



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

MULTIMODAL CORRIDOR STUDY

FM NO. 436426-1-12-01

Corridor Workshop #2

June 22, 2021





Meet our Team



FDOT PROJECT MANAGER

Carlos Castro



CONSULTANT PROJECT MANAGER

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Prime: EXP U.S. Services Inc.



COMMUNITY OUTREACH SPECIALIST

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ISC Group

Subconsultants

- CDM Smith
- CH Perez & Associates
- CTS Engineering
- ISC Group
- Lochner
- IF Rooks
- Janus Research
- Metro Consulting Group
- Tindale Oliver
- PE Engineering



The Florida Department of Transportation complies with various non-discrimination laws and regulations, including:

Title VI of the Civil Rights Act of 1964

This meeting is being held without regard to race, color, national origin, age, sex, religion, disability, or family status.

For questions or concerns, you may contact either:

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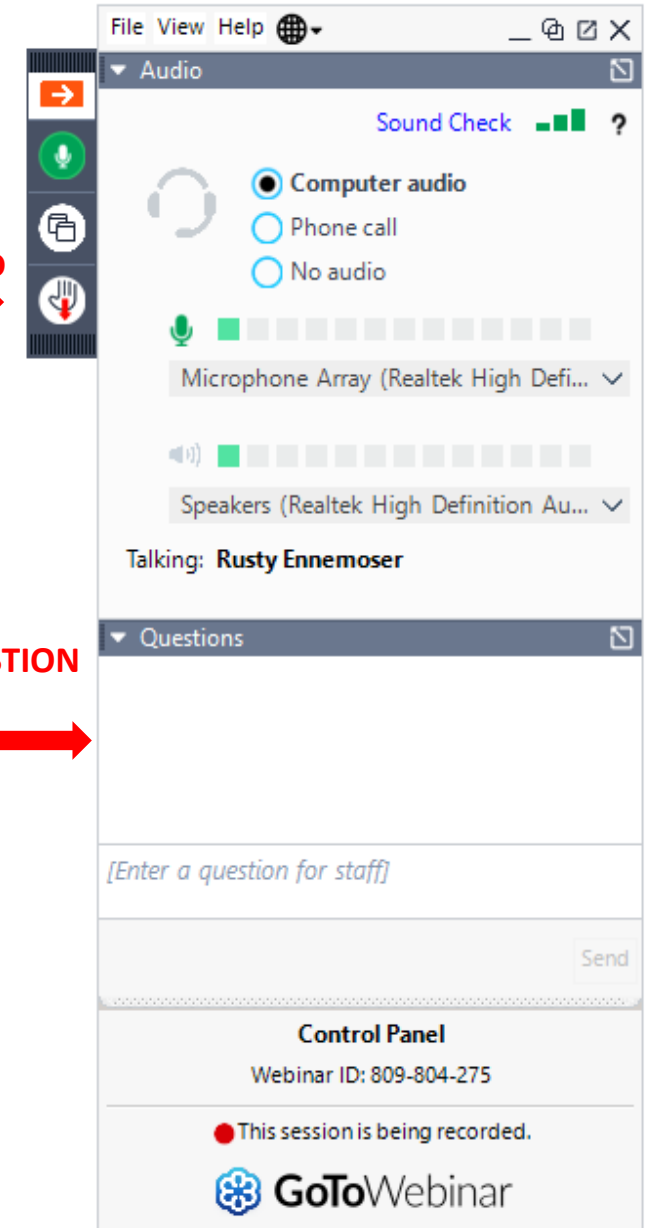
Rules of Engagement

- All virtual attendees are in **listen only mode** and are welcome to participate during the open discussion.
- To provide a question or comment during the presentation you can submit them via the **Questions box** on the control panel.
- To participate during the open discussion:
 - In-person attendees: please form a line behind the microphone and stand on the designated markers as space permits.
 - Virtual attendees: please select the **Raise Hand Feature** to be recognized and unmuted.

Please note, Questions will be responded as time permits. Any question that is not responded during the workshop will be responded to in writing.

RAISE
HAND
→

QUESTION
BOX
→





Rules of Engagement

- If you need **technical support**, please contact us at 1 (800) 418-0524.
- **Call in to the workshop by Phone** +1 (914) 614-3426
and type in access code: 811-903-539 .
- The project team will be available in-person and online until 7:30 p.m.



Handouts Download

- In-person participants are provided an information package.
- Virtual participants can download all handouts in the handout section of the control panel.
- Access all handouts by visiting, www.fdotmiamidade.com/nw36stplanning or by scanning the QR Code on the screen.





Welcome - Meeting Agenda

1. Introductions:

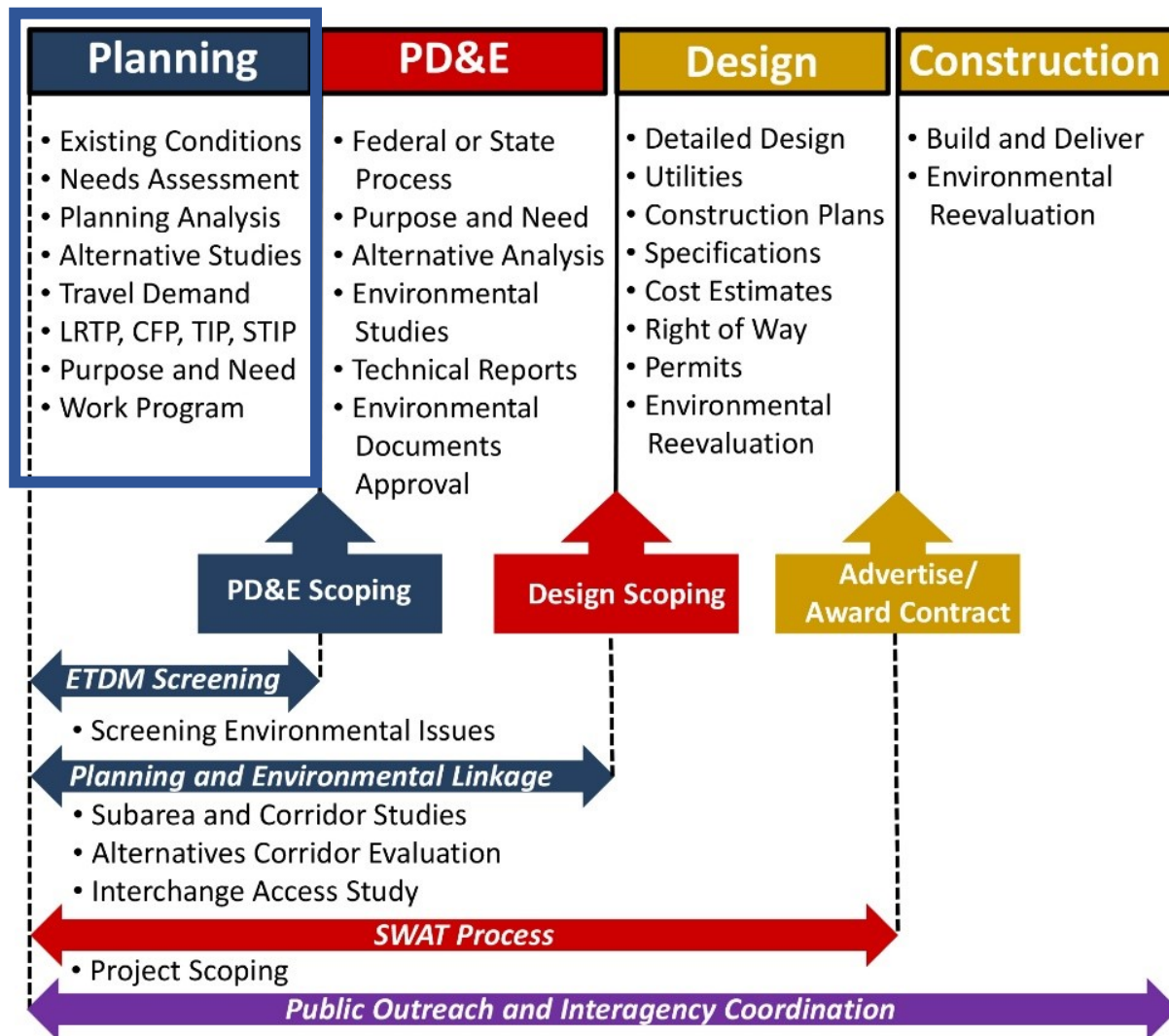
- Project Location Map
- Project Milestones
- Purpose and Need

2. Proposed Alternatives:

- TSM&O Strategies
- Proposed Alternatives
- Project Schedule



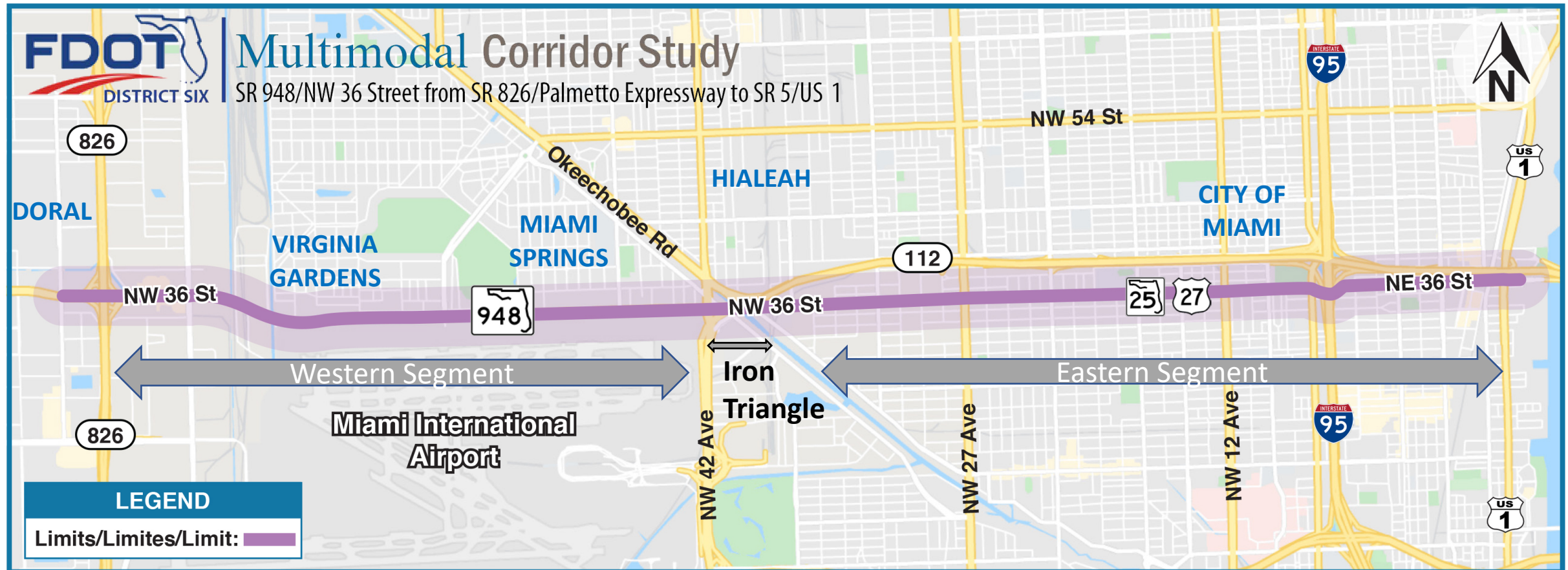
Transportation Project Delivery





Project Location Map

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





Project Milestones

Study Timeline of Outreach Events

KICK-OFF

- FDOT Directors Briefing – September 17, 2020
- PAT Meeting #1 – September 23, 2020
- Workshop #1 – September 30, 2020

DEVELOPMENT OF ALTERNATIVES

- Stakeholder Group Meeting November 10, 2020
- Elected Official Briefing May 2021
- PAT Meeting #2 – June 2021
- Workshop #2 – June 2021
- Presentation to TPO Sub-Committees – July 2021

ALTERNATIVES

- Stakeholder Group Meeting – August 2021
- Elected Official Briefing – Late August/Early Sept. 2021
- PAT Meeting #3 – Sept. 2021
- Alternatives Workshop – Late September 2021
- Presentation to TPO Sub-Committees – TBD

FINAL ALTERNATIVES

- Workshop #3 – November 2021

SEPTEMBER 2020

CURRENT TO
JUNE 2021

JULY 2021 TO
SEPTEMBER 2021

OCTOBER 2021 TO
APRIL 2022

The Purpose - Of “NW 36 Street Multimodal Corridor Study” is to provide:

MULTIMODAL IMPROVEMENTS



FORECASTING FUTURE NEEDS



FREIGHT MOBILITY



The Needs – Are to achieve:

- **System Linkage** – Provide access to various route connections
- **Capacity** – Relieving congestion and operational deficiencies
- **Transportation Demand** – Meeting the needs of population growth
- **Social Demands and Economic Development** – Economic benefits to pedestrian, bicycle, and transit facilities
- **Modal Interrelationships** – Complement other modes of transportation
- **Safety** – Reduce or mitigate traffic crashes and ensure a safer commute for all users of the roadway
- **Roadway Deficiencies** – Florida Design Manual, clear zone and Americans with Disabilities Act criteria



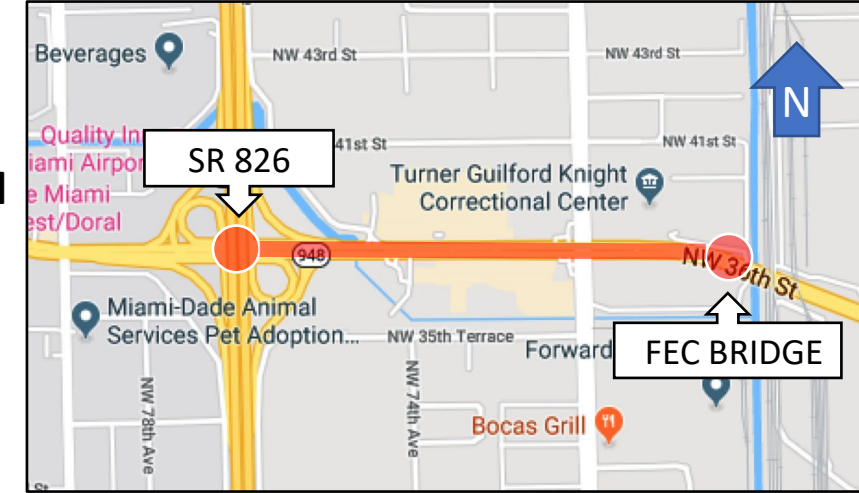
Samples of Transportation Systems Management & Operations (TSM&O) Strategies

- Active arterial management
- Adaptive streetlights
- Advanced intersection detection
- Bicycle alert system
- Bike priority signals/actuators
- Carshare, bikeshare, rideshare
- Closed circuit television (CCTV)
- Dynamic message signs
- Dynamically priced parking
- Freight Signal Priority
- Improved wayfinding
- Intersection collision avoidance
- Intelligent Transportation Systems (ITS)
- Partial signalization of ramp terminal @ I-195 EB off ramp
- Paved warning strips
- Queue warning
- Signalization improvements
- Smart Lights
- Traffic signal preemption for emergency vehicles
- Transit queue jumps
- Transit signal priority
- Transit stop amenities
- Variable speed limits
- Virtual Freight Network



