



I-195 Corridor Planning Study

Public Workshops

City of Miami

February 12, 2020

City of Miami Beach

February 13, 2020

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District 6

STUDY AREA & BACKGROUND



- Important Limited Access Facility Connecting Miami International Airport and Miami Beach
- Carries average 130,000 Vehicles Per Day – Total both directions
- Provides Access to Several High Growth Neighborhoods
- Continued Growth Expected to increase demand exacerbating access issues

PROJECT PURPOSE AND NEED

- **Project Purpose:**

To provide multimodal improvements within the I-195 study corridor to address identified mobility and safety needs.

- **Need for:**

- **Better System Linkage including; better access to the I-95 express lanes for areas along I-195 east of I-95; better interchange access; separated bike/ped facility between City of Miami and City of Miami Beach.**
- **Increased transportation capacity to handle future transportation demand.**
- **Improved transportation system to facilitate the interaction of all transportation modes impacting the corridor.**
- **Better safety outcomes for the future.**

STUDY FOCUS AREAS

FOCUS AREA #3 (Improve Bicycle Access on Causeway)



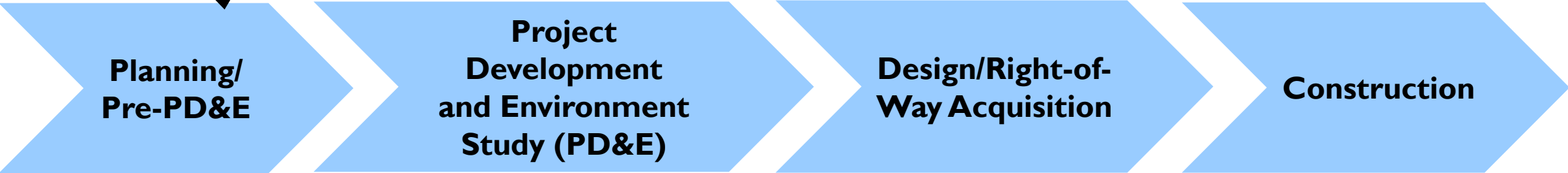
FOCUS AREA #4 (Improve Alton Road Interchange Access)



FDOT PROJECT DEVELOPMENT PROCESS



We're Here



Develop initial concepts, estimate costs/impacts, and inform public

Refine concepts, engage public, define costs/impacts, complete environmental analysis, and identify final concept

Prepare surveys, design plans & right of-way plan, and engage public

Phased implementation, maintenance of traffic, and public outreach

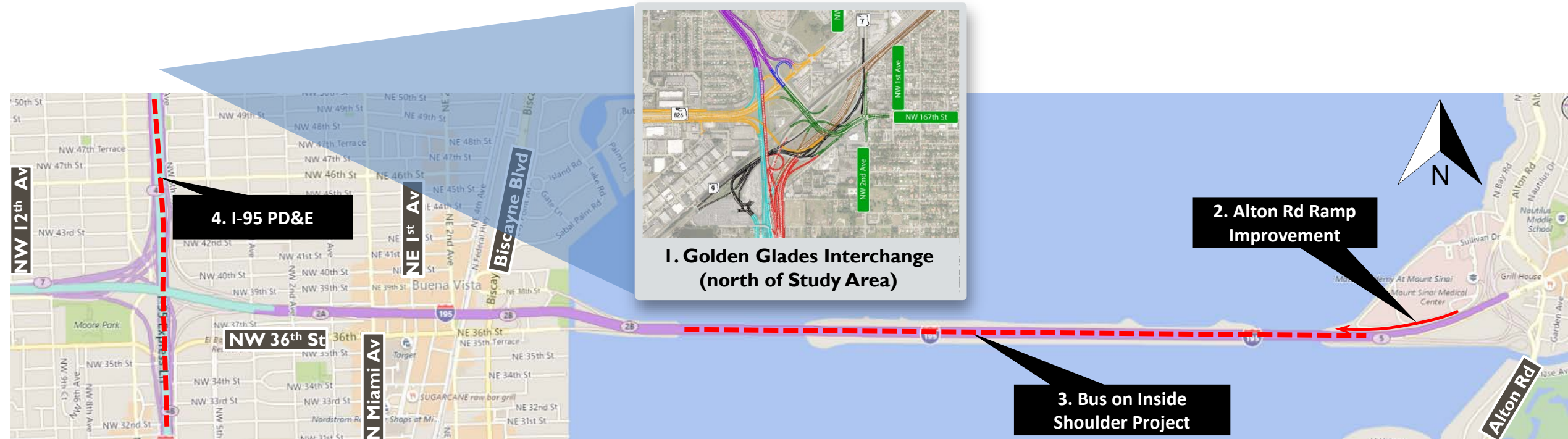
Planning Study
Completion Date:
June 2020

