SR 948/NW 36 STREET FROM SR 826/PALMETTO EXPRESSWAY TO SR 5/US 1

MULTIMODAL CORRIDOR STUDY

FM NO. 436426-1-12-01

Virtual Corridor Workshop #1

Wednesday, September 30, 2020 – 6:00 PM

About the Virtual Meeting Format

- COVID-19 pandemic
- A State of Emergency is in effect (Executive Order 20-52)
- GoToWebinar online meeting platform
- No cost to the public to log-in or dial-in to the meeting

Meet our Team

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For questions or concerns, you may contact either:

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Rules of Engagement

To ask a question or make a comment:

- All attendees are in **listen only mode** and will be unmuted during open discussion. Please select the **Raise Hand Feature** to be recognized.
- Questions or comments can be provided through the **Question Box**. All questions and comments are recorded and will be answered via e-mail if time runs out during the session.
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- You can **phone** in by calling +1 (562) 247-8421 and type in access code: (790) 074-315. An Audio Pin number will be shown to finish your entry.

Mission, Vision, Values, and The Vital Few

FDOT DISTRICT SIX

OUR VALUES

One FDOT
We are one agency, one team.

INTEGRITY
We always do what is right.

RESPECT
We value diversity, talent and ideas.

COMMITMENT
We do what we say we are going to do.

TRUST
We are open and fair.

CUSTOMER DRIVEN
We listen to our customers.

OUR MISSION

The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

OUR VISION

As one FDOT team, we serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

VITAL FEW

- Improve Safety
- Enhance Mobility
- Inspire Innovation

Central Office - Tallahassee

Meeting Agenda

Welcome!

- Introductions
- Purpose of the Corridor Workshop
- Project Location Map
- Study Purpose
- Previous Studies and Current Efforts
- Multimodal Connections
- Purpose and Need
- Existing Conditions
- Traffic Data Collection
- Roadway – Existing Typical Sections
- Transit and Bicycle/Pedestrian
- Crash Data
- Environmental and Historic Resources
- Public Involvement
- Project Schedule

Purpose of the Virtual Corridor Workshop

The following is to encourage…

PARTICIPATION

SEEKING ADVICE

SHARING QUESTIONS OR CONCERNS

WORKING TOGETHER FOR A SUCCESSFUL PROJECT

Project Location Map

The Study area is 8.6 miles long from SR 826/Palmetto Expressway to SR 5/US 1

Project Location Map

LEGEND

- Railroad Crossings
- South Florida Rail Corridor
- Florida East Coast Railway
- Metrorail System
- City of Doral
- Village of Virginia Gardens
- City of Hialeah
- City of Miami
- City of Miami Springs
- Unincorporated
- Project Study Area

Study Purpose

The goals of this study are to:

Evaluate existing conditions

Conduct public and Intergovernmental coordination

Forecast future needs

Develop alternative improvements

Recommend appropriate improvements

Move into Subsequent phases

Previous Studies

Include the following:

2001
Miami-Dade Transportation Plan for the Year 2025

2009
Curtiss Parkway/NW 36 Street

2011
MIA – An Entire New Facility

2017
Connecting the Highway Missing Links

2018
Miami-Dade Freight Plan

Connections

INTERMODAL

FREIGHT

RAIL

AVIATION

MULTIMODAL

TRANSIT

BICYCLISTS

PEDESTRIANS

VEHICLES

Current Studies

Include the following:

Iron Triangle Interchange Study

FDOT Iron Triangle – Urban Interchange Mobility Planning Study (FM# 438521-1-12-01) SR 953/NW 42 Avenue with SR 948 / NW 36 Street and SR 25/Okeechobee Road

Strategic Miami Area Rapid Transit (SMART) Plan

Intends to advance six of the SMART Plan's rapid transit corridors to implement transit projects in Miami-Dade County.

Where does it fit?

