



Project Development & Environment (PD&E) Study

SR 90 (SW 8th Street and SW 7th Street)

From SR 9/SW 27th Avenue to SR 5/US-1/Brickell Avenue

JUNE 22, 2017

PAG Concerns

- ✓ **Facilitator**
- ✓ **Room set-up**
- ✓ **Copies of presentation**
- ✓ **Innovative solutions**
- ✓ **Evaluate construction impacts**

Project Status

- **Traffic analysis**
- **Alternative analysis**

Alternatives

- **No Build**
- **Transportation Systems Management and Operations (TSM&O)**

Build Alternatives

- **Alternative 1** **Two lane - Two way + Turn lane**
- **Alternative 2** **Two lane - Two way + Transit**
- **Alternative 2A** **Two lane - Two way + Bikes**
- **Alternative 3** **Two lane - One way**
- **Alternative 3A** **Two lane - One way + Shared parking**
- **Alternative 4** **Three lane - One way**

Forecasted Traffic Volumes

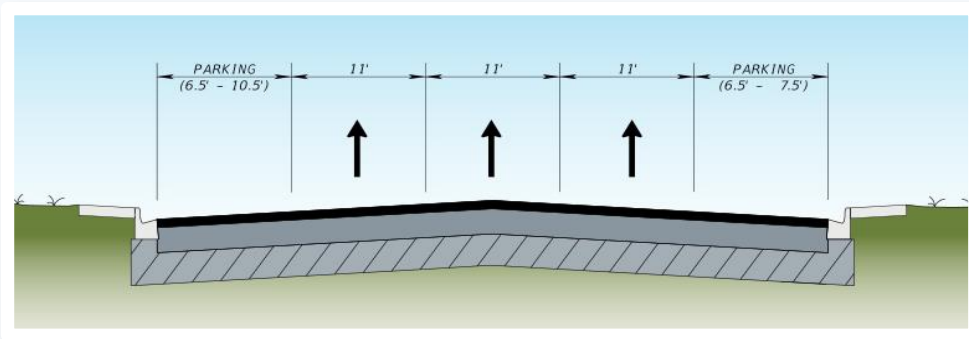
SW 8TH STREET AND SW 7TH STREET 2045 TRAFFIC FORECAST

| Location | | 2015 Existing Traffic | Design Alternatives - 2045 Forecast | | |
|--------------|--|--------------------------|-------------------------------------|----------------------|----------------------|
| | | | Three Lanes One Way | Two Lanes Two Way | Two Lanes One Way |
| East of I-95 | SW 8 Street | 21100 | 23800 | 20100 | 22000 |
| | SW 7 Street | 12000 | 15300 | 14500 | 13300 |
| | Total SW 7 & 8 Street | 33100 | 39100 | 34600 | 35300 |
| | Total Increase from 2015 | | 18% | 5% | 7% |
| | Volume Difference (Traffic Diversion) | | N/A | 4500 | 3800 |
| West of I-95 | SW 8 Street | 21300 | 28400 | 19400 | 22000 |
| | SW 7 Street | 17000 | 24100 | 16400 | 18400 |
| | Total SW 7 & 8 Street | 38300 | 52500 | 35800 | 40400 |
| | Total Increase from 2015 | | 37% | -6% | 5% |
| | Volume Difference (Traffic Diversion) | | N/A | 16700 | 12100 |
| | | | | 32% | 23% |

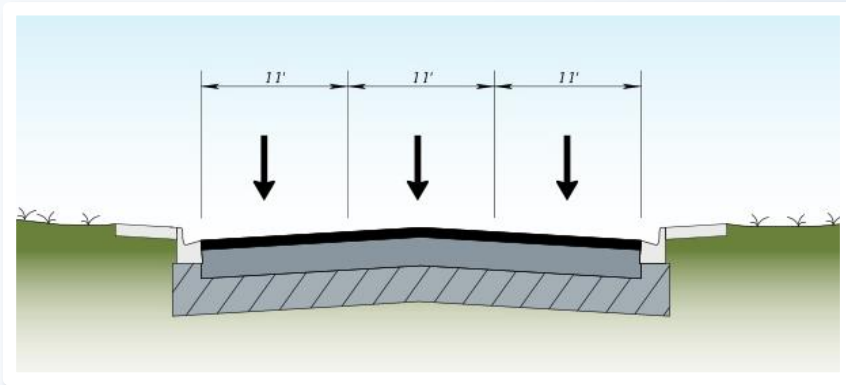
Diversion: Traffic that will seek alternate routes