PD&E Phase
Candidate
2021

Design Phase
Candidate
2024

Phase not currently programmed

PROGRAMMED & PLANNED IMPROVEMENTS



- 1) Golden Glades Interchange (North of Study Area) – Design Phase
- 2) Alton Road to Westbound SR 112 On-Ramp (Mt. Sinai) – Design Phase
- 3) Bus on Shoulder Express Bus Service SR 112 – Upcoming Design Phase
- 4) I-95 Improvements – Upcoming PD&E

Tier 1 Concepts

- Identify Improvements
 - Base
 - System
 - Bicycle/pedestrian facilities
- Qualitative Evaluation
- Quantitative Evaluation
- Identify Tier 2 Improvements

Tier 2 Concepts

- Additional Qualitative / Quantitative Evaluations
 - Base
 - System
 - Bicycle/pedestrian facilities
- Identify Recommended Improvements for refinement

Refined Concepts

- Refine Recommended Improvements
 - Base
 - System
 - Bicycle/pedestrian facilities
- Cost / Right-of-Way Evaluation
- Concept Plans

REVIEW OF TIER 1 ALTERNATIVES

- Three groups of improvements

Base Improvements

- Identified to address operational deficiencies as well as specific local issues raised by stakeholders.

System Improvements

- Address key study objectives relative to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and addressing safety.

Bicycle / Pedestrian Improvements

- Provide improved bicycle/pedestrian connectivity between the City of Miami and Miami Beach via a separated protected facility consistent with the visions of the Miami-Dade Long Range Transportation Plan & the City of Miami Beach Master Plan.

- Eight (8) Base Improvements



- **Three (3) Alternatives:**
 - **Alternative 1 - Direct Connections to 95 Express Lanes**