Miami-Dade National Highway Freight Network

District Six Sub-Area Freight Efforts

FDOT District Six Sub-Area Freight efforts target key State Freight Facilities and International Trade Gateways such as Miami International Airport and PortMiami to target the expansion of Panama Canal and overall increase in Cargo Activity:

1. Medley Freight Movement
2. Opa-Locka Freight Improvement Plan
3. Miami River Freight Improvement Plan
4. Doral Freight Improvement Plan
5. Miami Gardens Freight Improvement Plan
6. Hialeah Freight Improvement Plan
7. Homestead Freight Improvement Plan

X. Countywide Freight Plan

Transportation Project Delivery

Purpose and Need

Improve and promote the following:

Safety objectives

Mobility efficiency

Economic prosperity

Freight mobility

Multimodal access

Environmental protection

Performance Measures of Effectiveness

Goals, Objectives and Data Source for Assessment will be applied to Selected Performance Measures:

CORRIDOR GOALS	OBJECTIVES	PERFORMANCE MEASURES	DIRECT AND INDIRECT DATA SOURCE AND ANALYSIS
Improve Safety	Reduce accident rates for collisions, injuries, and fatalities	Number of fatalities	Crash Data DTPW Transit Incidents
		Number of serious injuries	
		Rate of fatalities – total number of fatalities/100 million Vehicular Miles Traveled (VMT)	
		Number of bicycle and pedestrian collisions – crash rate	
	Reduce Incidents	Transit incidents	
Improve Mobility System Reliability	Reduce non-recurrent congestion	Percent of Travel Meeting Level of Service (LOS) criteria	VISSIM, SERPM 8, HCS, SYNCHRO outputs
		Percent of Miles meeting Level of Service (LOS) criteria	
		Travel Speed	
		Volume to Capacity Ratio – V/C Ratio	

Existing Land Use

- Acreage Not Zoned for Agriculture
- Agriculture
- Centrally Assessed
- Industrial
- Institutional
- Mining
- Other
- Public/ Semi-Public
- ROW
- Recreation
- Residential
- Retail / Office
- Vacant Non-Residential
- Water
- Vacant / Residential

0 1 2 Miles

Context Classification

LEGEND

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3R - Suburban Residential
- C3C - Suburban Commercial
- C4 - Urban General
- C5 - Urban Center
- C6 - Urban Core

ROAD SYMBOLS

- State Roads
- Street Network
- Interstate Road Shield
- US Road Shield
- State Road Shield
- Toll Road Shield
- Florida's Turnpike Shield

OTHER SYMBOLS

- County Boundary
- Lakes
- Airports and Places of Interest
- Parks
- Adjacent Counties

Traffic Data Collection

72-Hour Bi-Directional Machine Counts with Vehicle Classification includes 19 roadway segments

6-Hour Turning Movement Counts (TMCs) that includes 45 signalized intersections and 27 unsignalized intersections

Queue Length includes 30 selected signalized intersections for east-west movements only

Travel Time and Delays includes 6 total vehicle runs for each peak period

Origin-Destination (OD) includes Streetlight Data along the corridor

Transit Routes and Operations include frequency, hours of operations, stop locations, type of vehicles, and ridership

Historical Data and Data Collected from recent studies along the corridor

Hourly Variation

Peak Hours 7:30 A.M. to 10:30 A.M. and 3:30 P.M. to 6:30 P.M.

2019 AADT Map

Higher Annual Average Daily Traffic (AADT) shows surrounding areas, especially near MIA in the western segment, experience significant congestion along SR 948/NW 36 Street.

Source: FDOT, Florida Traffic Online

Traffic Count Locations

LEGEND

- 6-hour TMC Signalized
- 6-hour TMC Unsignalized
- 72-Hour Bi-Directional Machine Counts

Western Segment:

Traffic Count Locations

LEGEND

- 6-hour TMC Signalized
- 6-hour TMC Unsignalized
- 72-Hour Bi-Directional Machine Counts

Eastern Segment:

MATCHLINE

MATCHLINE

Level of Service

Level of Service

INTERSECTION LEVEL OF SERVICE - AM PEAK HOUR
SR 953 / NW 42 Avenue with SR 948 / NW 36 Street and SR 25 /Okeechobee Road – Iron Triangle Urban Interchange Mobility Planning Study