No Build Alternative

NO BUILD ALTERNATIVE – SW 8TH/SW 7TH STREET



SW 8th Street



SW 7th Street

NO EXPENDITURE OF FUNDS

BENEFITS

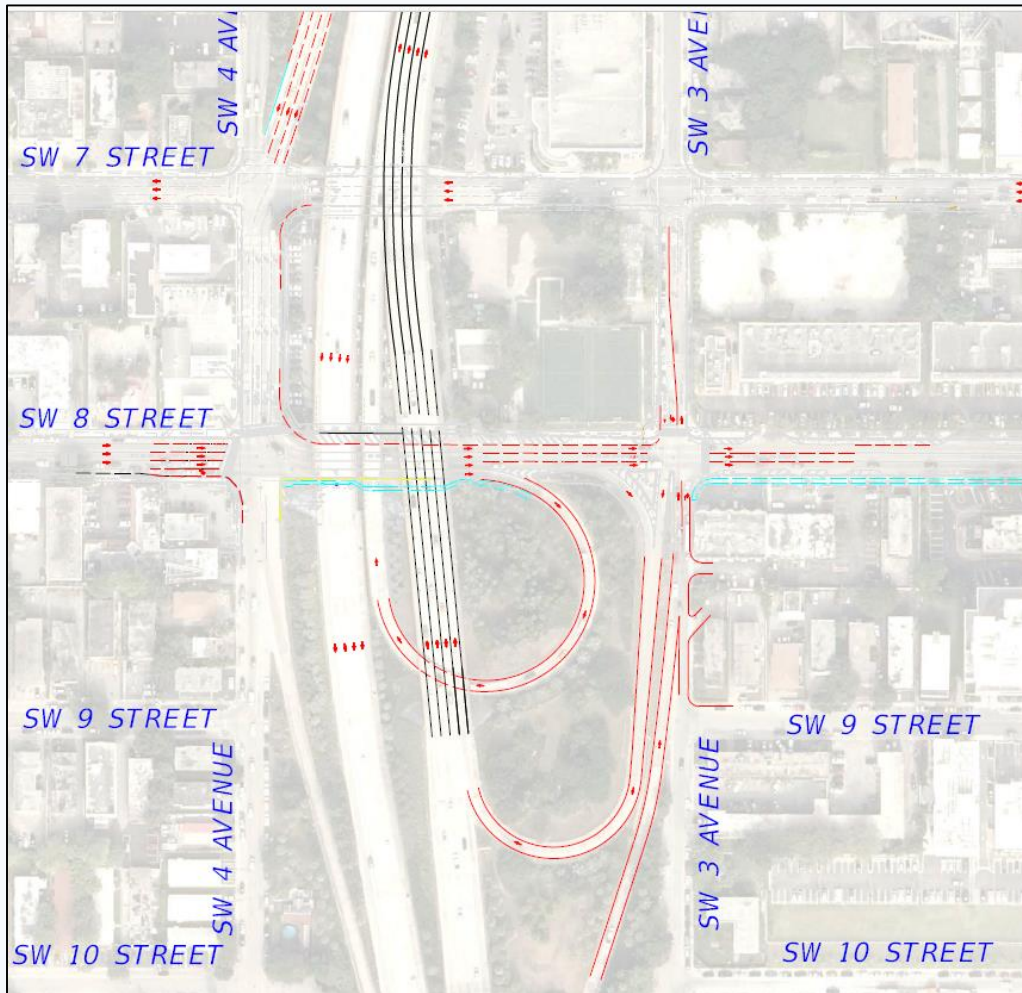
- Maintenance of traffic
- Environmental

CONCERNS - NO IMPROVEMENTS

- Safety
- Multimodal level of service (LOS)
- Access improvements
- Complete streets