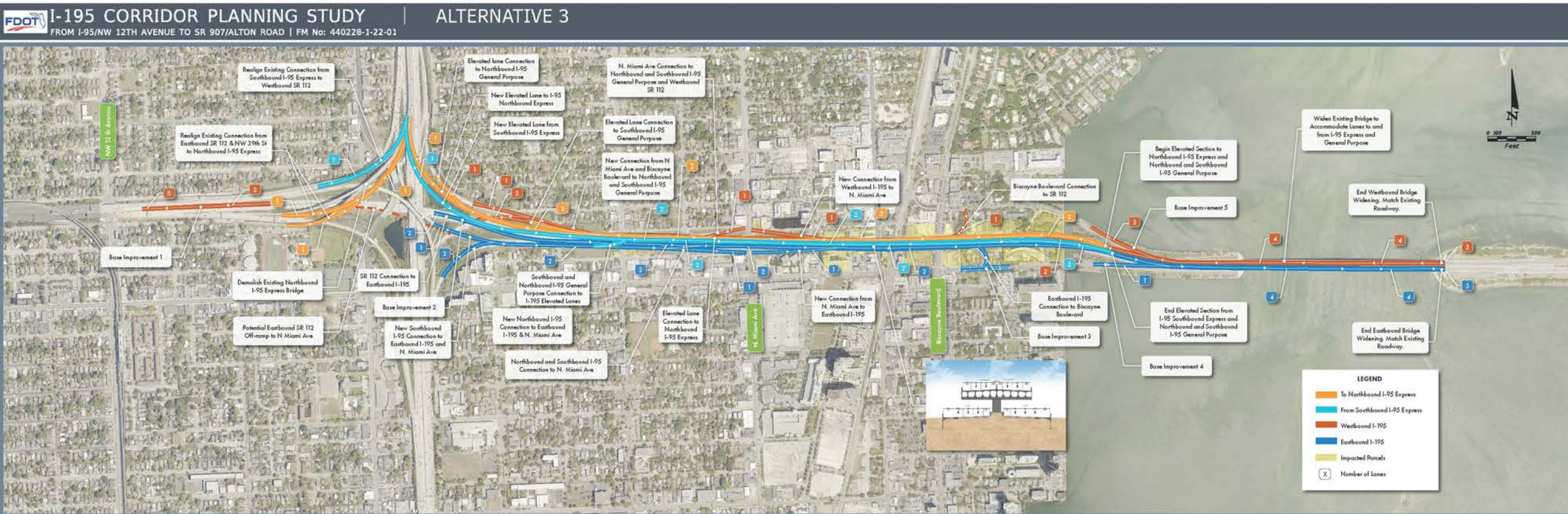
SYSTEM IMPROVEMENTS

- Alternative 2 - Direct Connections to 95 Express Lanes with New Viaduct on I-195



SYSTEM IMPROVEMENTS

- **Alternative 3 - Direct Connections between 95 Express Lanes / I-95 General Use Lanes and New Viaduct on I-195**

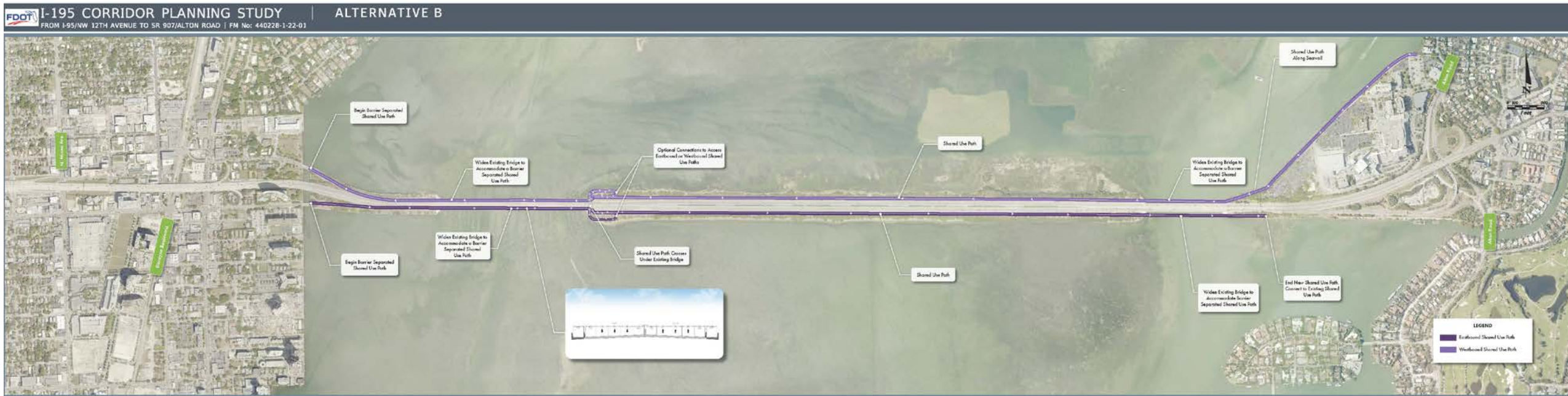


- **Two (2) Alternatives:**

- **Alternative A - 14' Shared use Path With Bridge Structures On One Side Of Julia Tuttle Causeway.**