Financial Project ID 438521-1-22-01
Miami-Dade County, FL

Legend

Approach LOS	LOS A	LOS C	LOS E
Intersection LOS	LOS B	LOS D	LOS F

0 1,400 Feet

Roadway – Existing Typical Sections Map

Segment	Class	Typical Section
Palmetto Expressway to NW 42 Avenue	5	6-Lane Divided
NW 42 Avenue to Okeechobee Road		4-Lane Divided
Okeechobee Road to NW 17 Avenue	7	4-Lane Undivided
NW 17 Avenue to NW 7 Avenue		2-Lane Undivided
NW 7 Avenue to NW 5 Avenue		4-Lane Divided
NW 5 Avenue to N Miami Avenue		2-Lane Undivided
N Miami Avenue to Biscayne Boulevard		4-Lane Undivided

Existing Typical Section

Section 1: SR 826 to Bridge over FEC Hialeah Railway Yard

Existing Typical Section

Section 2: Bridge over Hialeah Railway Yard

Existing Typical Section

Section 3: SR 948/NW 36 Street between 67 Avenue to 57 Avenue

Existing Typical Section

Section 4: SR 948/NW 36 Street between 57 Avenue to 42 Avenue

On-Street Parking

Street parking is offered in the Eastern Segment of the corridor.

Roadway – Existing Typical Sections Map

Segment	Class	Typical Section
Palmetto Expressway to NW 42 Avenue	5	6-Lane Divided
NW 42 Avenue to Okeechobee Road		4-Lane Divided
Okeechobee Road to NW 17 Avenue	7	4-Lane Undivided
NW 17 Avenue to NW 7 Avenue		2-Lane Undivided
NW 7 Avenue to NW 5 Avenue		4-Lane Divided
NW 5 Avenue to N Miami Avenue		2-Lane Undivided
N Miami Avenue to Biscayne Boulevard		4-Lane Undivided

Existing Typical Section

Section 5: NW 42 Avenue/Le Jeune Road to NW 12 Avenue

Existing Typical Section

Section 6: NW 12 Avenue to NW 7 Avenue

Existing Typical Section

Section 7: NW 7 Avenue to NW 5 Avenue

Existing Typical Section

Section 8: NW 5 Avenue to N Miami Avenue

Existing Typical Section

Section 9: N Miami Avenue to SR 5/US 1

Transit

Riders can connect via Metrobus to various locations in Miami-Dade County that provides service along NW 36 Street or in close proximity.

95 EXPRESS

Source: Miami Dade Transit

Bicycle Lanes Map

Miami Bike/Ped Master Plan

Pedestrian Facilities Coverage Map

Sidewalks vary along the corridor

Legend

Sidewalk and Sidewalk Gaps

- Composite (Right and Left)
- Left side
- Right side
- Gap

Source: FDOT, Florida ArcGIS Online

Iron Triangle Study – Proposed Sidewalk

Sidewalk Improvements

- Concept: Provide a 6-foot wide sidewalk along Le Jeune Road spur roadway and NW South River Drive
- Improve pedestrian crossings at existing railroad crossings
- Reconstruct sidewalks to be compliant with ADA and state standards

Crash Data – All Crash Clusters

Crash Cluster Analysis

Crashes nearby grouped into clusters to identify trends in high-crash locations

Cluster ID	Location	Crashes
1	Miami Dairy Rd	613
2	SR 5/US 1 and NE 2 Ave	749
3	SR 953/NW 42 Ave	395
4	NW 79 Ave	345
5	Miami Ave	297
6	SR 9	292
7	US 27/Okeechobee Rd	283
8	NW 22 Ave	268
9	US 441	217
10	NW 77 Ave	178

Crash Data – Severe Crash Clusters

Severe Crashes
Crashes involving an incapacitating or fatal injury

Cluster ID	Location	Crashes
1	NW 22 Avenue	10
2	NW 32 Avenue	6
3	NW 17 Avenue	5
4	SR 9	5
5	US 441	5
6	Between NW 25 Avenue and NW 24 Avenue	4

Crash Data – Non-Motorized Crash Clusters

Non-Motorized Crashes
Crashes involving someone walking or riding a bicycle

Cluster ID	Location	Crashes
1	N Miami Ave to SR 5	38
2	NW 22 Ave	15
3	NW 17 Ave	14
4	NW 72 Ave/Miami Dairy Rd	9
5	SR 9	9
6	NW 14 Ave	6
7	NW 32 Ave	6
8	NW 2 Ave	6
9	NW 35 Ave	5

Environmental

A desktop review of publicly available data was conducted to locate known occurrences of protected species, critical habitat, environmental permits and other special designation boundaries.