No Build Alternative

NO BUILD ALTERNATIVE – I-95



BENEFITS

- Maintenance of traffic
- Environmental

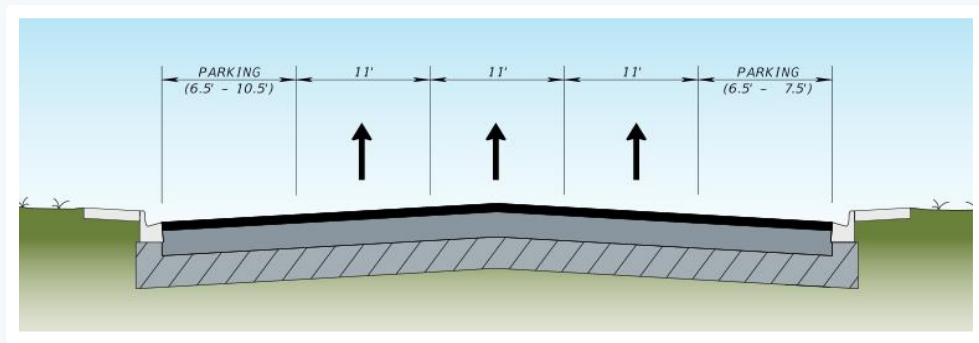
CONCERNS - NO IMPROVEMENTS

- Safety
- Multimodal level of service (LOS)
- Access improvements
- Complete streets

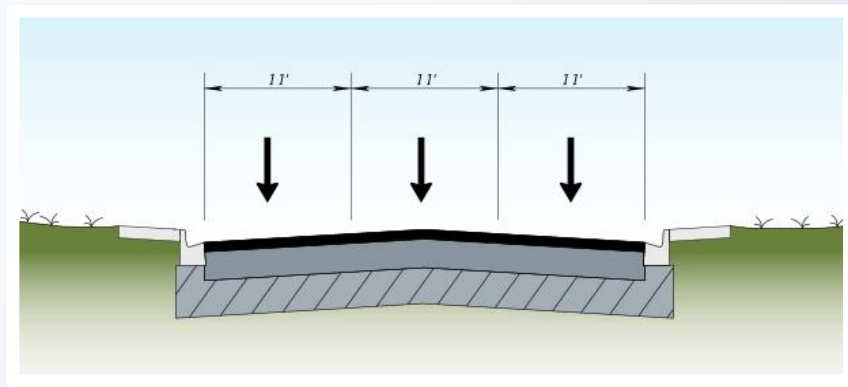
TSM&O Alternative

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) ALTERNATIVE – SW 8TH/SW 7TH STREET

SW 8TH STREET



SW 7TH STREET



BENEFITS

- Minor safety improvements
- Multimodal level of service (LOS)
Improvements to automobiles
- Maintenance of traffic
- No environmental impacts

CONCERNS

- No access improvements
at I-95

TSM&O Alternative

TSM&O ALTERNATIVE –SW 8TH/SW 7TH STREET

- UPGRADE/NEW SIGNALIZATION ELEMENTS
 - Next generation traffic controller
 - Advanced Traffic Management System (ATMS)
 - Video detection
 - Cabinets
- UPGRADE/NEW ITS ELEMENTS
 - CCTV cameras
 - Arterial Dynamic Message Signs (ADMS)
 - Travel Time System (TTS)
 - Fiber optic cable/wireless communications system
- EVALUATE APPLICABILITY
 - Adaptive Signal Control Technology (ASCT)
 - Connected Vehicles Technology – Signal Phase and Timing (SPaT)
 - Information systems
 - Transit ITS