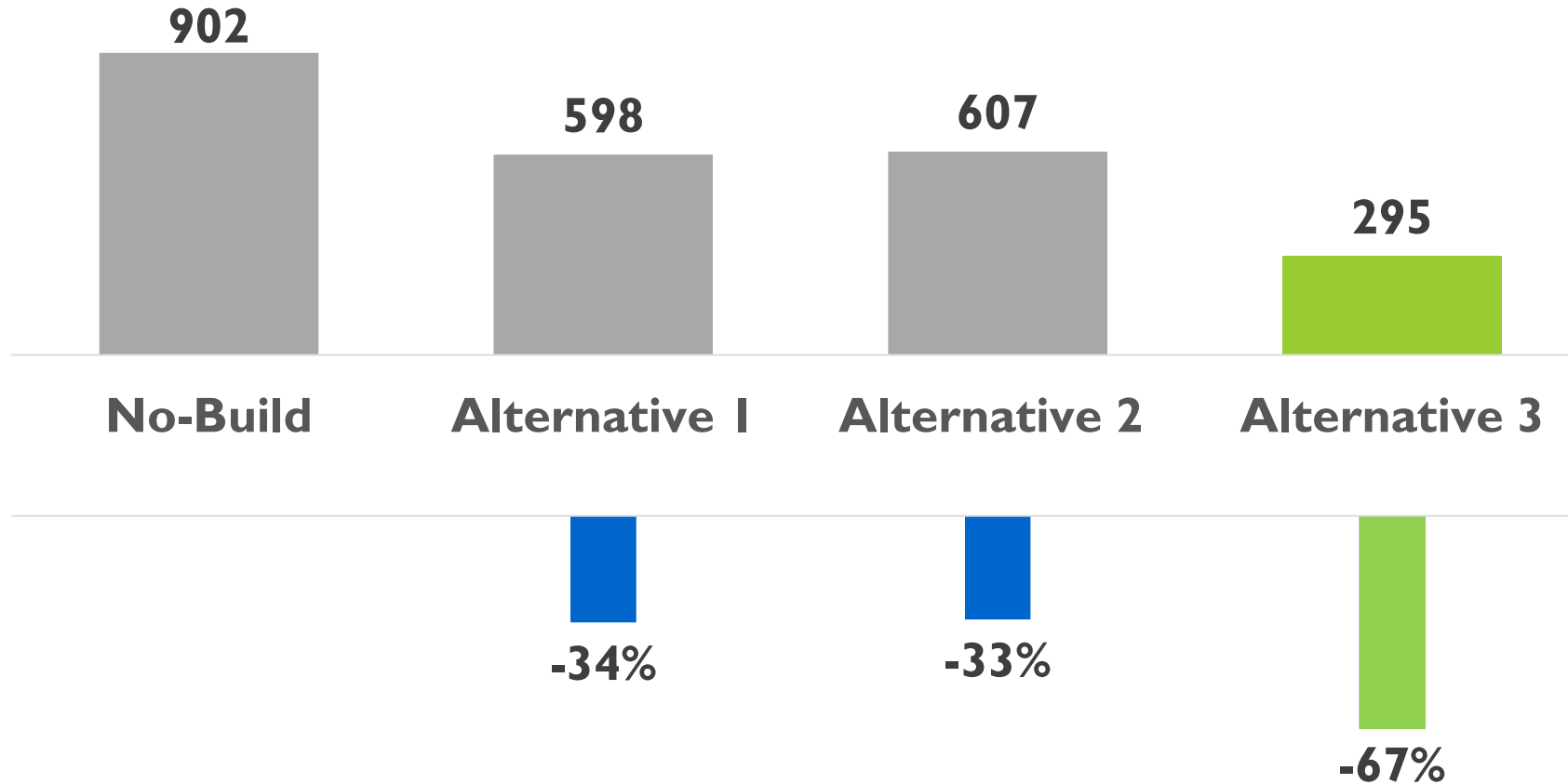


- **Alternative B - 12' Shared Use Paths With Widening Of Existing Causeway Bridges On North And South Sides.**