Typical #1 – No-Build

SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard

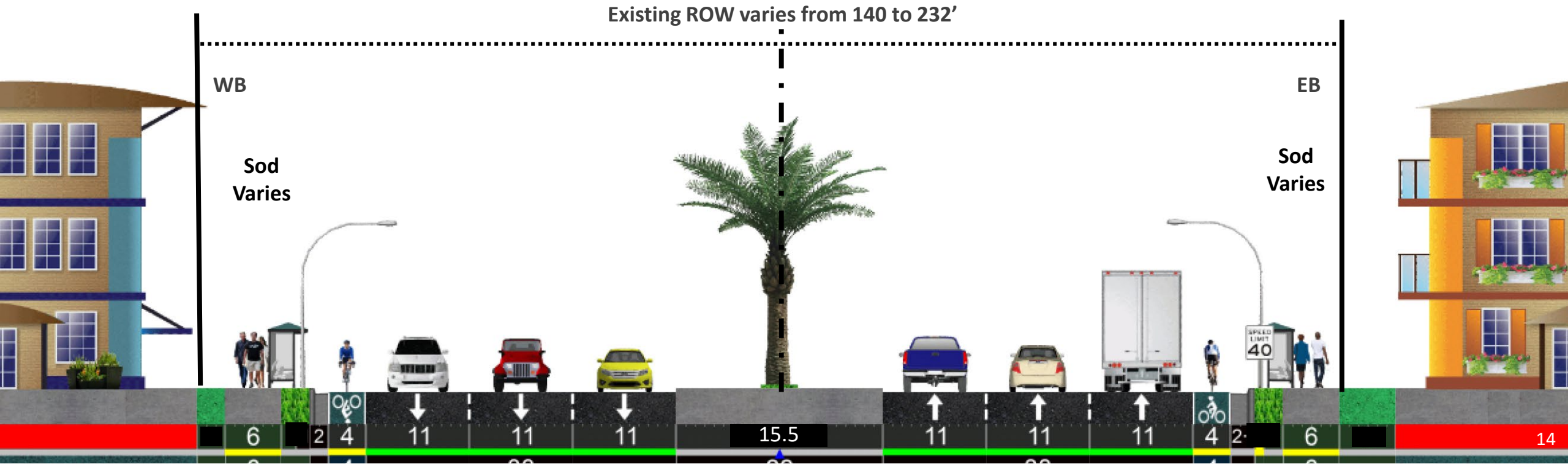


PROS

- Provides designated bicycle lanes and sidewalks

CONS

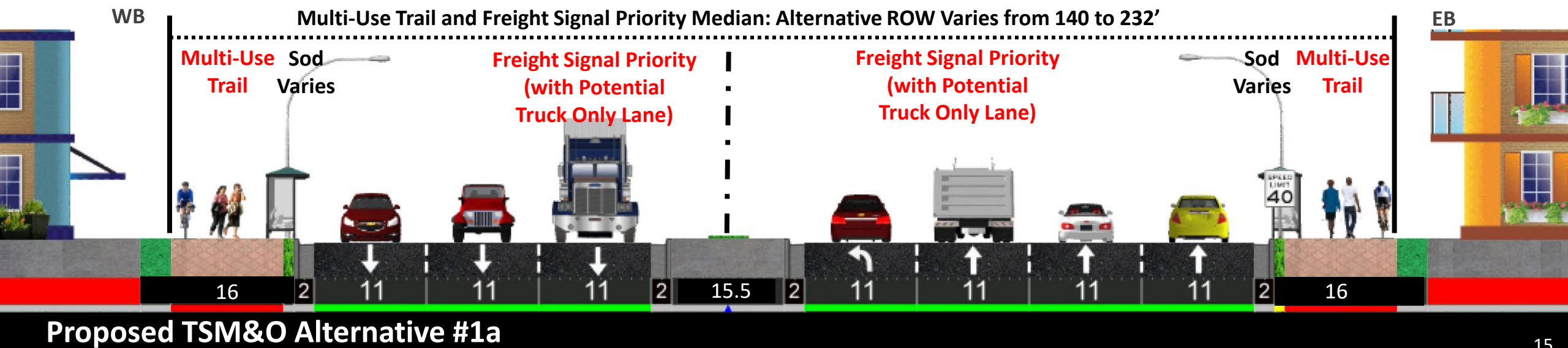
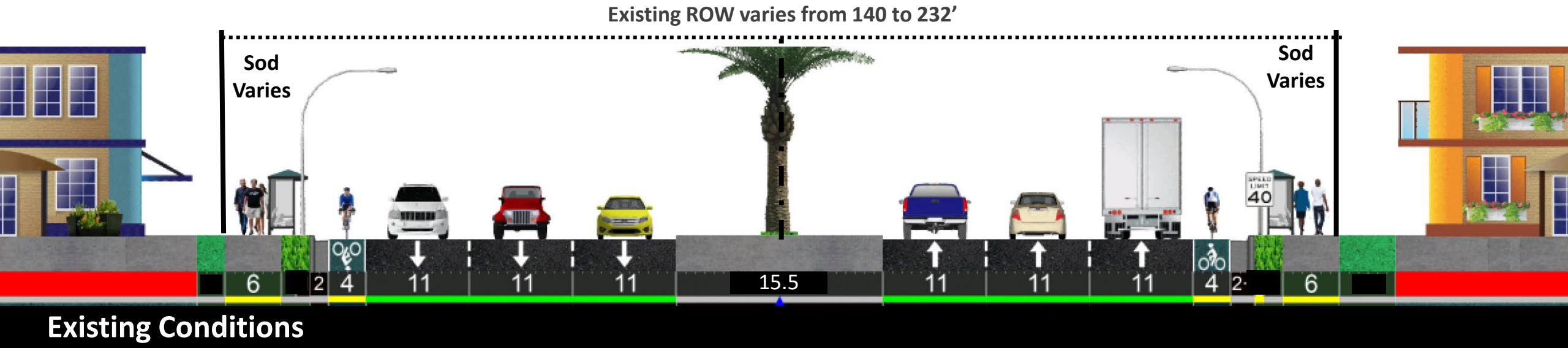
- Does not meet FDM minimum median width criteria of 22 ft
- Does not address left turn and angle crashes
- Heavy congestion and crash history



Typical #1 – TSM&O Alternative #1a

SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard

TSM&O STRATEGIES	
✓	Freight Priority Signal



Typical #1 – TSM&O Alternative #1b

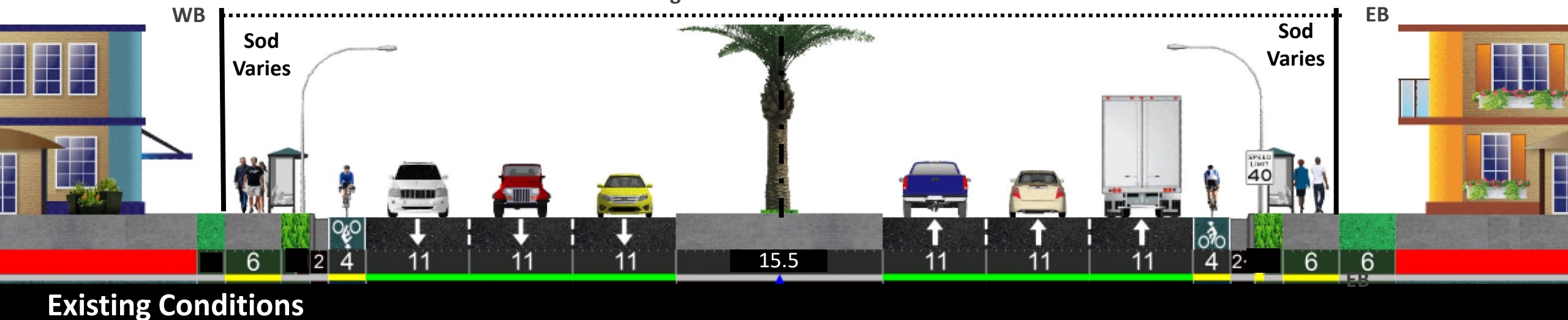
SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard

TSM&O STRATEGIES

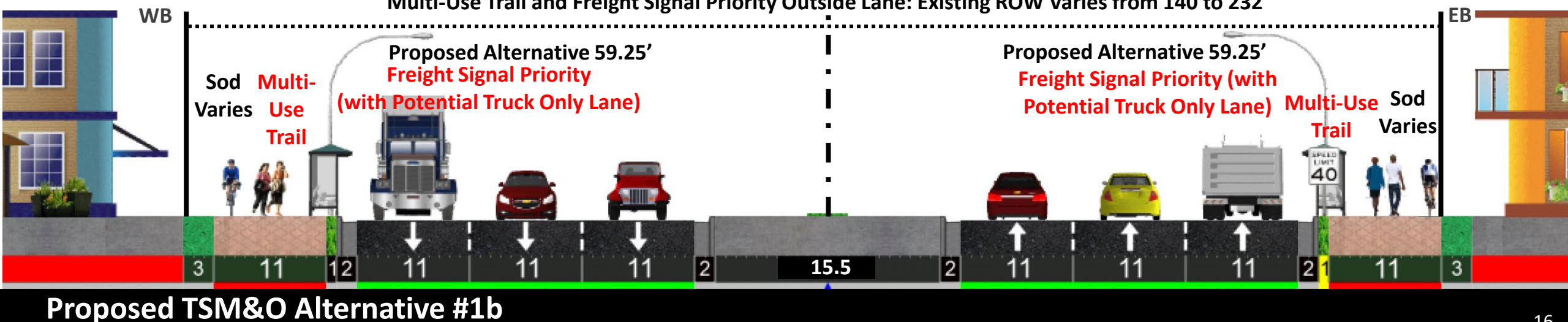


Freight Priority Signal

Existing ROW varies from 140 to 232'



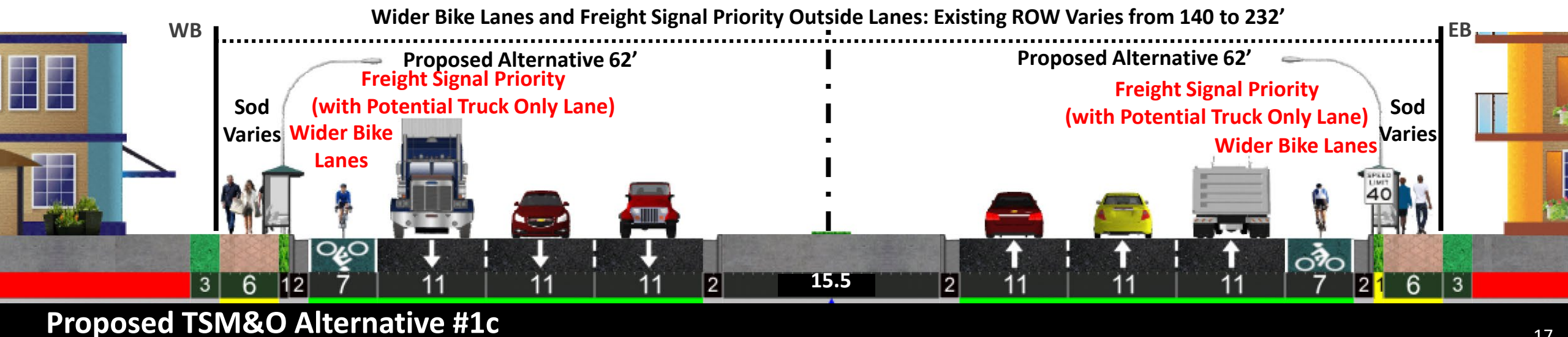
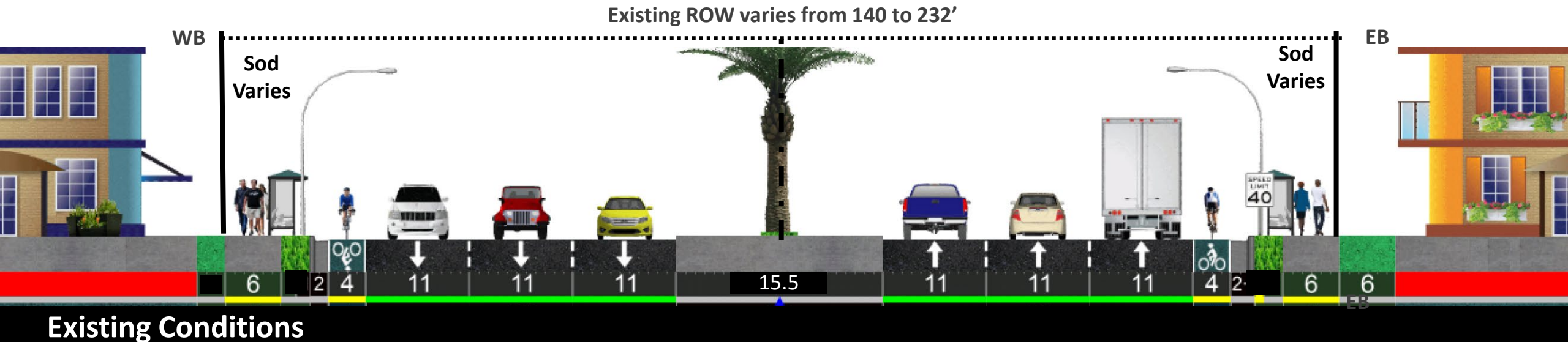
Multi-Use Trail and Freight Signal Priority Outside Lane: Existing ROW Varies from 140 to 232'



Typical #1 – TSM&O Alternative #1c

SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard

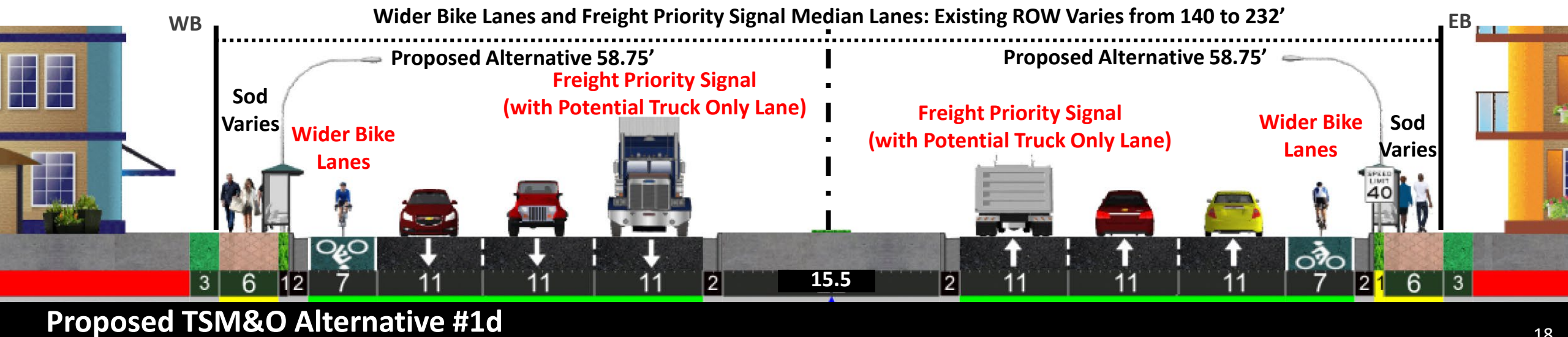
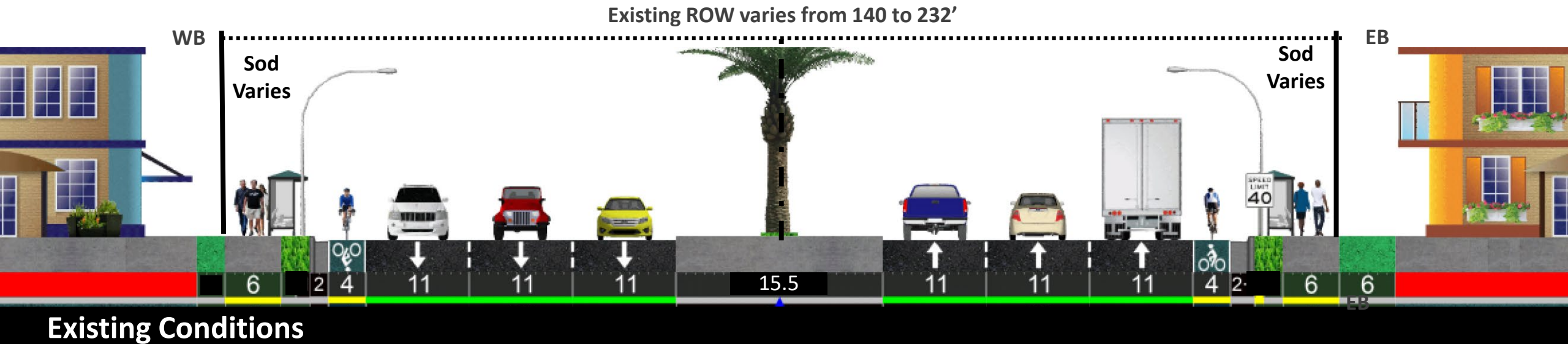
TSM&O STRATEGIES	
✓	Freight Priority Signal