Build Alternatives

BUILD ALTERNATIVES – SW 8TH/SW 7TH STREET TWO WAY ALTERNATIVES



NEW SIGNALS - CONCERNS

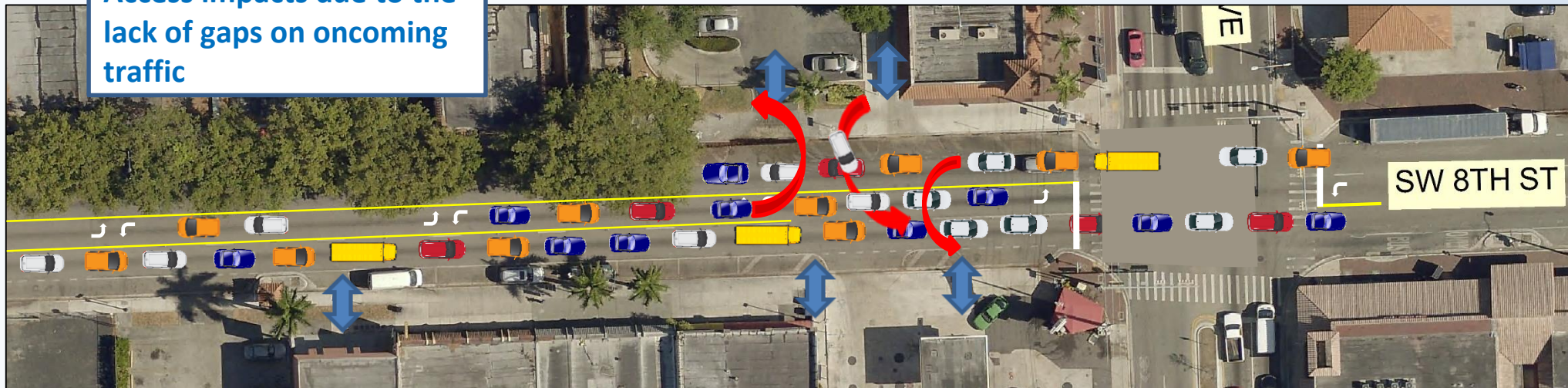
- May require right-of-way
- Pedestrian accessibility
- Environmental impacts
- Utility conflicts
- Construction impacts