Protected Species and Critical Habitat

- Bald eagles and wood stork are outside of project limits
- Critical habitat for the West Indian Manatee is within the project limits

Wetlands and Outstanding Florida Waters

- 2 riverine system wetlands are in the study area
- The Biscayne Bay Aquifer is just east of the project limits, with some in the Miami River Greenway

Flood Zones

- Much of the study area lies in “high risk” flood zone as designated by FEMA

West Indian Manatee Critical Habitat Source: Florida Fish and Wildlife

Wetlands Source: National Wetlands Inventory

Flood Zones Source: FEMA

Cultural and Historic Resources

- No known archaeological resources have been recorded within the study area
- A total of 63 previously recorded historic resources, including three railroad segments, three canal segments, one road segment, one historic bridge, and 55 historic structures, were identified within the study area
- Two of the previously recorded historic resources within the study area, the **Miami Canal** (8DA6525) and the **Florida East Coast (FEC) Railway** (8DA10107), have previously been determined to be eligible for the National Register of Historic Places
- Building 874 (Old #44) Offices (8DA10117) located at 4900 NW 36th Street has also been historically-designated by the Miami-Dade County Historic Preservation Board as **The Pan American Regional Headquarter Building**. To date there has been insufficient information to the determine National Register of Historic Places eligibility of this resource
- There is also the potential for numerous historic resources to exist within and surrounding the project corridor. A total of 451 parcels with historic build dates are intersected by the study area and 11 potential unrecorded historic bridges are located within, or are intersected by, the study area

Cultural and Historic Resources

Locations of Previously Recorded and Unrecorded Historic Resources Within the Study Area (Map 3 of 6)

Multimodal Corridor Study
SR 948/NW 36th Street from
SR 826/Palmetto Expressway to
SR 5/US-1 (FM No. 436426-1-12-01)

- Project Limits
- Study Area
- Previously Recorded Historic Building
- Previously Recorded Historic Bridge
- Previously Recorded Historic Linear Resource
- Unrecorded Historic Bridge
- Parcel with Historic Build Date

Miami-Dade County

N

0 150 300 Feet

Public Involvement

- Plan to listen to public and stakeholders, build partnerships, reach out to all affected communities
- Diverse communities and demographics exist in corridor
- Focus on freight in the west, focus on urban mobility in the east
- Due to the bilingual communities, public involvement materials will be developed in English, Spanish, and Creole
- Public outreach through newspapers, television, radio, letters, news, press release, public announcements, direct mail list
- Includes PAT Meetings and Public Workshops

Municipality	Population	Language	Educational Attainment	Median Household Income	Vehicle Ownership per Household from 2017 Census*
Doral	24,479	Spanish Speaking: 80.6% English Speaking: 9.1% Other Languages: 9.5%	94.9% High School graduate or higher	$77,418	2.134
Virginia Gardens	2,451	Spanish Speaking: 84% English Speaking: 13% Other Languages: 3%	85.7% High School graduate or higher	$47,465	2.21
Miami Springs	14,430	Spanish Speaking: 74.71% English Speaking: 22.84% Other Languages: 2.45%	85.7% High School graduate or higher	$59,335	2.32
Hialeah	102,152	Spanish Speaking: 93.6% English Speaking: 6.4%	70.7% High School graduate or higher	$33,161	2.19
Miami	109,995	Spanish Speaking: 69.95% English Speaking: 22.98% Other language: 7.07%	85.7% High School graduate or higher	$47,465	1.747

Project Schedule

Public Outreach

2020

Sept 2020:	**PAT and Virtual Corridor Workshop #1**
Apr 2020 – Nov 2020:	**Existing Condition Analysis Data Collection and Analysis**
Nov 2020 – Mar 2021:	**Development of Project Description and P&N**
July 2020 – Aug 2021:	**Travel Forecasting**
Apr 2021:	**PAT and Virtual Corridor Workshop #2**

2021

Jan 2021 – Aug 2021:	**Conceptual Analysis and Development**
July 2021:	**PAT and Virtual Alternatives Corridor Workshop**
October 2021:	**Virtual Corridor Workshop #3**
Nov 2021:	**Final Recommendations**

Invited to ask questions or address concerns.
Thank you for your time and participation.

For More Information

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