Typical #1 – TSM&O Alternative #1d

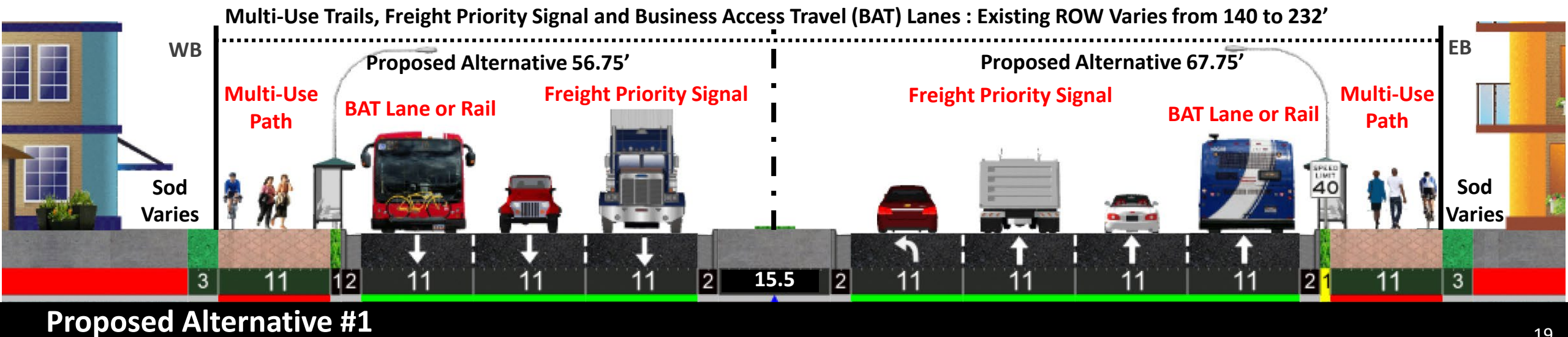
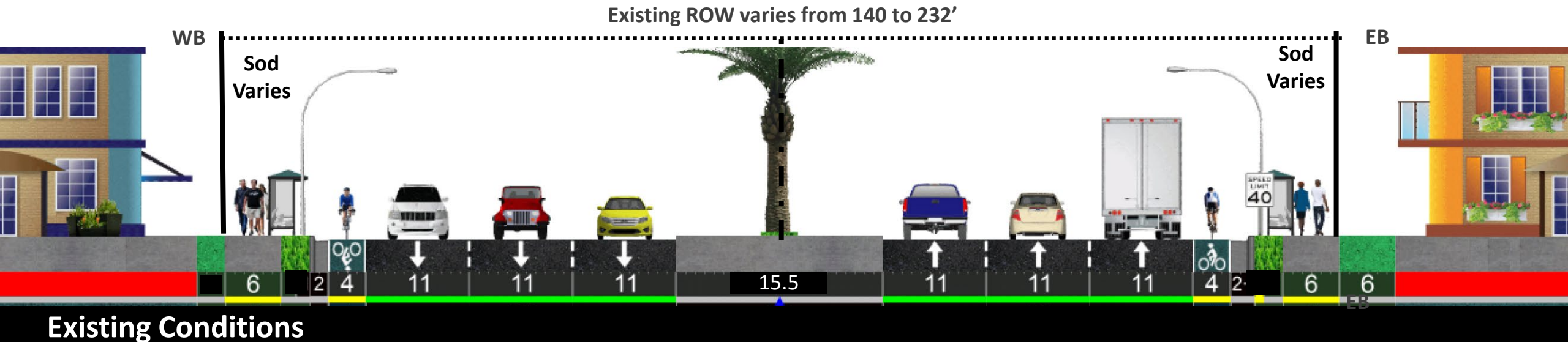
SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard

TSM&O STRATEGIES	
✓	Freight Priority Signal



Typical #1 – Alternative #1

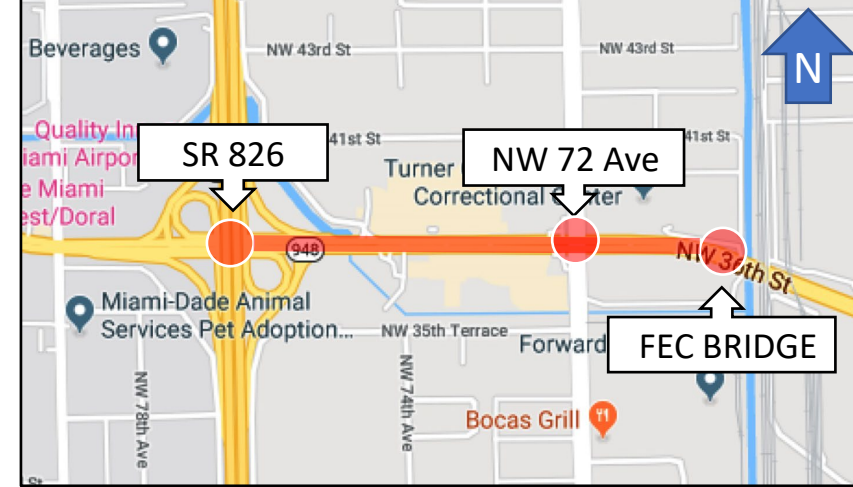
SR 948 from SR 826 to Bridge over FEC Railway Hialeah Yard – Variations of TSM&O can be added



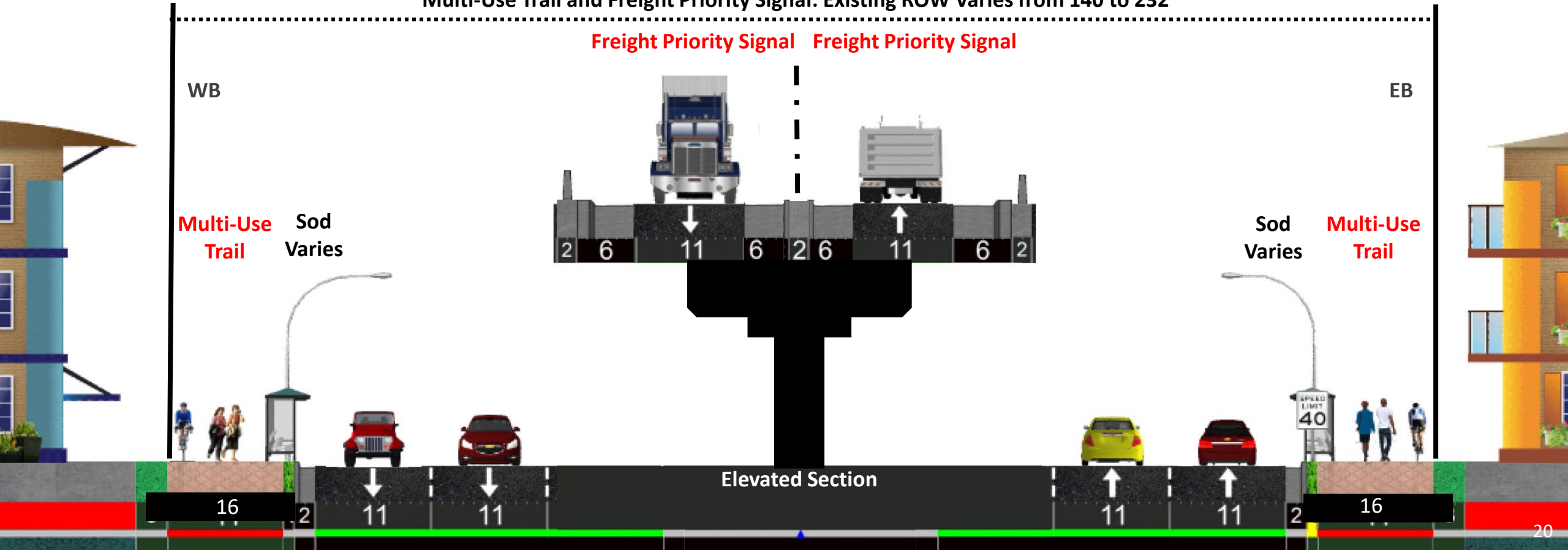


Typical # 1 - Alternative #2

SR 948 from SR 826 to Bridge over FEC
Railway Hialeah Yard

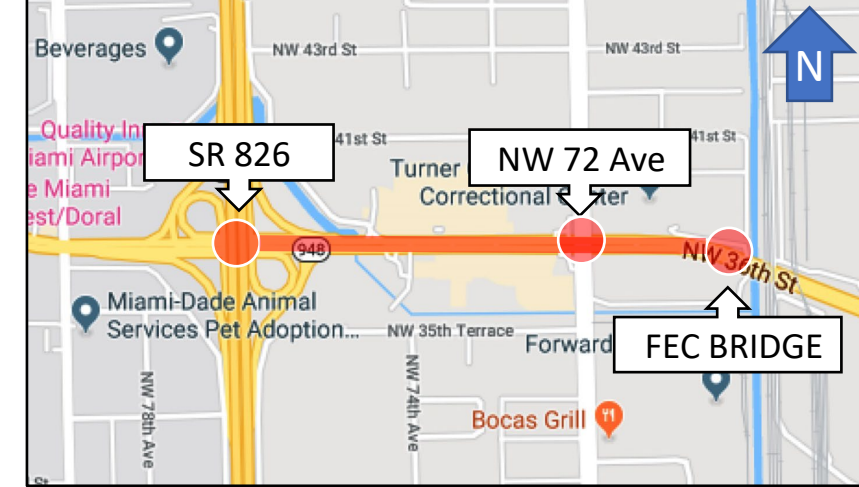


Multi-Use Trail and Freight Priority Signal: Existing ROW Varies from 140 to 232'

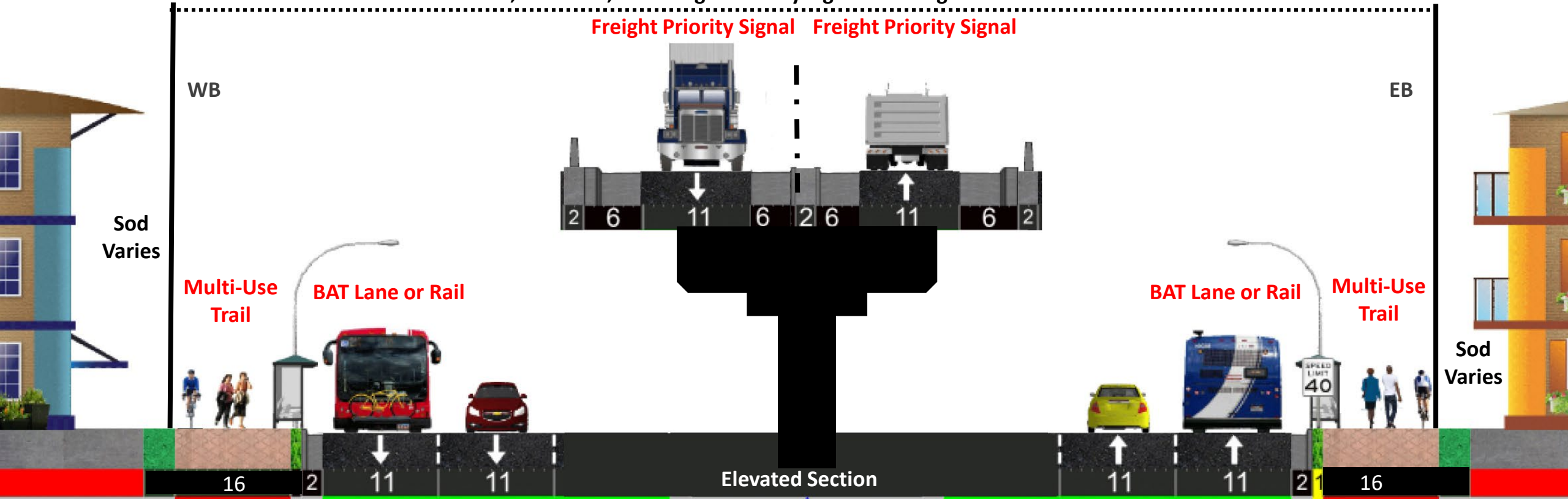


Typical # 1 - Alternative #2a

SR 948 from SR 826 to Bridge over FEC
Railway Hialeah Yard



Multi-Use Trail, BAT Lane, and Freight Priority Signal: Existing ROW Varies from 140 to 232'



Typical # 1 – Intersection Option

At-Grade Median U-Turn Option:

SR 948 from NW 72 Avenue to FEC Railway

Hialeah Yard Bridge



Typical # 1 – Intersection Option

At-Grade Continuous Flow Intersection Option:

SR 948 from NW 72 Avenue to FEC Railway Hialeah Yard Bridge





Slido Poll Participation Instructions

Smart Phone – Scan QR Code

Computer – Visit [www.Slido.com](https://www.slido.com) /Enter Code: 36ST



Note: Polling results help provide input to the team but are not the only factor used in recommending potential alternatives. Engineering, environment, cost, impacts, and other factors help the study team develop potential alternatives that may or may not advance to the next phase of the project.

Which alternative(s) do you prefer?

Typical # 1 - Alternatives

SR 948 from SR 826 to FEC Railway Hialeah Yard Bridge

No-Build



**Transportation Systems
Management and
Operations (TSM&O)**



**Business Access and
Transit (BAT) lane or rail**

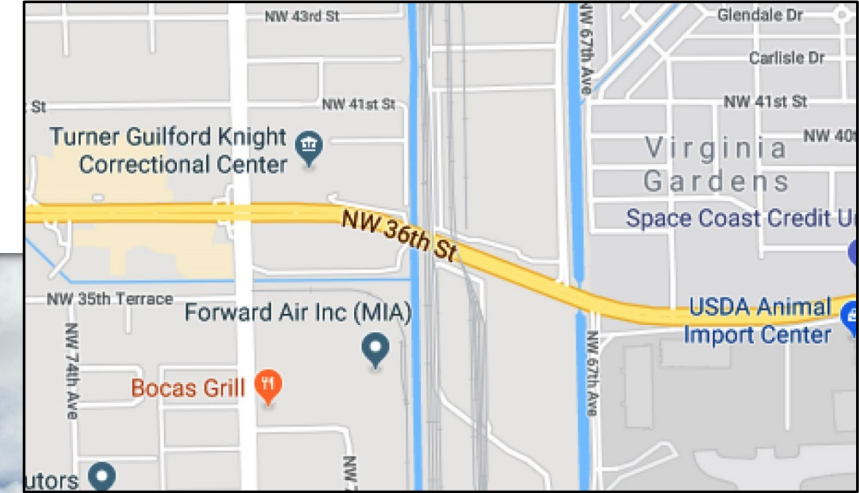


Elevated Section



Typical # 2 – No-Build

SR 948 at FEC Railway Hialeah Yard Bridge



Typical # 2 – No-Build

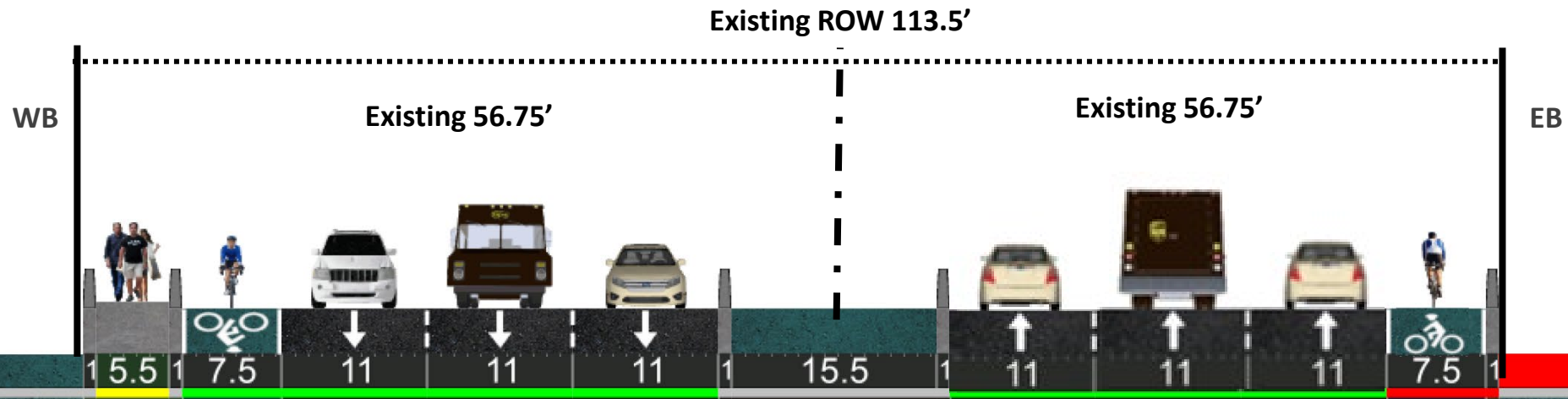
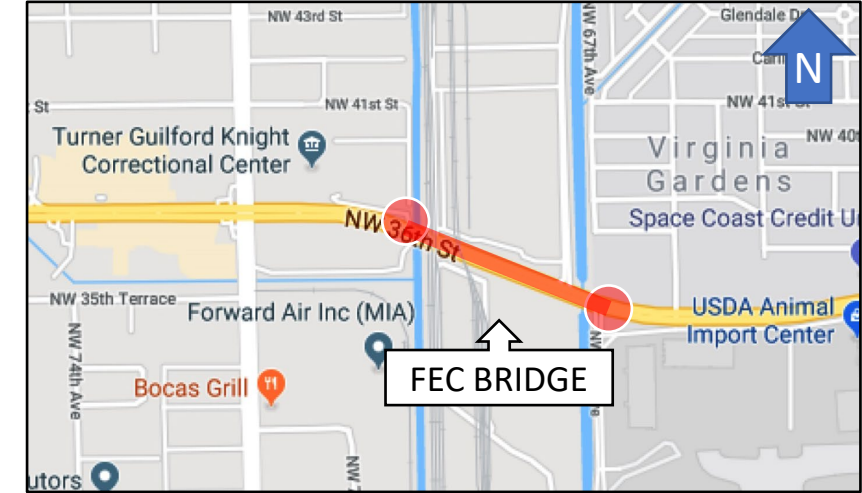
SR 948 at FEC Railway Hialeah Yard Bridge