Build Alternatives

BUILD ALTERNATIVES – SW 8TH/SW 7TH STREET TWO LANES - TWO WAY

Access impacts due to the lack of gaps on oncoming traffic



BENEFITS

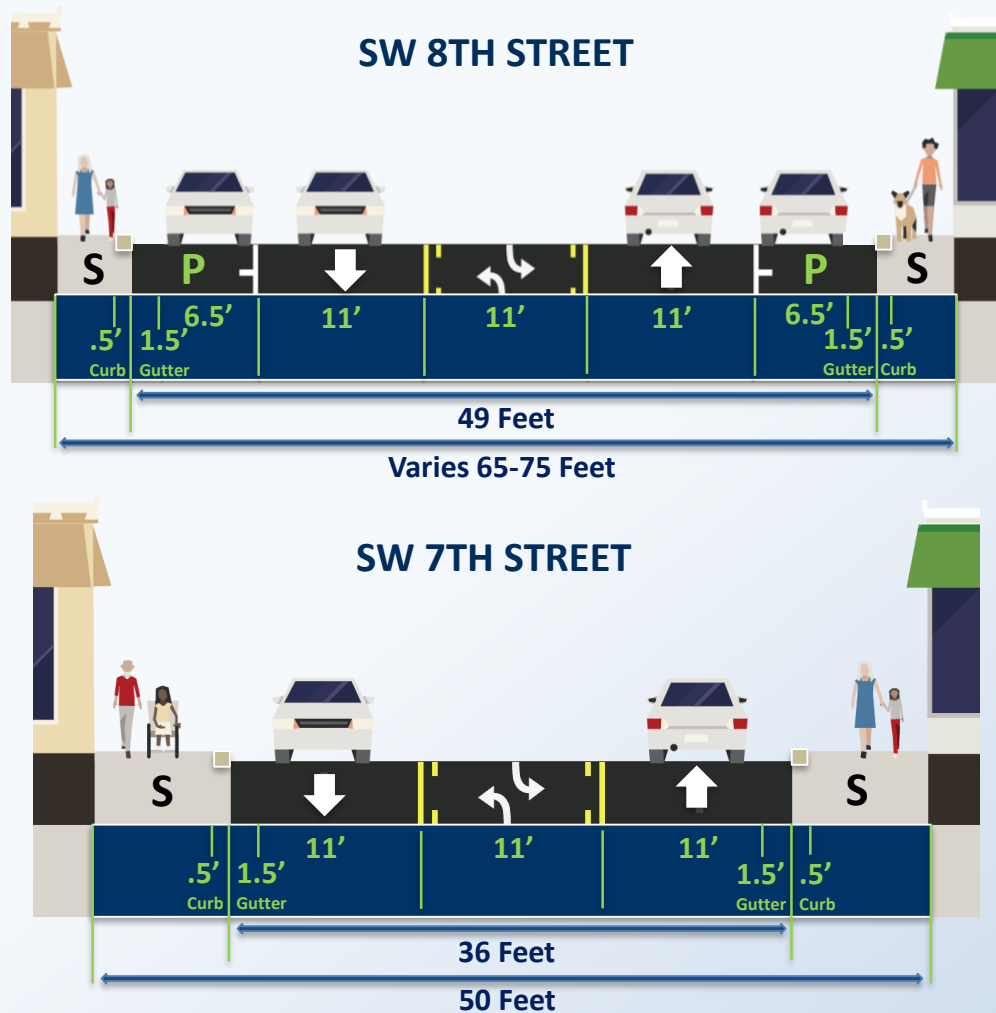
- Access off peak hour

CONCERNS

- Access peak hour
- Safety
- Traffic diversion
- Right-of-way
- Environmental impacts
- Construction impacts
- Parking