TIER 1 ALTERNATIVES ASSESSMENT

PRELIMINARY SYSTEMS OPERATIONS SUMMARY (VEHICLE HOURS OF DELAY)

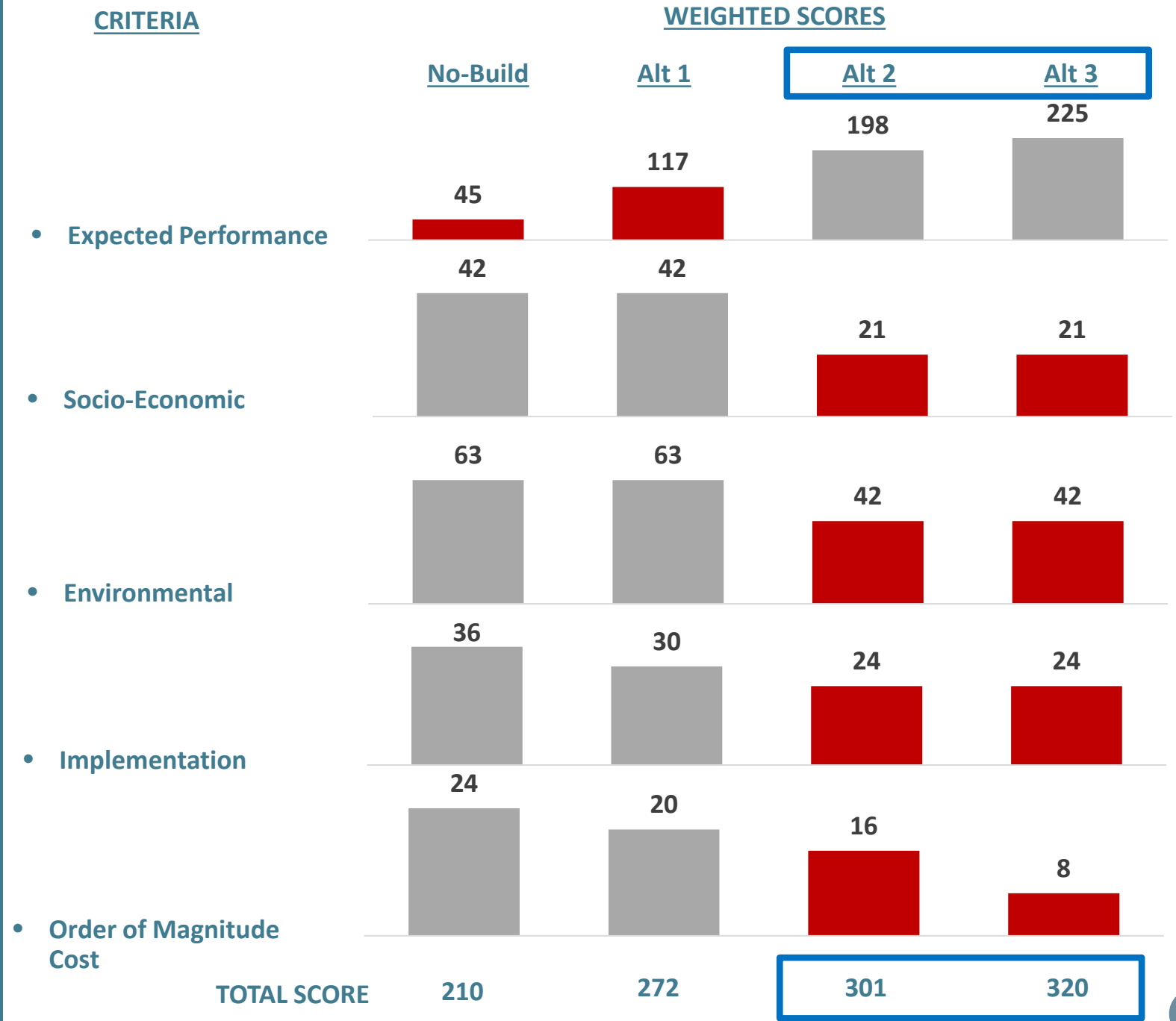


- In 2045, No-Build has 902 vehicle hours of delay for AM and PM peak hours combined