PROS

- Provides designated bike lanes
- Provides a protected buffered sidewalk

CONS

- Provides a protected buffered sidewalk on one side of the bridge
- Bike lanes should be buffered with 40 MPH sharing the road with trucks and vehicles
- Bike lane labels are a distance away from the bridge so if drivers use the median for an emergency, it makes it unsafe for bicyclists to go around



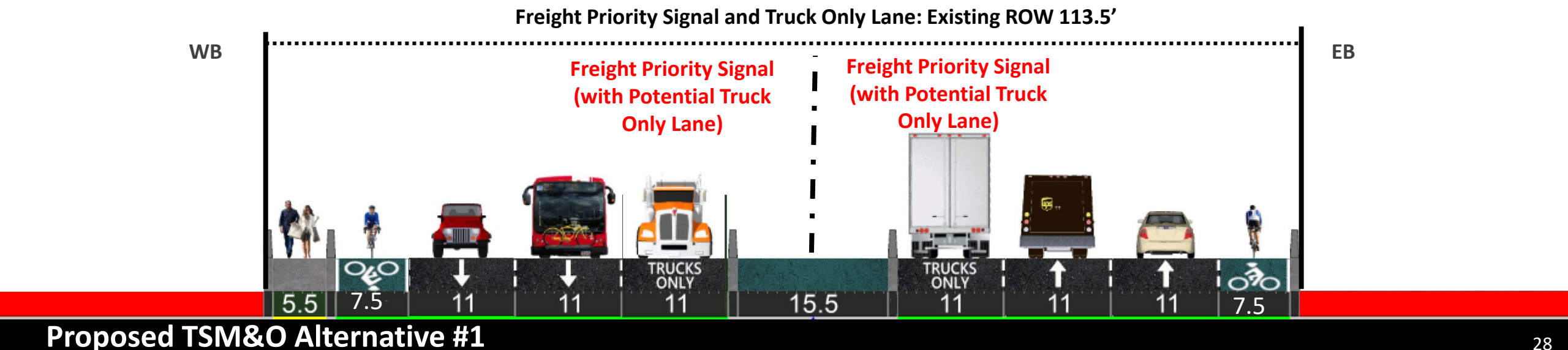
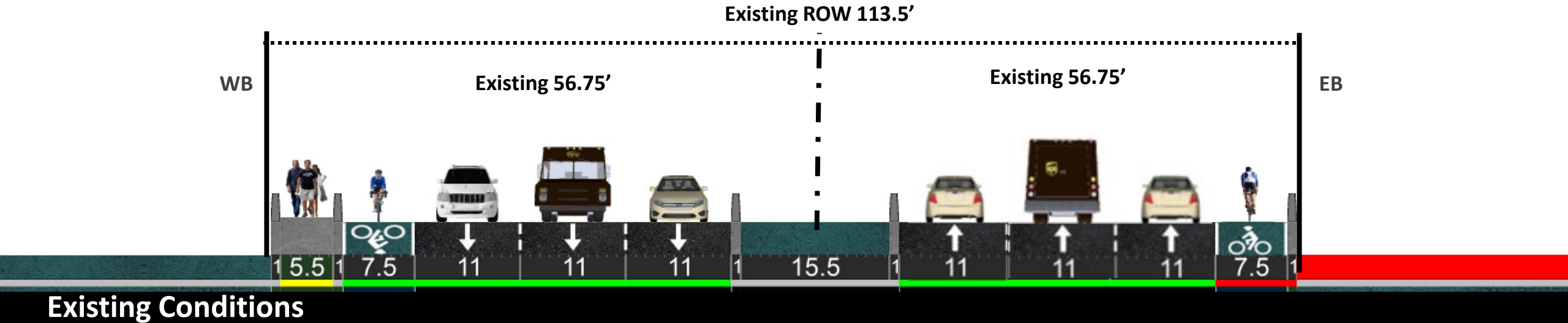
Typical #2 – TSM&O Alternative #1

SR 948 at FEC Railway Hialeah Yard

TSM&O STRATEGIES

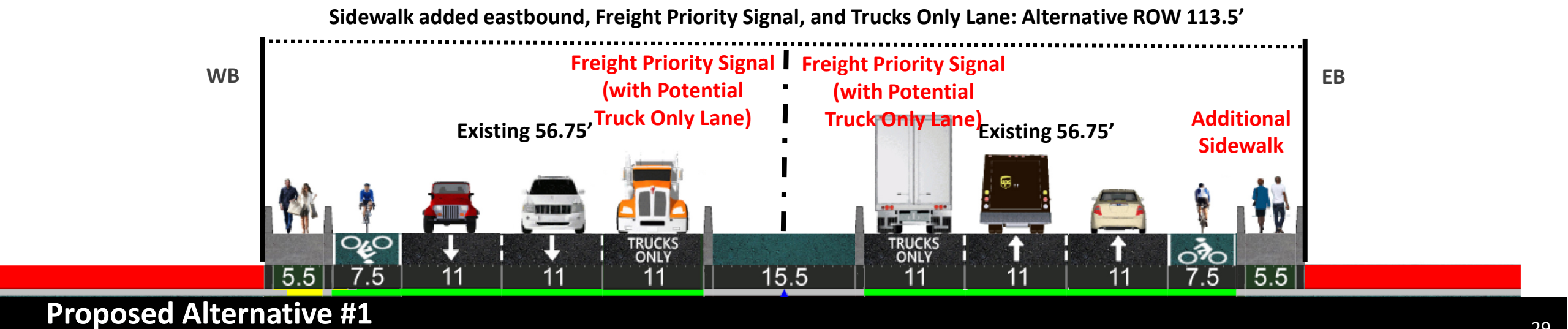
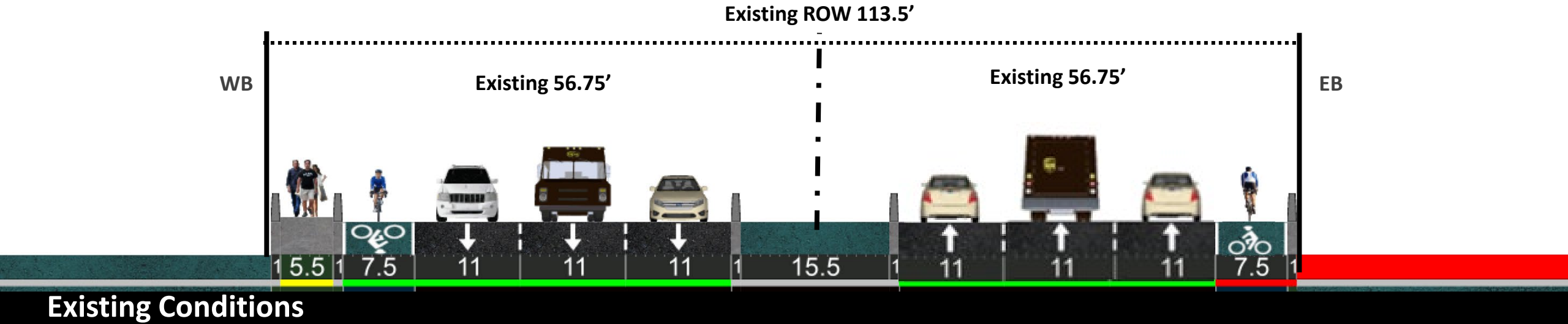


Freight Priority Signal



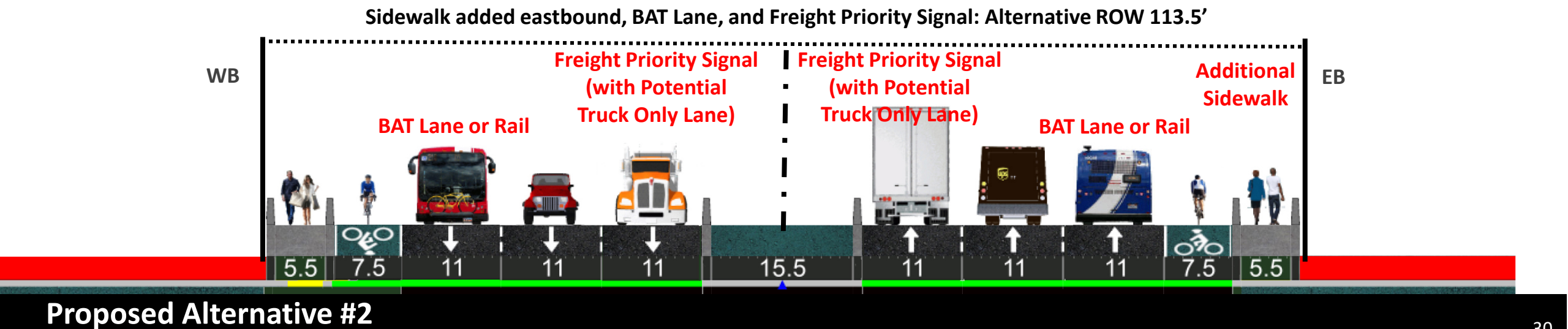
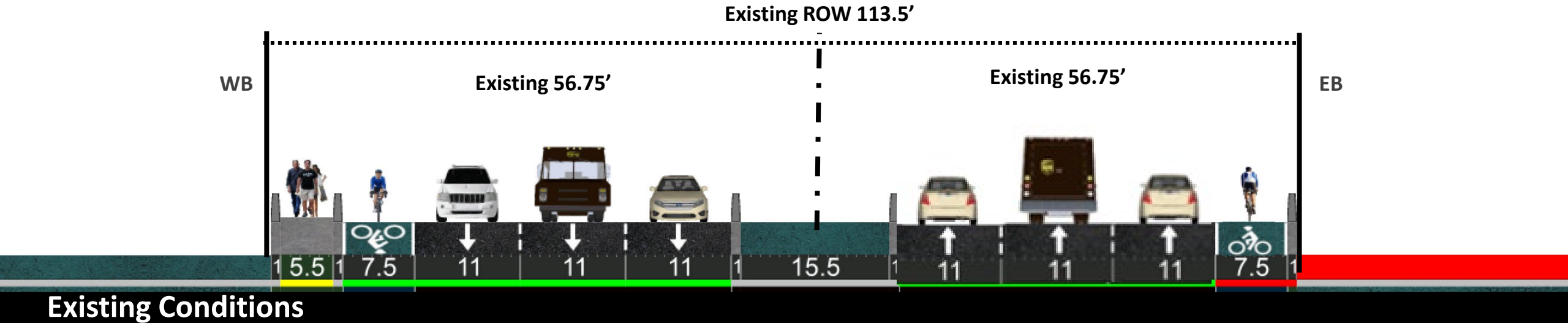
Typical #2 – Alternative #1

SR 948 at FEC Railway Hialeah Yard Bridge – Variations of TSM&O can be added



Typical #2 – Alternative #2

SR 948 at FEC Railway Hialeah Yard Bridge – Variations of TSM&O can be added

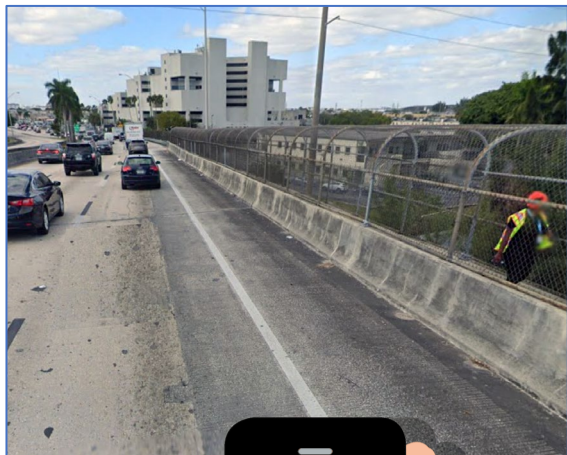


Which alternative(s) do you prefer?

Typical # 2 - Alternatives

SR 948 at FEC Railway Hialeah Yard Bridge

No-Build



**Transportation Systems
Management and
Operations (TSM&O)**



Additional sidewalk

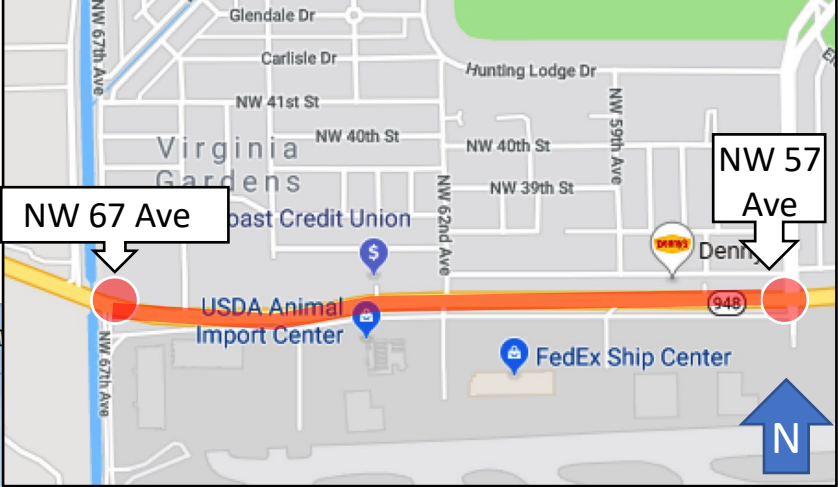


**Business Access and
Transit (BAT) lane or rail**



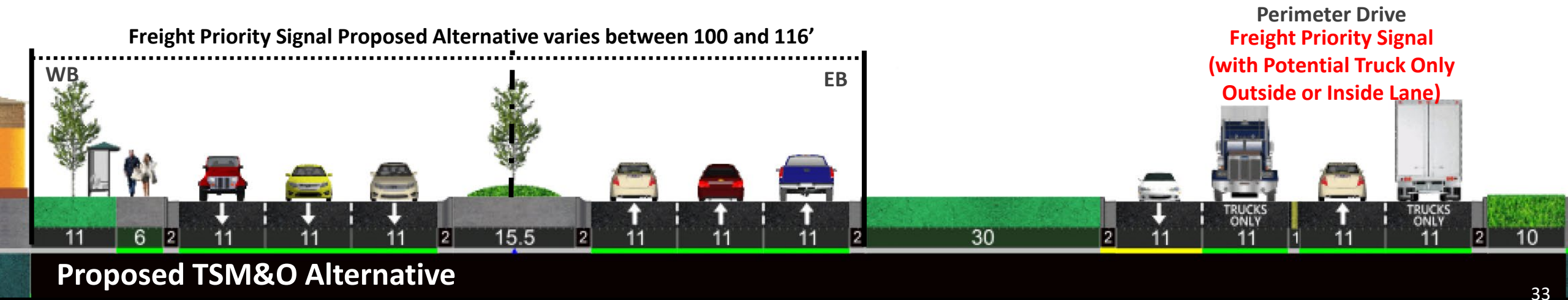
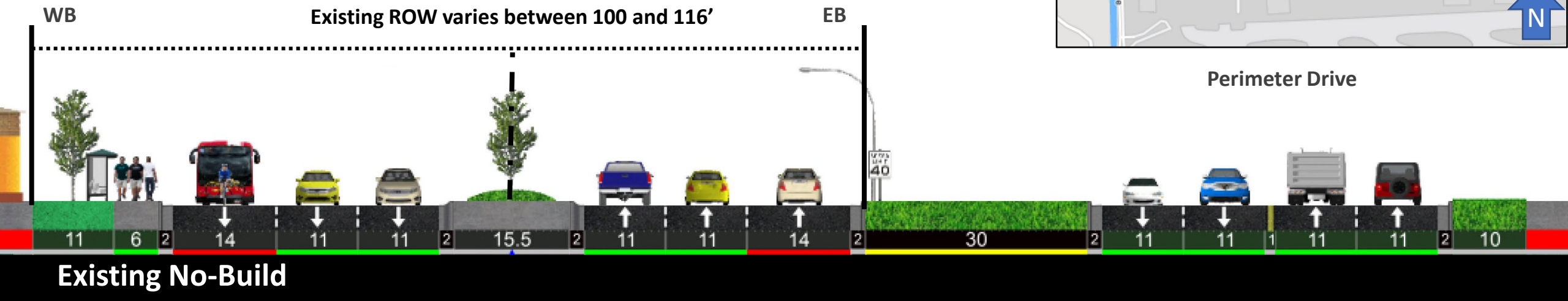
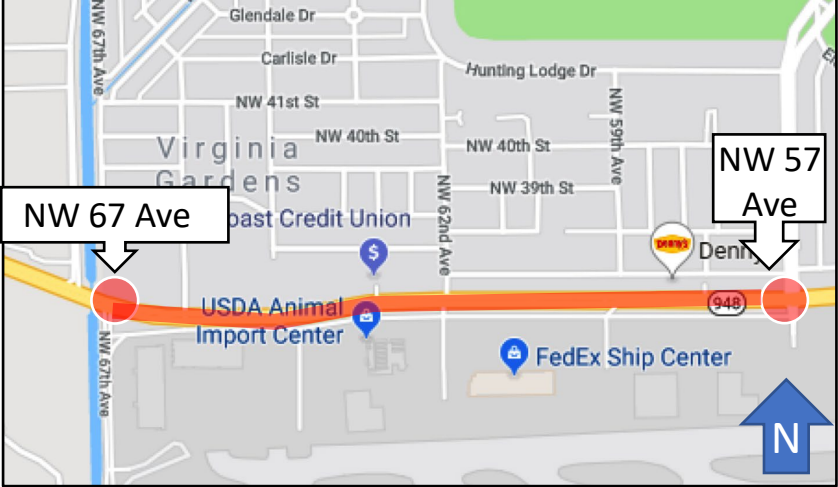