Build Alternatives

ALTERNATIVE #1 TWO LANES - TWO WAY

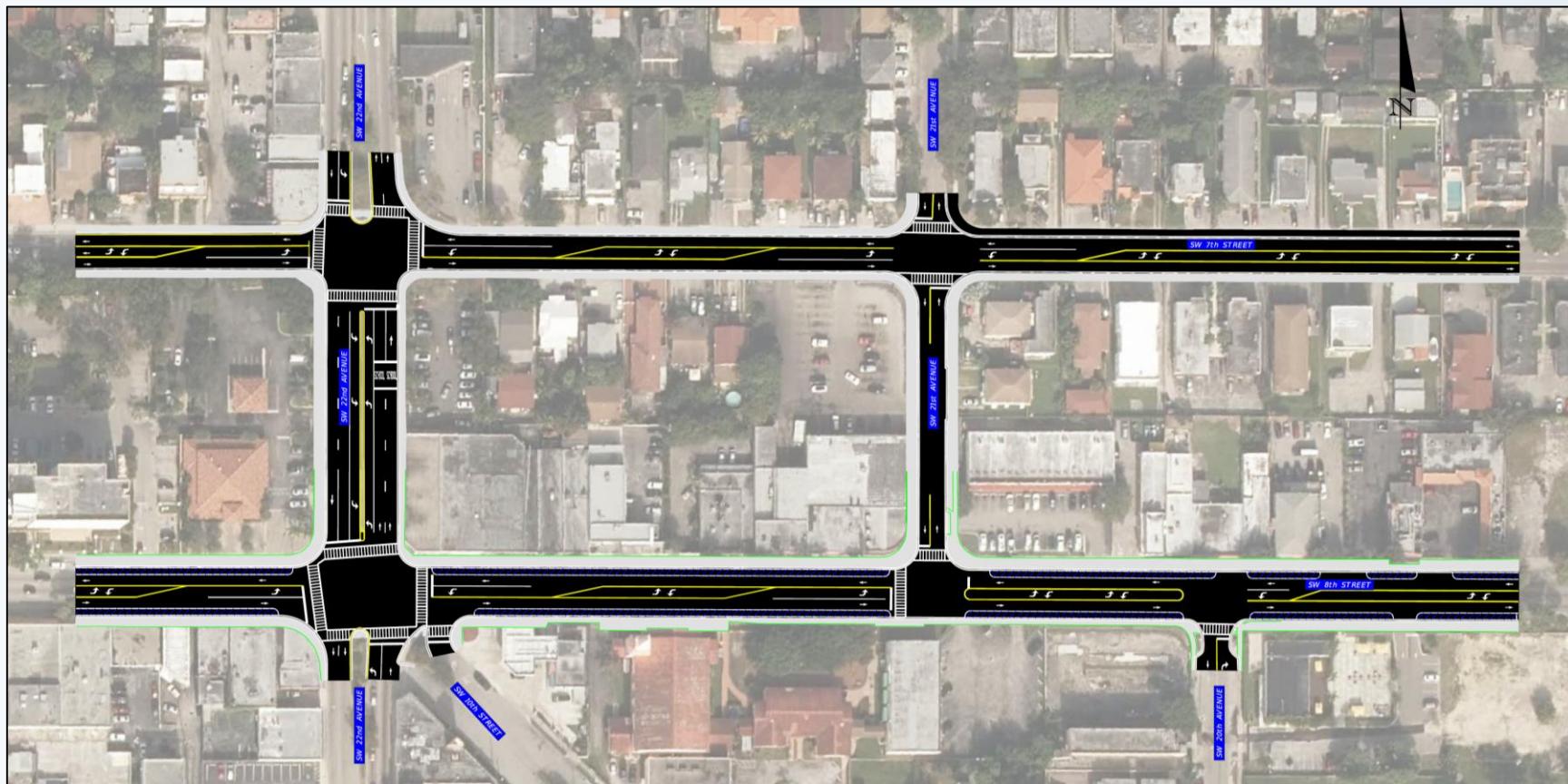


- 2 through lanes + 1 two way left turn lane
- Traffic flow: Two-way
- Maintains pavement width
- Parking: Not modified
- Sidewalk: Not modified
- Improvements at I-95

Requires change in the historic designation law

Build Alternatives

ALTERNATIVE #1 - TWO LANES - TWO WAY



BENEFITS

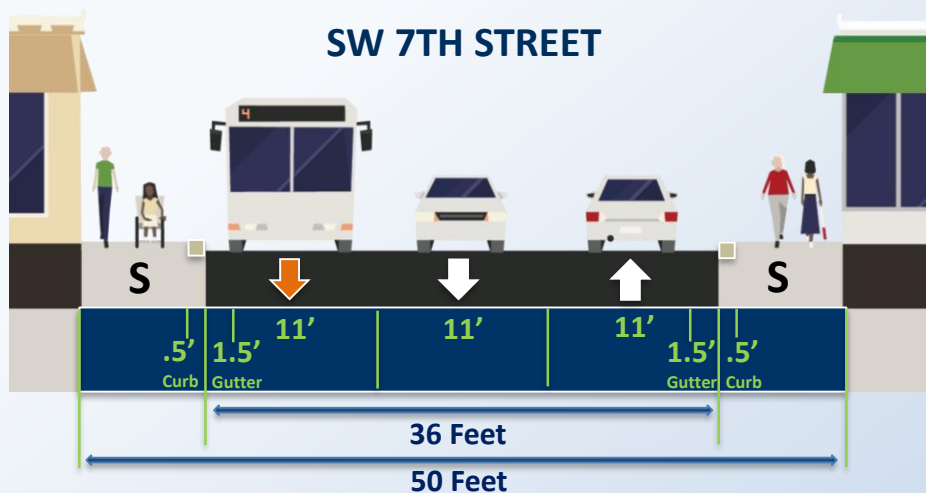
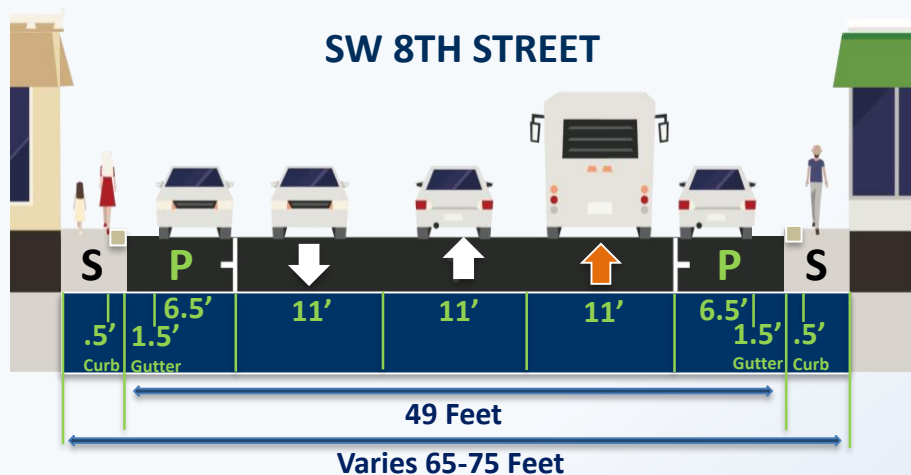
- Access off peak hour
- No impacts to parking

CONCERNS

- Access peak hour
- Safety
- Traffic diversion
- Minor right-of-way
- Environmental impacts
- Construction impacts

