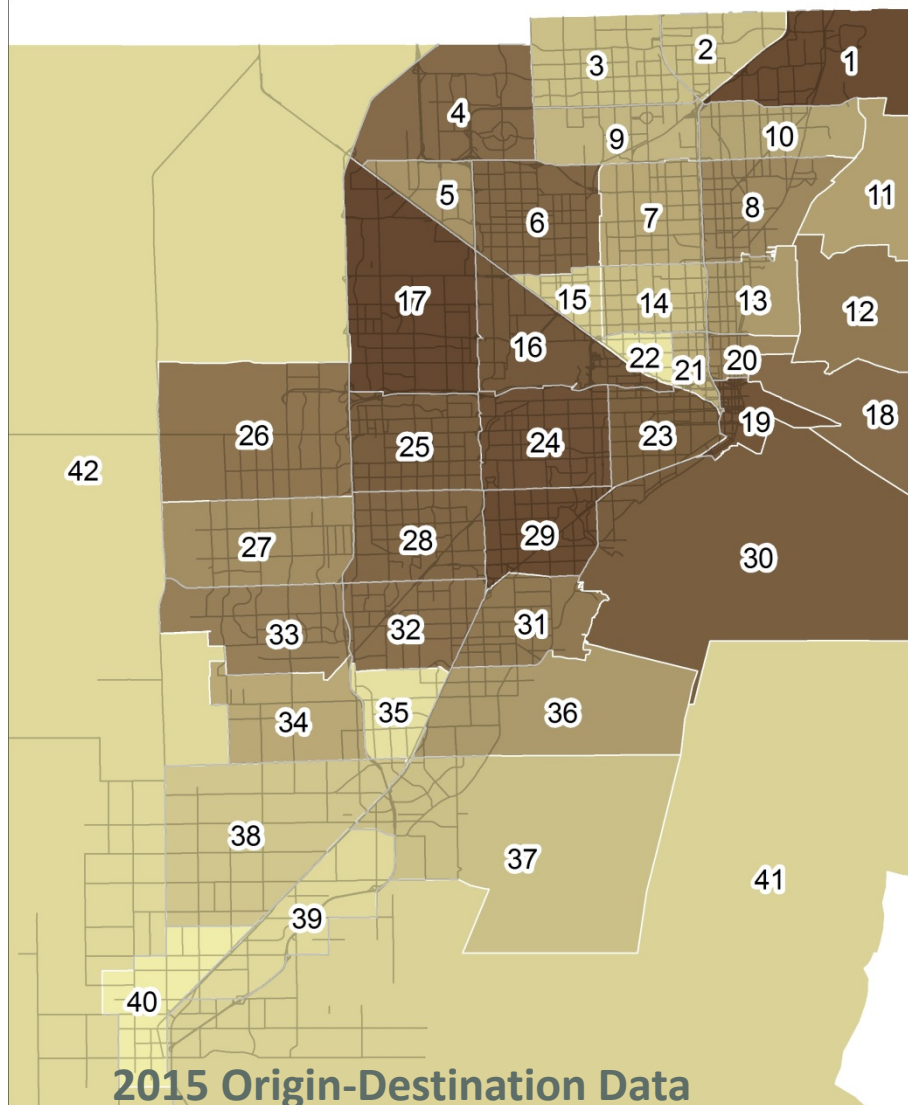
2040 SERPM 7 Matrices

Summarized by:

- 14 Superdistricts
- 42 Traffic Analysis Districts



Demand (Existing vs 2040)



Conclusions

- Additional high-capacity links/segments are needed throughout Miami-Dade County
 - Future alternative scenarios do include significant investment in Premium Transit (SMART plan)
 - Regardless, lane-miles--particularly high-capacity lane-miles such as freeways-- have not kept up with demand
 - Particular need for additional east-west capacity between:
 - GGI and N Miami Beach in North
 - SR-112 and SR-826 in South



Next Steps

- More detailed assessment of feasibility of corridors studied
- Study other corridors based on demand
 - 1st Tier = Demand
 - 2nd Tier = Feasibility



Thank you