Typical #3 – No-Build and TSM&O Alternative SR 948 between NW 67 Avenue and NW 57 Avenue





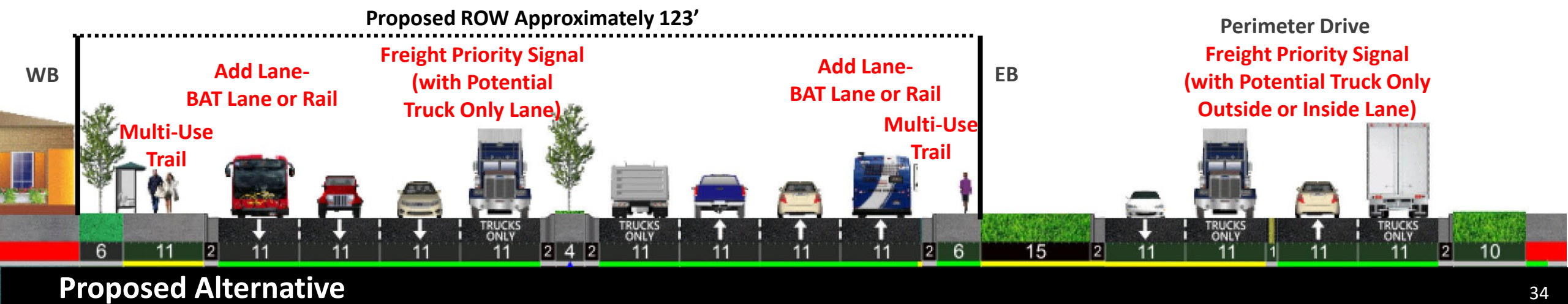
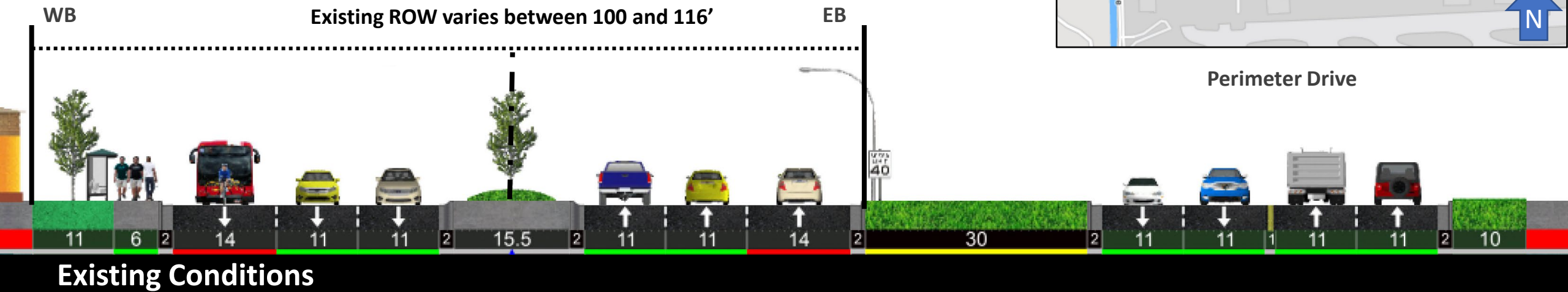
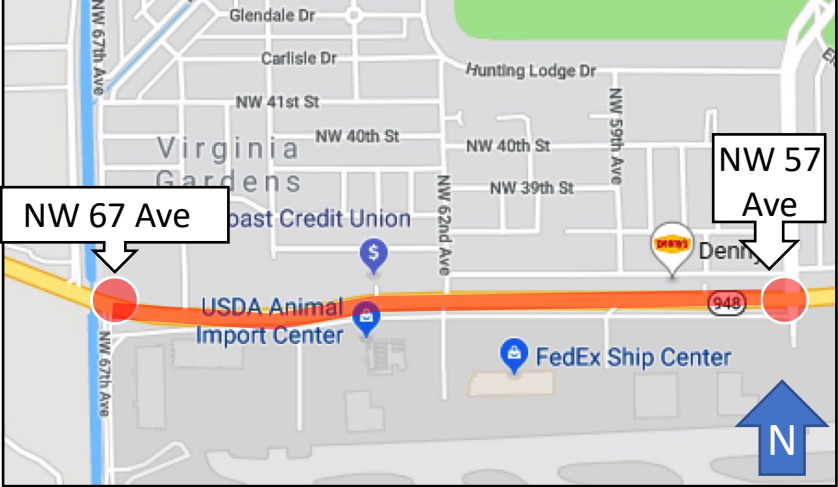
Typical #3 – No-Build and TSM&O Alternative SR 948 between NW 67 Avenue and NW 57 Avenue





Typical #3 – Proposed Alternative

SR 948 between NW 67 Avenue and NW 57 Avenue



Which alternative(s) do you prefer?

Typical # 3 - Alternative

SR 948 between NW 67 Avenue and NW 57 Avenue

Transportation Systems
Management and
Operations (TSM&O)

No-Build



Additional lanes



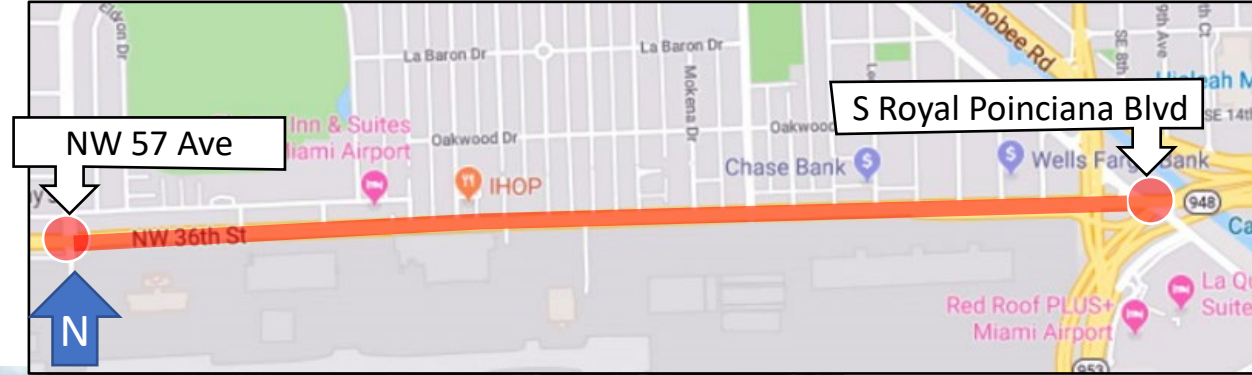
Business Access and
Transit (BAT) lane or rail





Typical #4 – No-Build and TSM&O Alternative

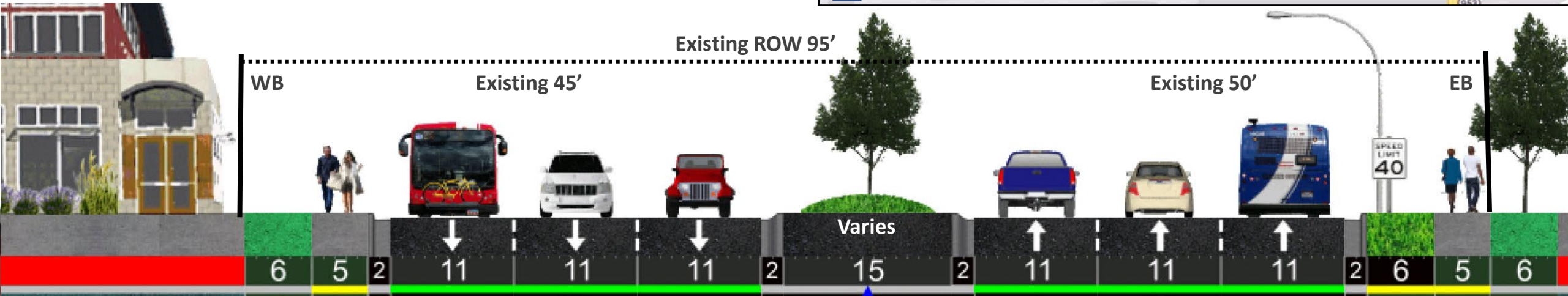
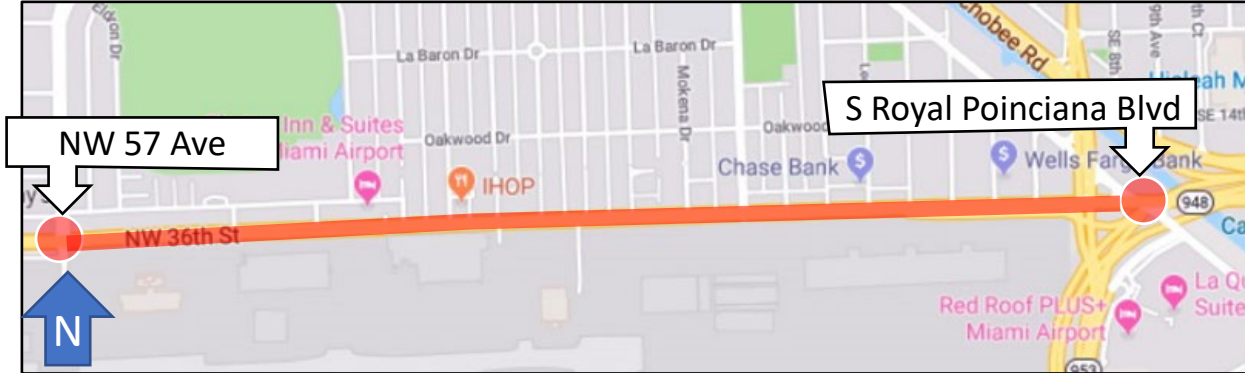
SR 948 from 57 Avenue to S Royal Poinciana Boulevard



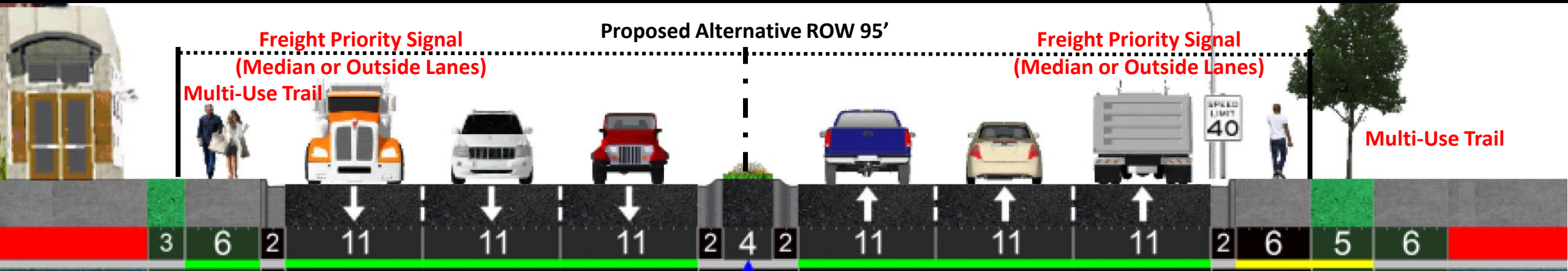


Typical #4 – No-Build and TSM&O Alternative

SR 948 from 57 Avenue to S Royal Poinciana Boulevard



Existing No-Build

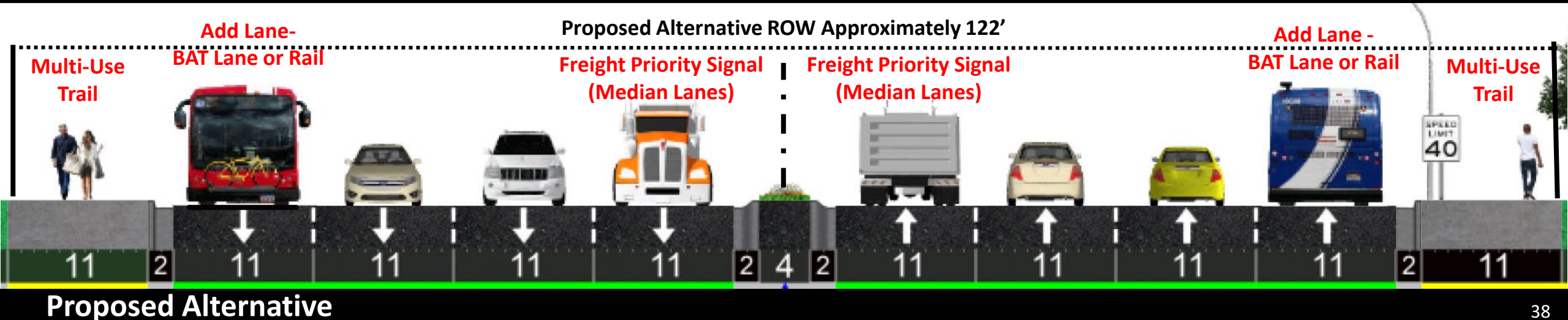
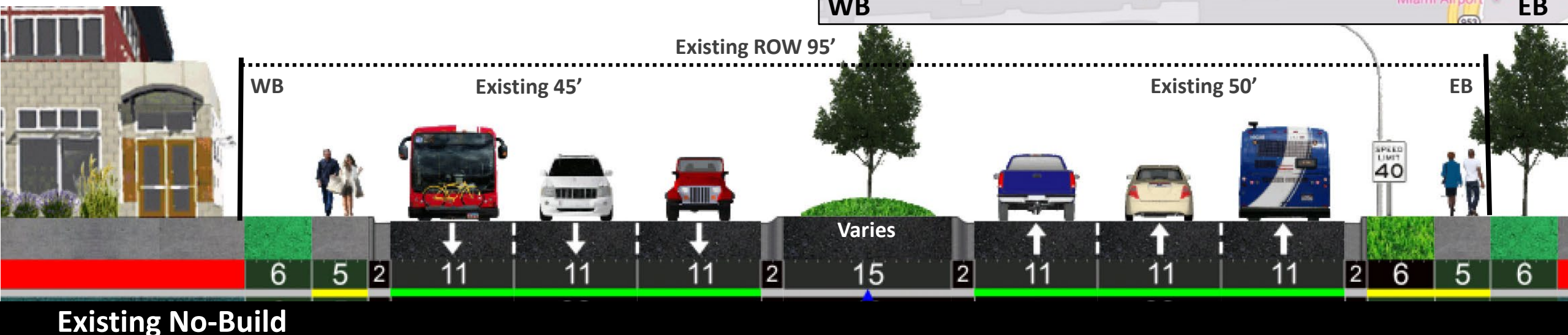
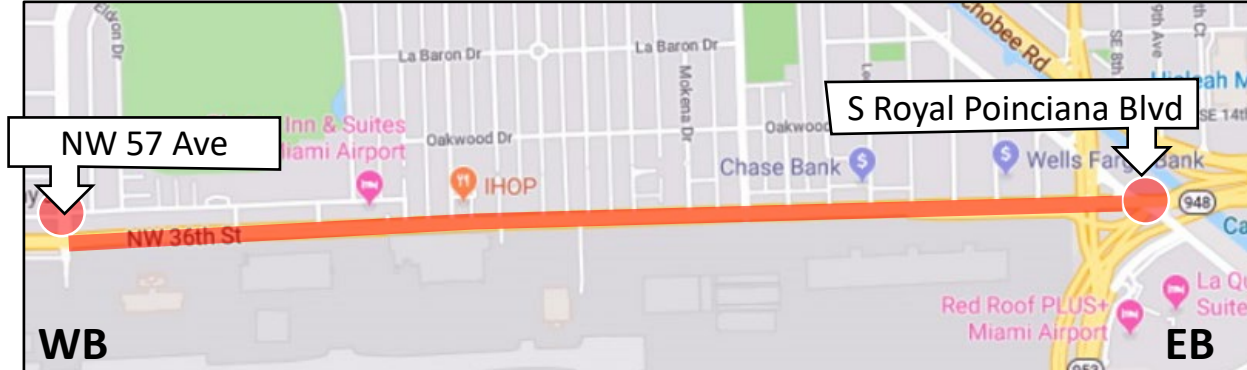


Proposed TSM&O Alternative



Typical #4 – Proposed Alternative

**SR 948 from 57 Avenue to
S Royal Poinciana Boulevard**



Which alternative(s) do you prefer?