Build Alternatives

ALTERNATIVE #2 TWO LANES - TWO WAY + TRANSIT

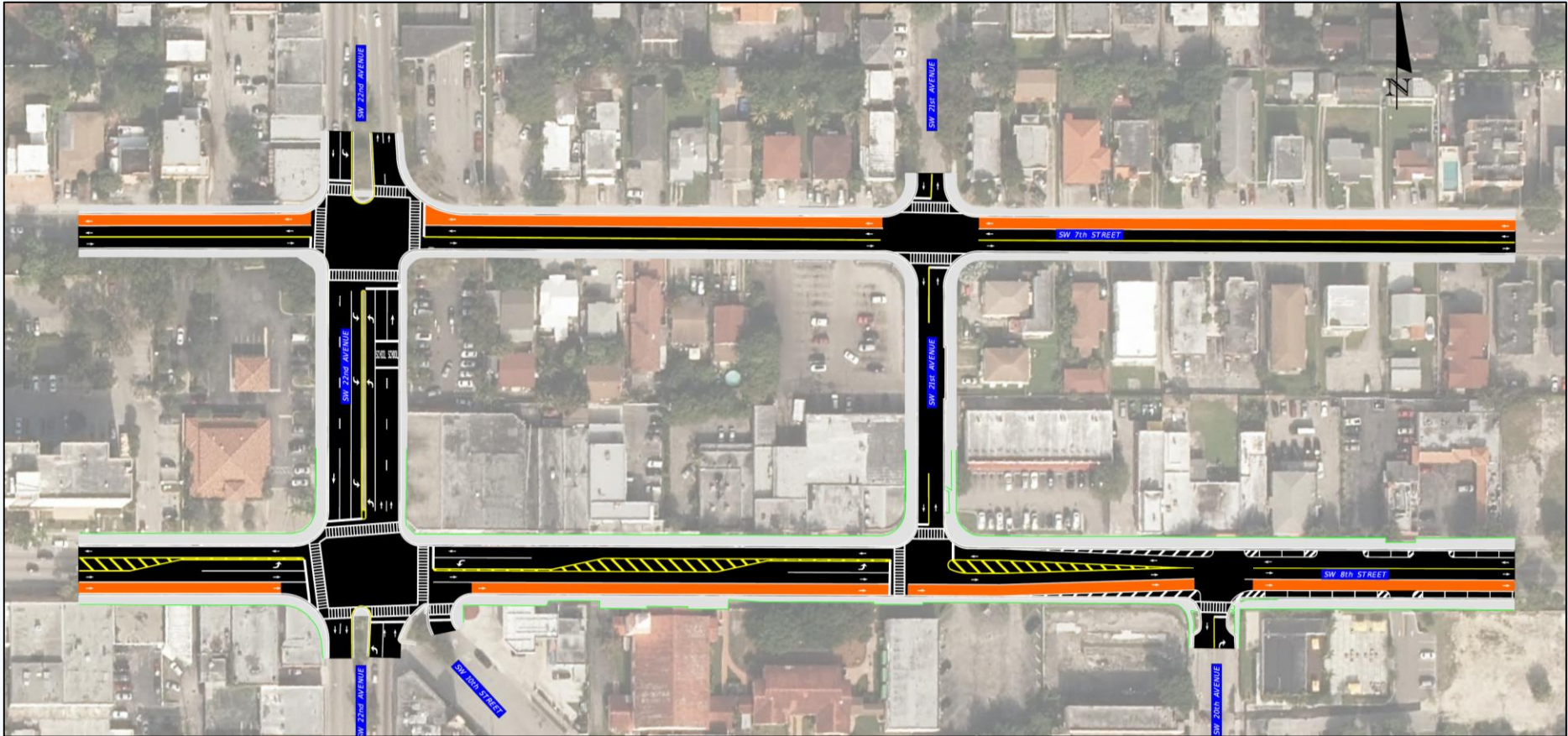


- 2 through lanes + 1 transit only lane
- Traffic flow: Two-way
- Maintains pavement width
- Parking: Reduces number of spaces
- Sidewalk: Not modified
- Improvements at I-95