- Alternatives 1, and 2 reduce delay by about one-third
- Alternative 3 reduces delay by about two-thirds

EVALUATION OF TIER 1 ALTERNATIVES

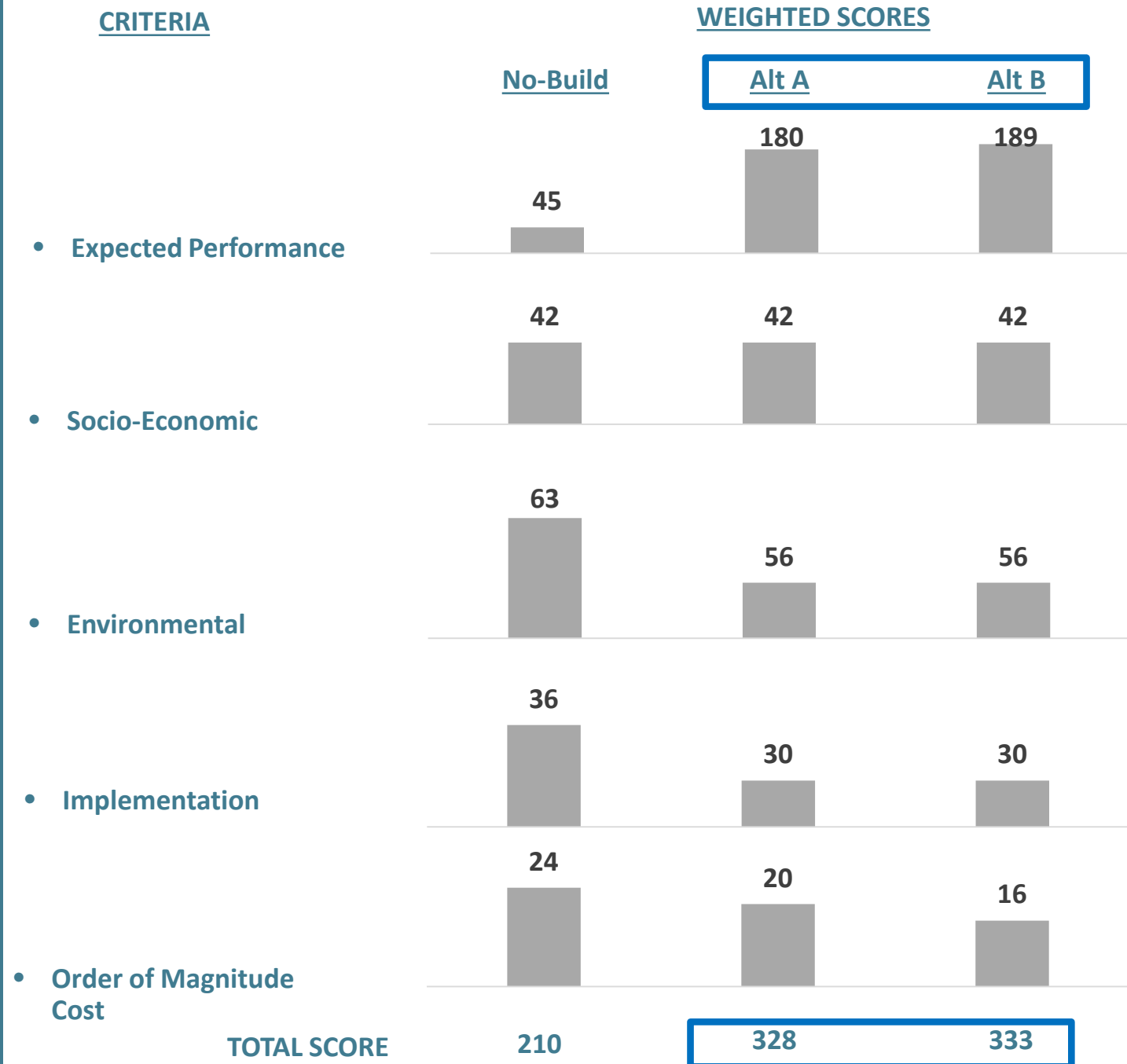
EVALUATION RESULTS (System Improvements)