Typical # 4 - Alternative

SR 948 from 57 Avenue to S Royal Poinciana Boulevard

Transportation Systems
Management and
Operations (TSM&O)

No-Build



Additional lanes



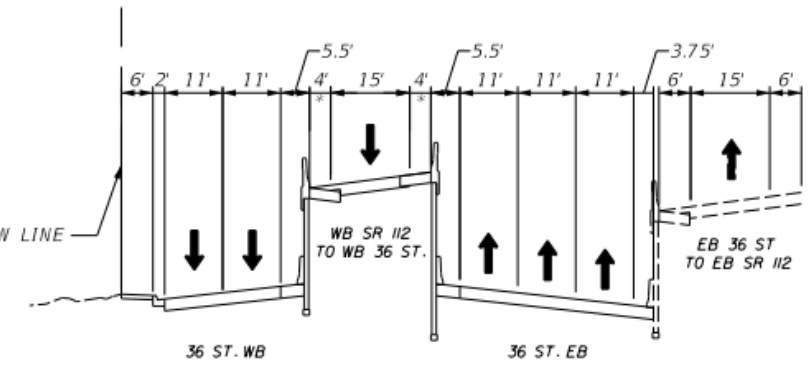
Business Access and
Transit (BAT) lane or rail





Typical #5 – Alternative Iron Triangle

SR 948 from S Royal Poinciana Boulevard to NW 37 Avenue

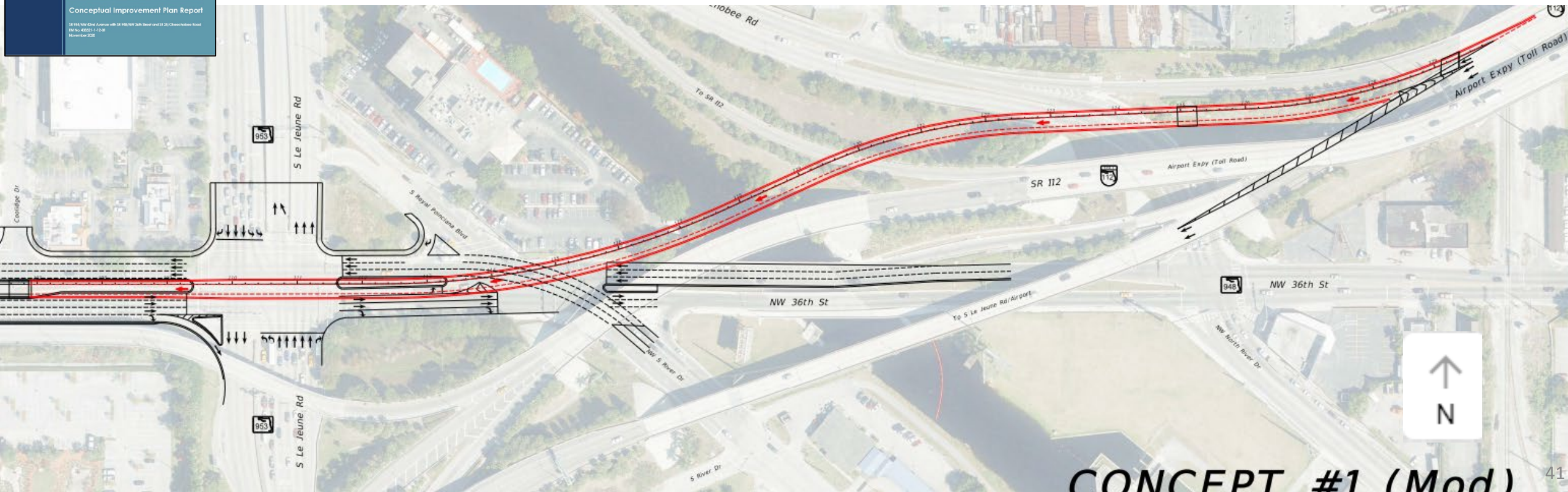
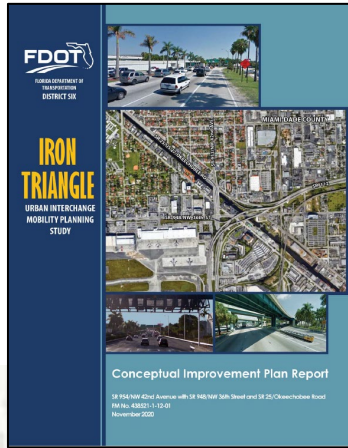


A long-term recommendation from the Iron Triangle Study is to extend SR 112 touching down on the median of NW 36 Street.

TYPICAL

NW 36th ST. WEST OF LEJEUNE RD.

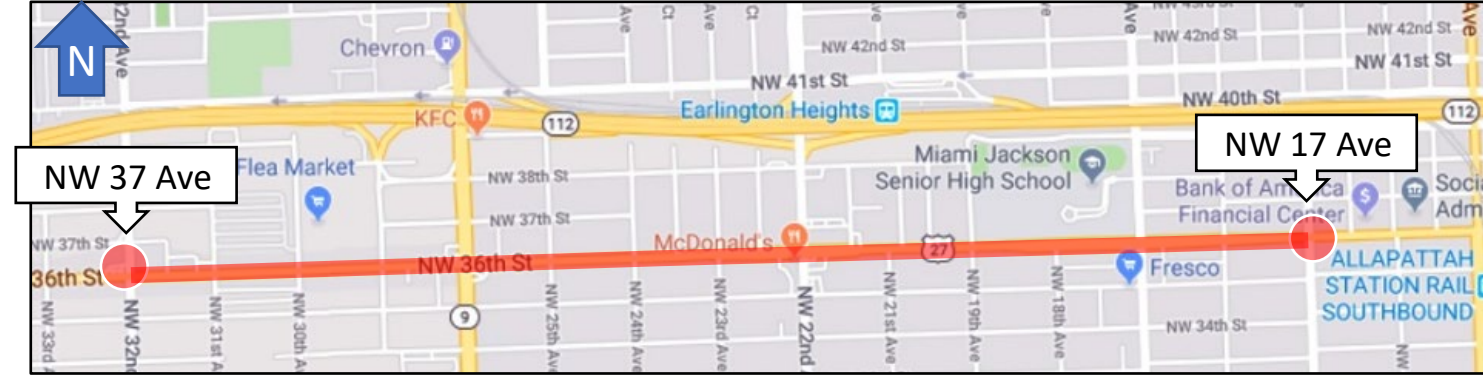
- NEED DESIGN VARIATION FOR SHOULDER WIDTH





Typical #6 – No-Build and Alternative #1

SR 948 from NW 37 Avenue
to NW 17 Avenue

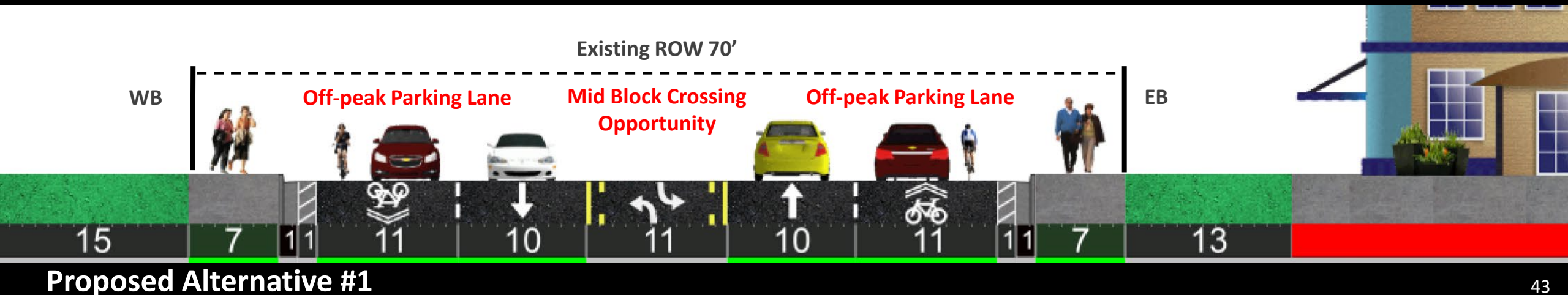
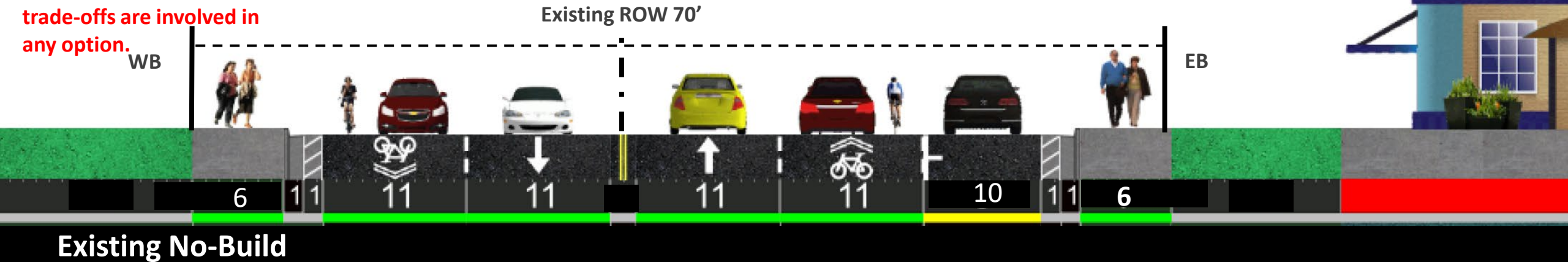
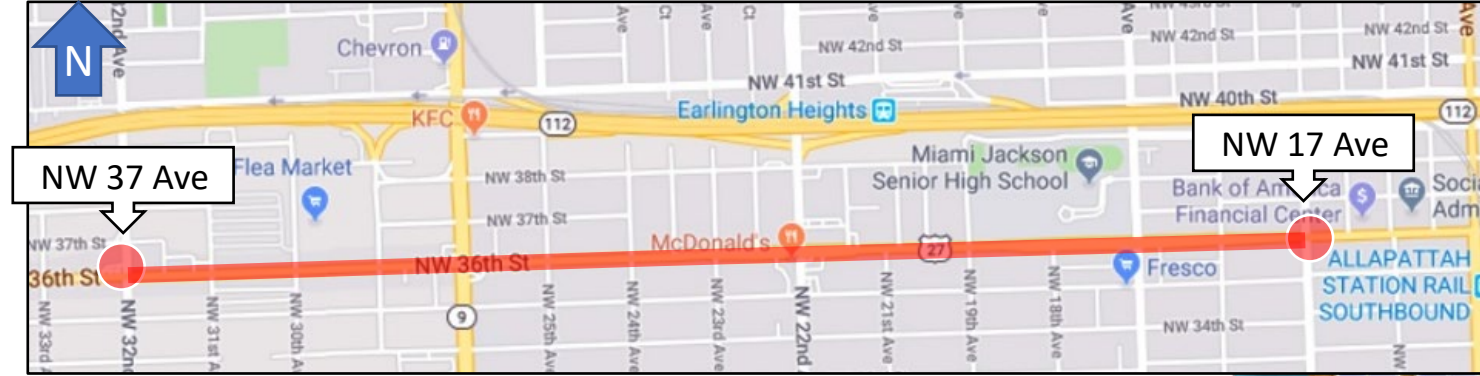




Typical #6 – No-Build and Alternative #1

SR 948 from NW 37 Avenue
to NW 17 Avenue

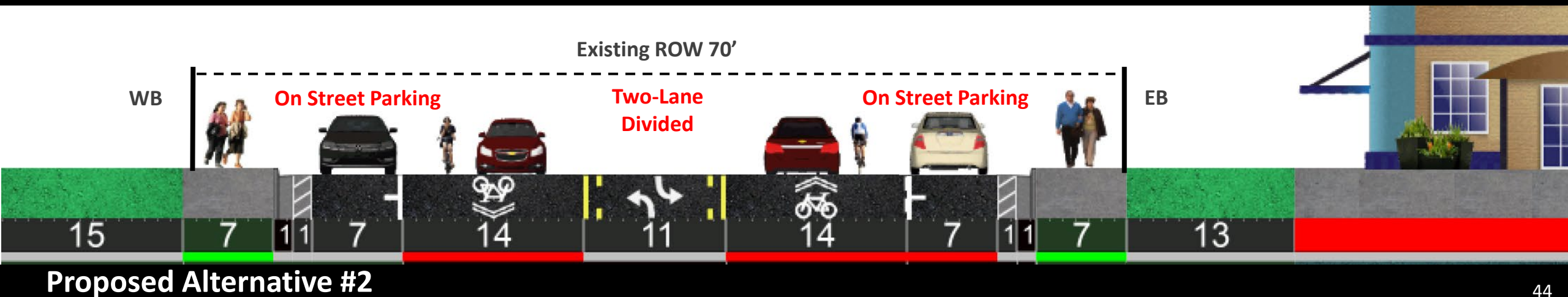
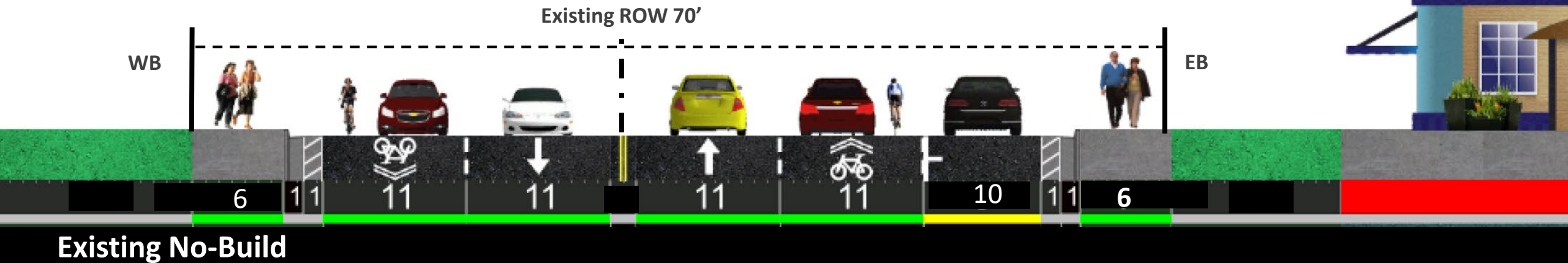
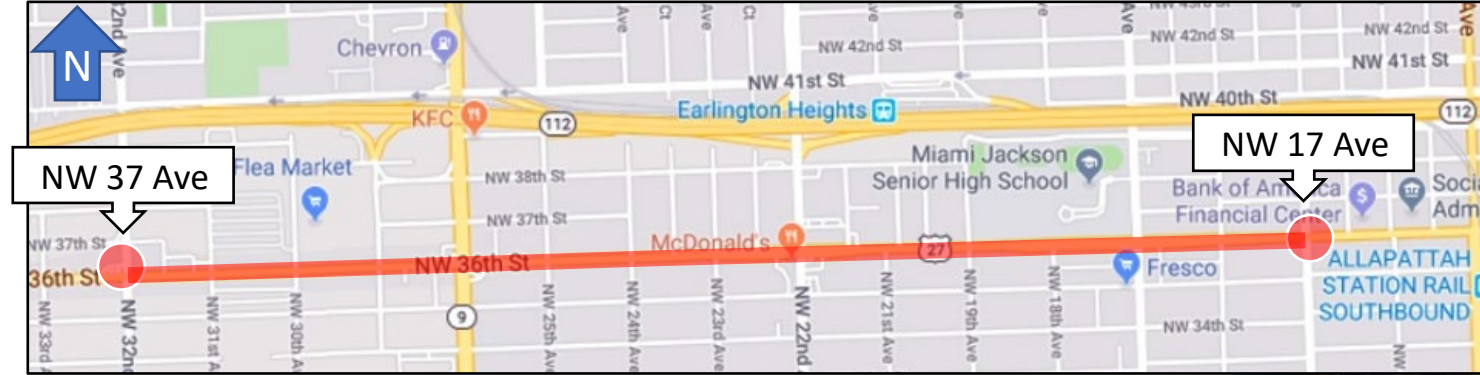
Lane Repurposing provides opportunities for potential transit lanes or buffered bicycle lanes or on-street parking, or combination of such features. Potential trade-offs are involved in any option.