- Alt 1 - Direct Connections to 95 Express Lanes
- Alt 2 - Direct Connections to 95 Express Lanes with New Viaduct on I-195
- Alt 3 - Direct Connections between 95 Express Lanes / I-95 General Use Lanes and New Viaduct on I-195



EVALUATION RESULTS (Bicycle / Pedestrian Improvements)

- Alt A - 14' Shared Path With Bridge Structures On One Side Of Julia Tuttle Causeway
- Alt B - 12' Shared Use Paths With Widening Of Existing Causeway Bridges On North And South Sides.



ALTERNATIVES FOR TIER 2

TIER 2 ALTERNATIVES

- **Base Improvements**

- All alternatives carried forward to Tier 2
- Concept plans are being developed during refinement of improvements

- **System Improvements**

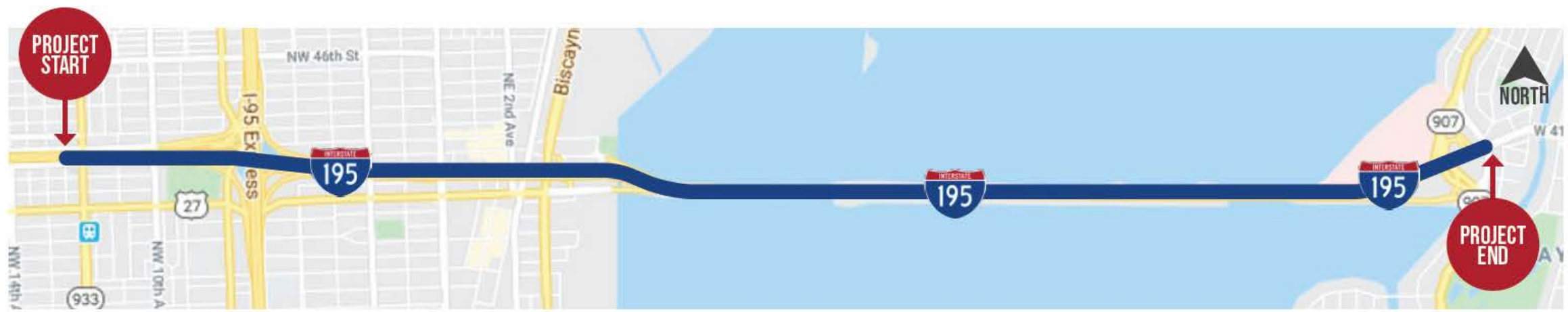
- Alternative 2 and 3 carried forward to Tier 2
- Alternative 1 discarded
- Concept plans will be developed for only one alternative

- **Bicycle / Pedestrian Improvements**

- Alternative B and A carried forward to Tier 2
- Concept plans will be developed for only one alternative

NEXT STEPS / FUTURE PROJECT PHASES

- Final Planning Study Report – June 2020
- I-195 / SR 112 PD&E Study – 2021 Tentative



Note: Schedule and limits subject to change



CORRIDOR PLANNING STUDY WORKSHOP



DRIVING DOWN
FATALITIES