Typical #6 – No-Build and Alternative #2

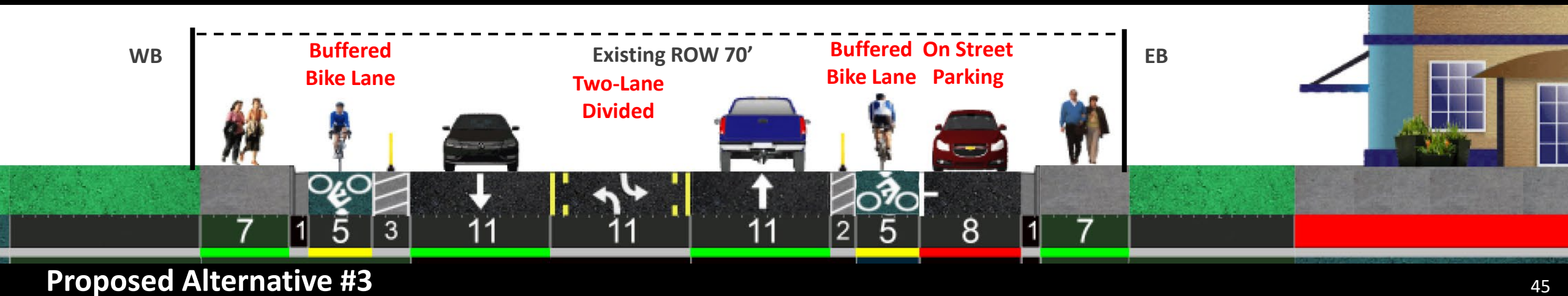
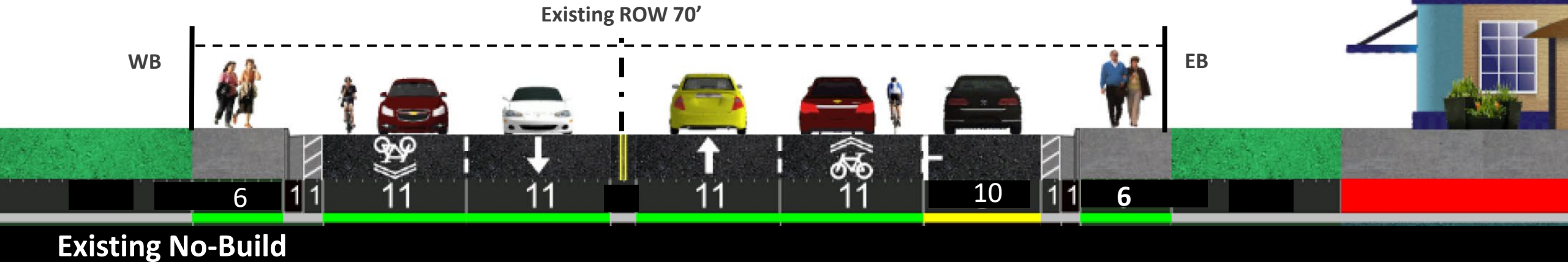
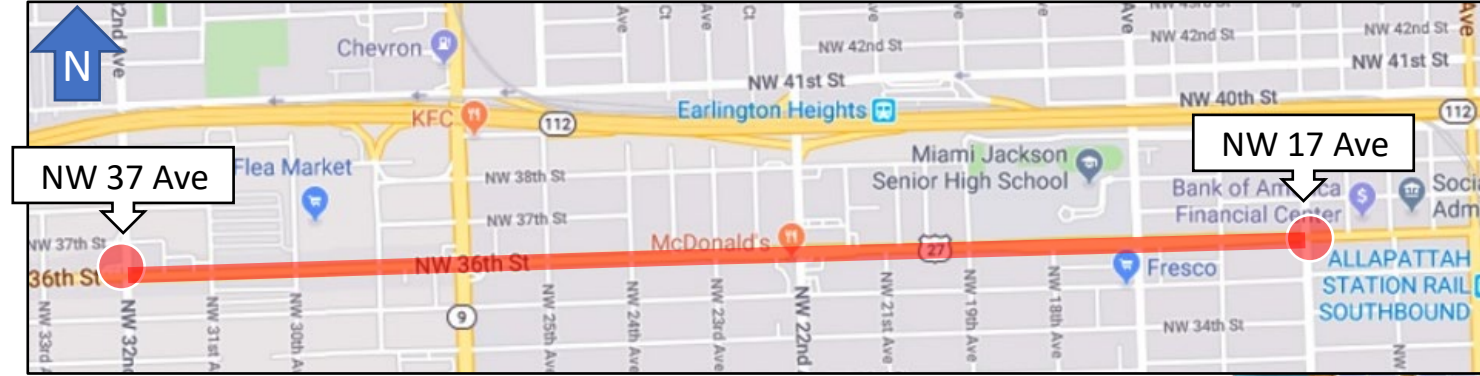
SR 948 from NW 37 Avenue
to NW 17 Avenue





Typical #6 – No-Build and Alternative #3

SR 948 from NW 37 Avenue
to NW 17 Avenue

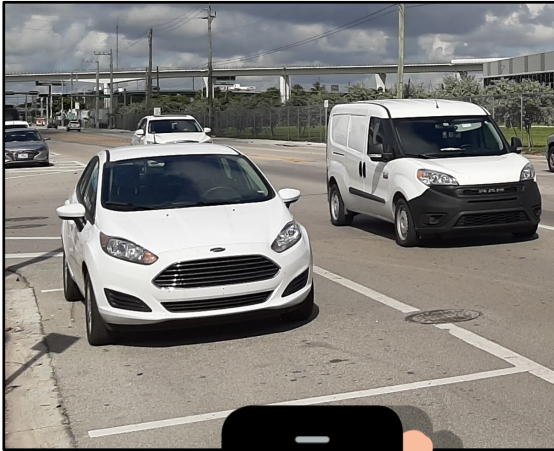


Which alternative(s) do you prefer?

Typical # 6 - Alternatives

SR 948 from NW 37 Avenue to NW 17 Avenue

No-Build



Mid-block crossing



**Lane repurposing for
buffered bike lane or
on street parking**



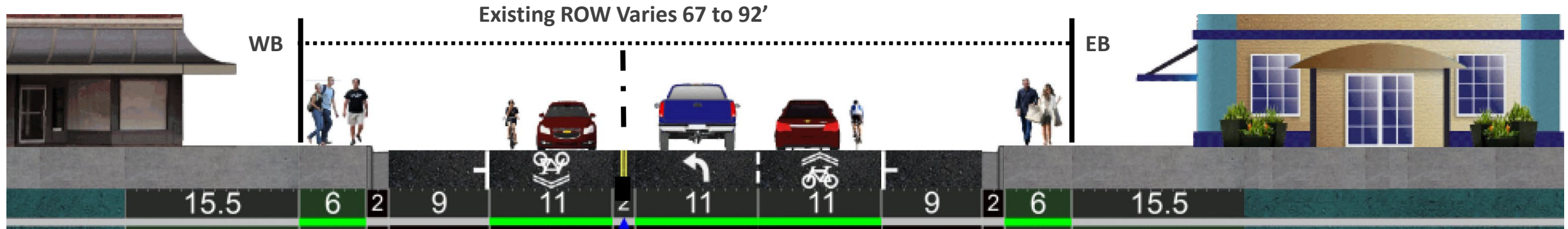
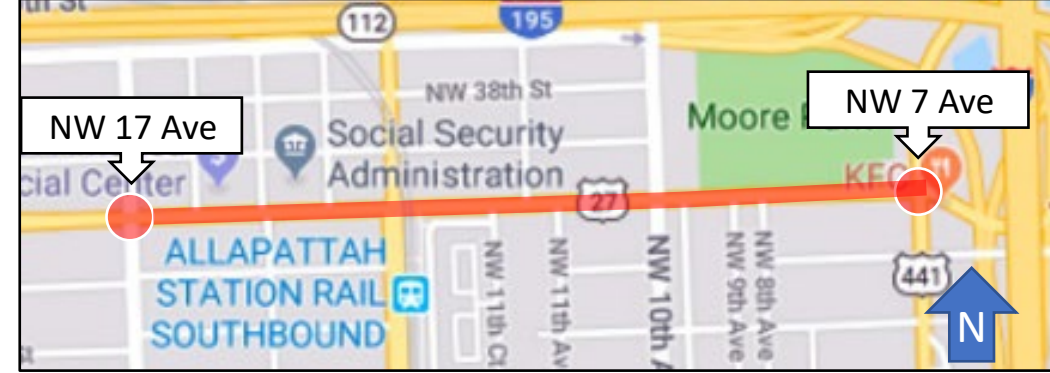
**Business Access and
Transit (BAT) lane or Rail**



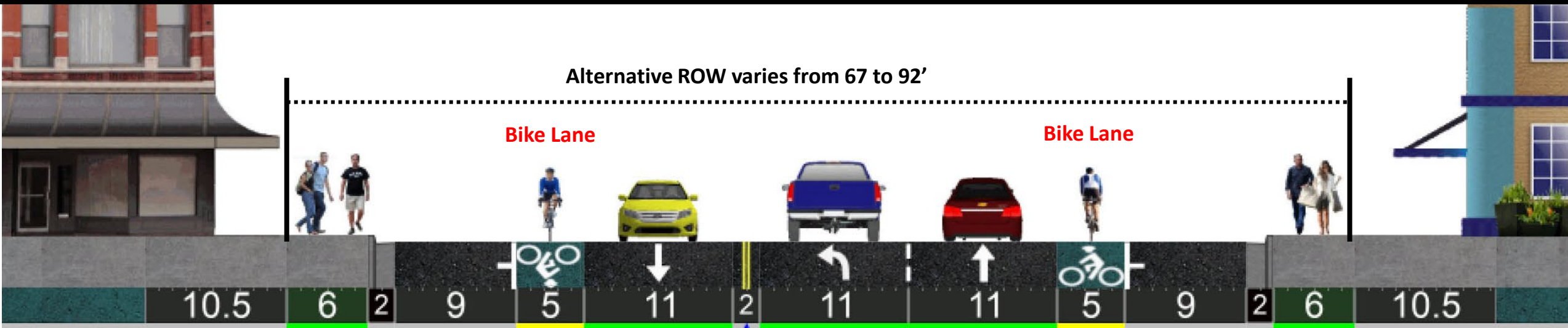


Typical #7 – No-Build and Alternative

SR 948 from NW 17 Avenue to NW 7 Avenue



Existing No-Build



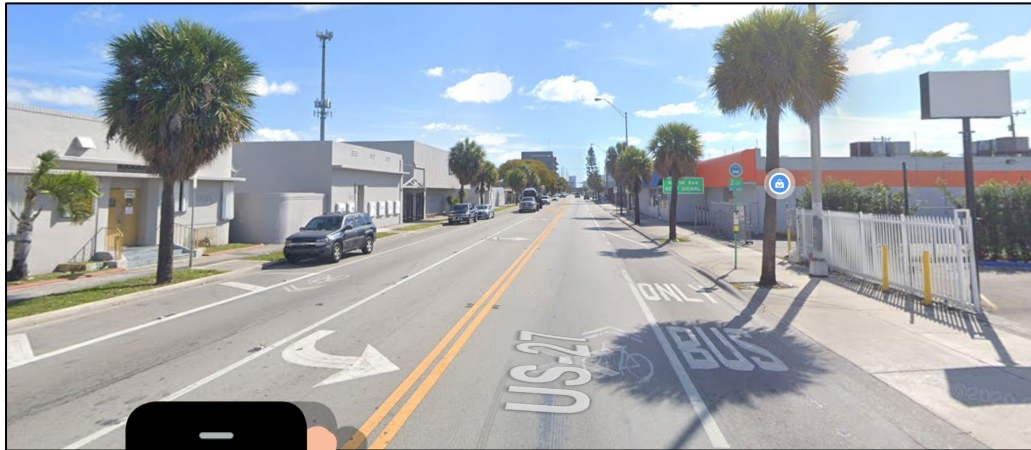
Proposed Alternative

Which alternative do you prefer?

Typical # 7 - Alternatives

SR 948 from NW 17 Avenue to NW 7 Avenue

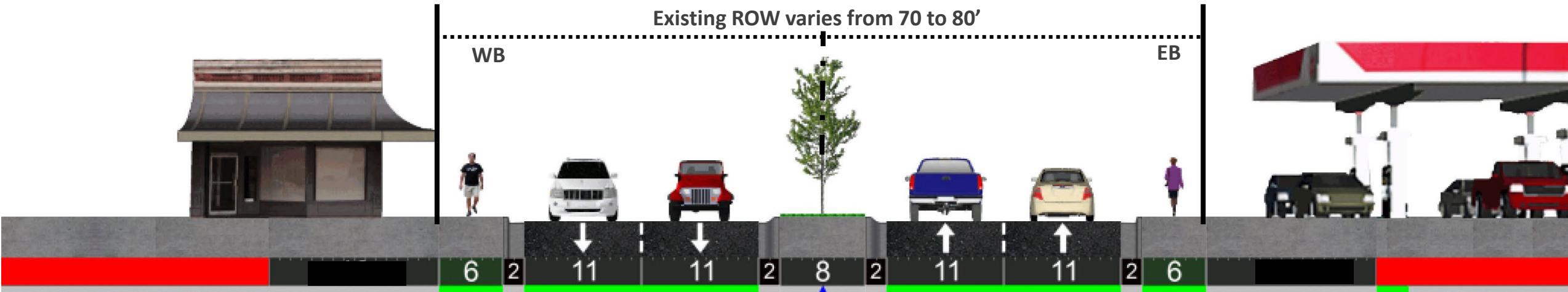
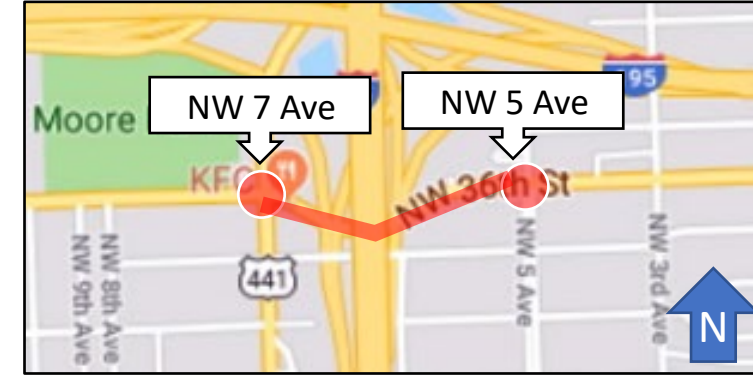
No-Build



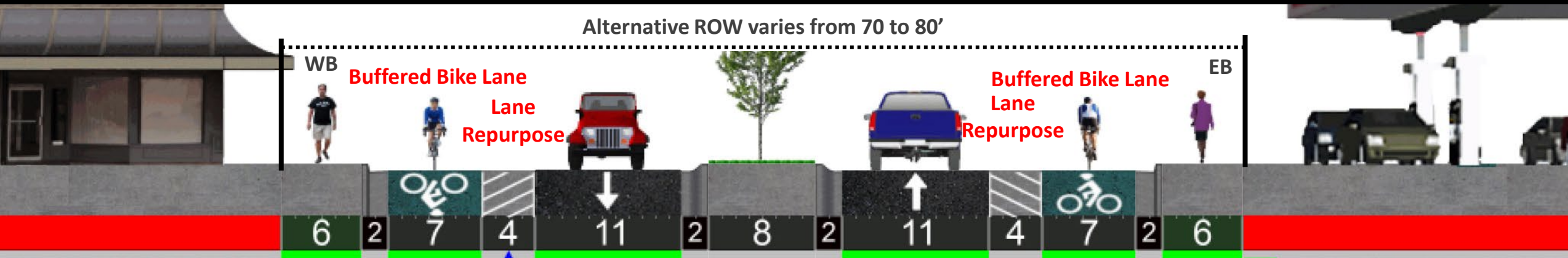
Designated Bike Lanes



Typical #8 – No-Build and Alternative SR 948 from NW 7 Avenue to NW 5 Avenue



Existing No-Build



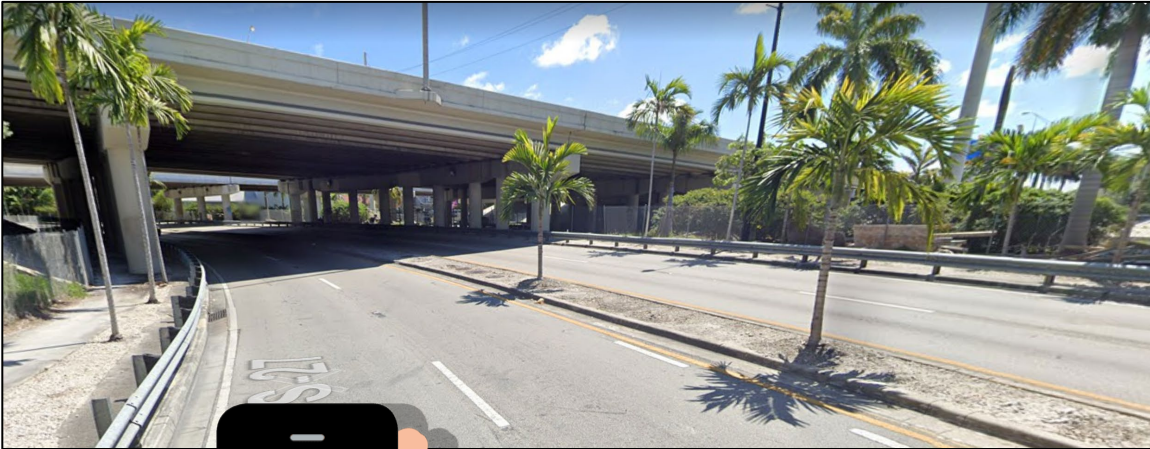
Proposed Alternative

Which alternative do you prefer?

Typical # 8 - Alternatives

SR 948 from NW 7 Avenue to NW 5 Avenue

No-Build



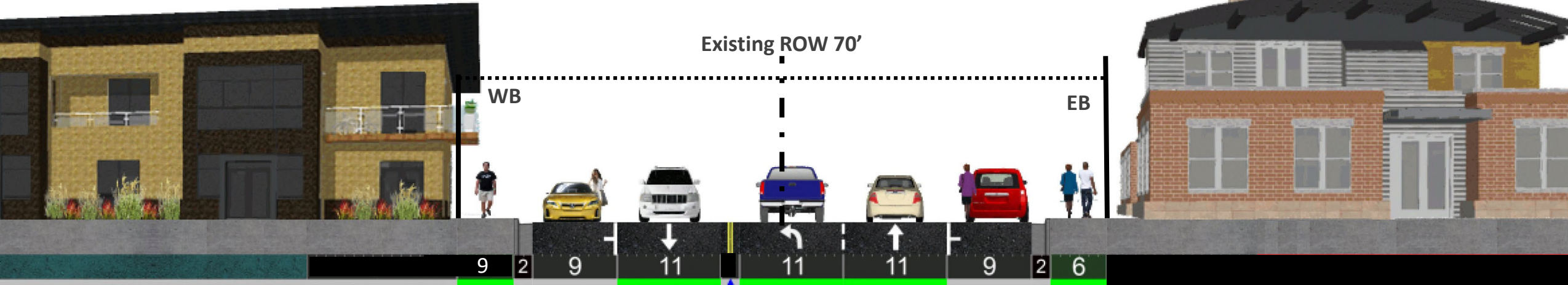
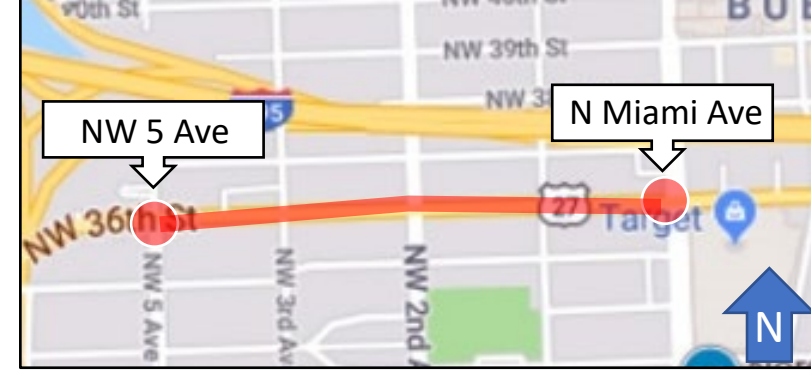
Lane Repurposing and Buffered Bike Lanes



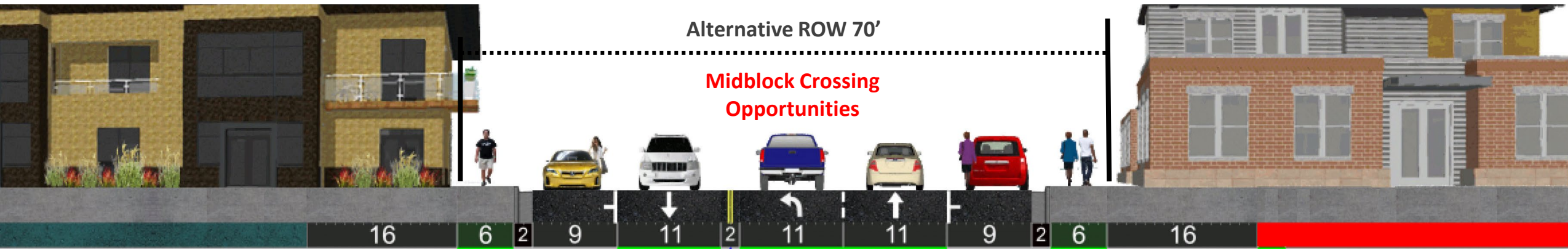


Typical #9 – No-Build and Alternative

SR 948 from NW 5 Avenue to N Miami Avenue



Existing No-Build



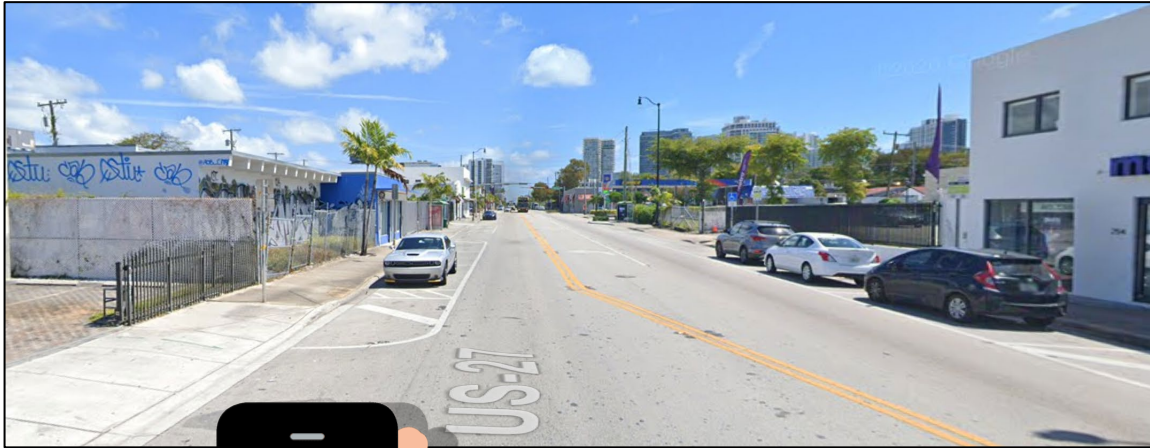
Proposed Alternative

Which alternative do you prefer?

Typical # 9 - Alternatives

SR 948 from NW 5 Avenue to N Miami Avenue

No-Build



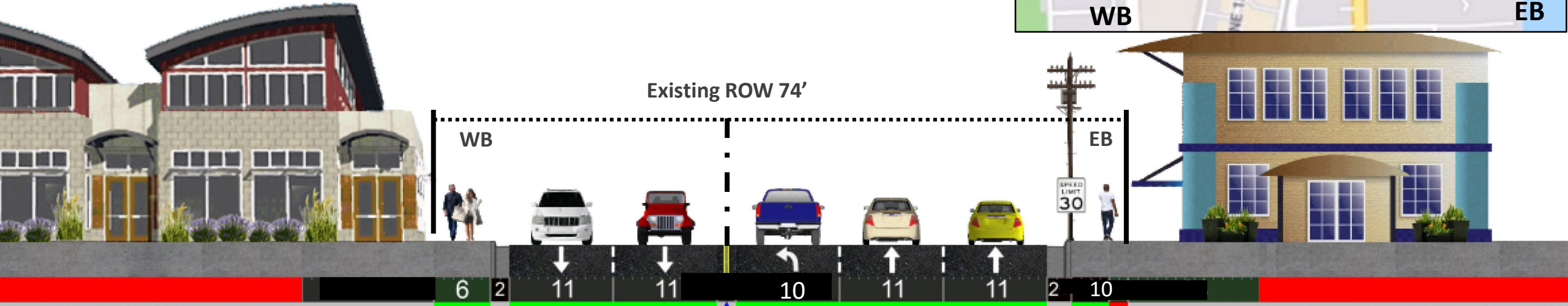
Mid-block crossing opportunities



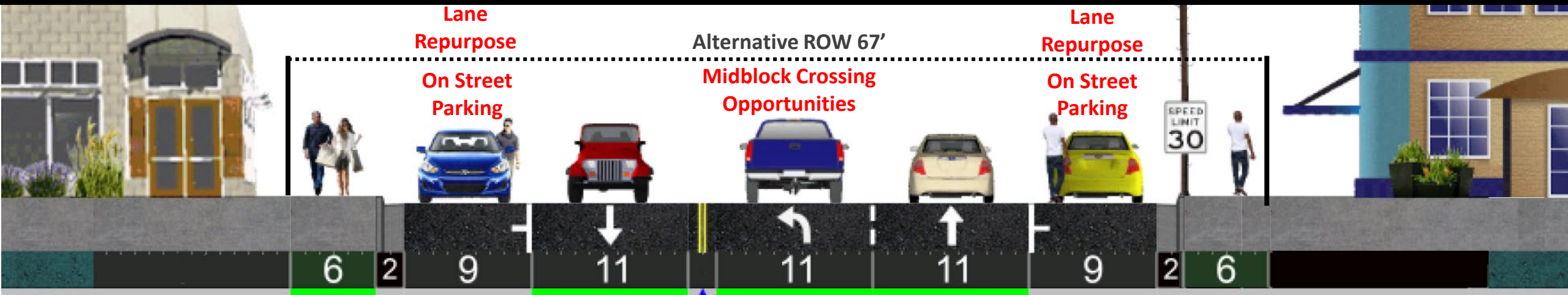


Typical #10 – No-Build and Alternative 1

SR 948 from N Miami Avenue to SR 5/US 1



Existing No-Build

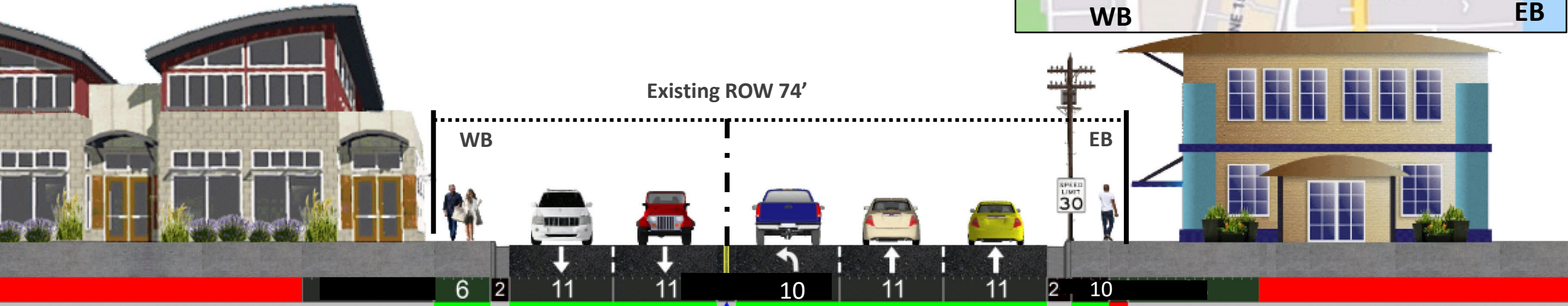


Proposed Alternative 1

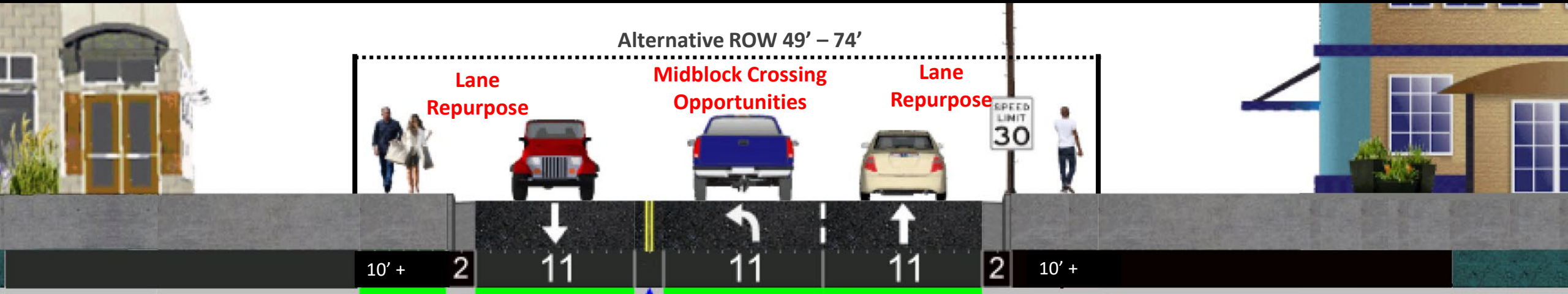


Typical #10 – No-Build and Alternative 2

SR 948 from N Miami Avenue to SR 5/US 1



Existing No-Build



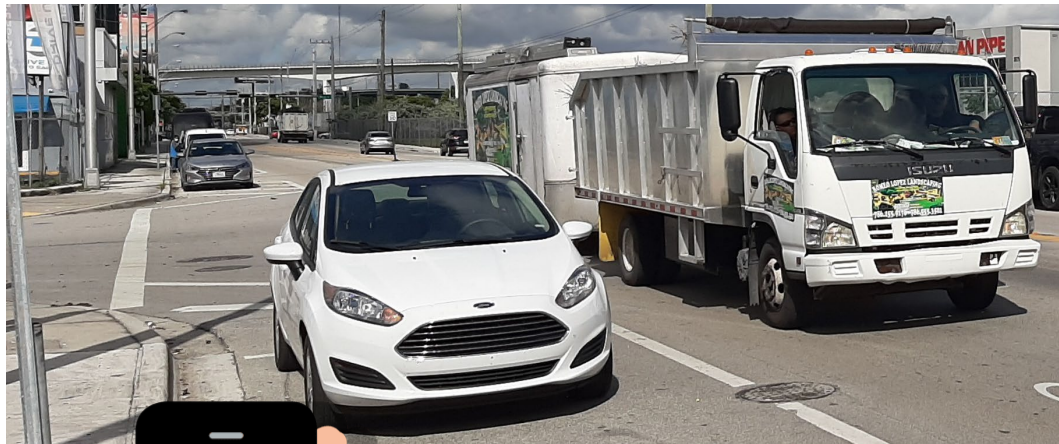
Proposed Alternative 2

Which alternative do you prefer?

Typical # 10 - Alternatives

SR 948 from N Miami Avenue to SR 5/US 1

No-Build



Repurpose 4 lanes to 2 lanes



Project Schedule





Open Discussion

You are invited to
ask questions or provide comments.
Thank you for your time and
participation.



For More Information



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