Requires change in the historic designation law

Build Alternatives

ALTERNATIVE #2 - TWO LANES - TWO WAY + TRANSIT WITH LEFT TURNS



BENEFITS

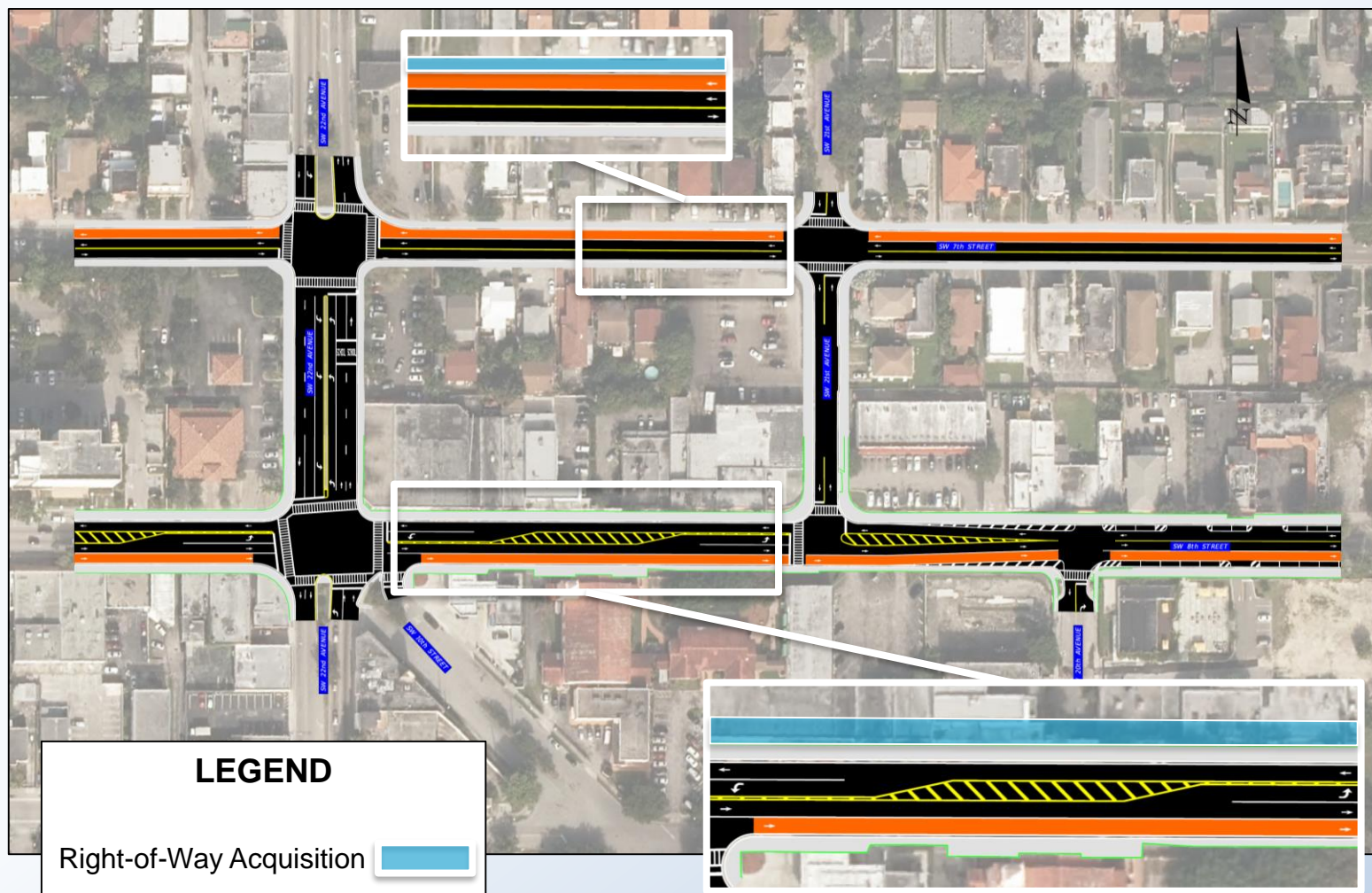
- Access off peak hour
- Improves transit operations

CONCERNS

- Access peak hour
- Safety
- Traffic diversion
- Reduces parking by 60%
- Minor right-of-way
- Environmental impacts
- Construction impacts

Build Alternatives

ALTERNATIVE #2 - TWO LANES - TWO WAY + TRANSIT WITH LEFT TURNS



BENEFITS

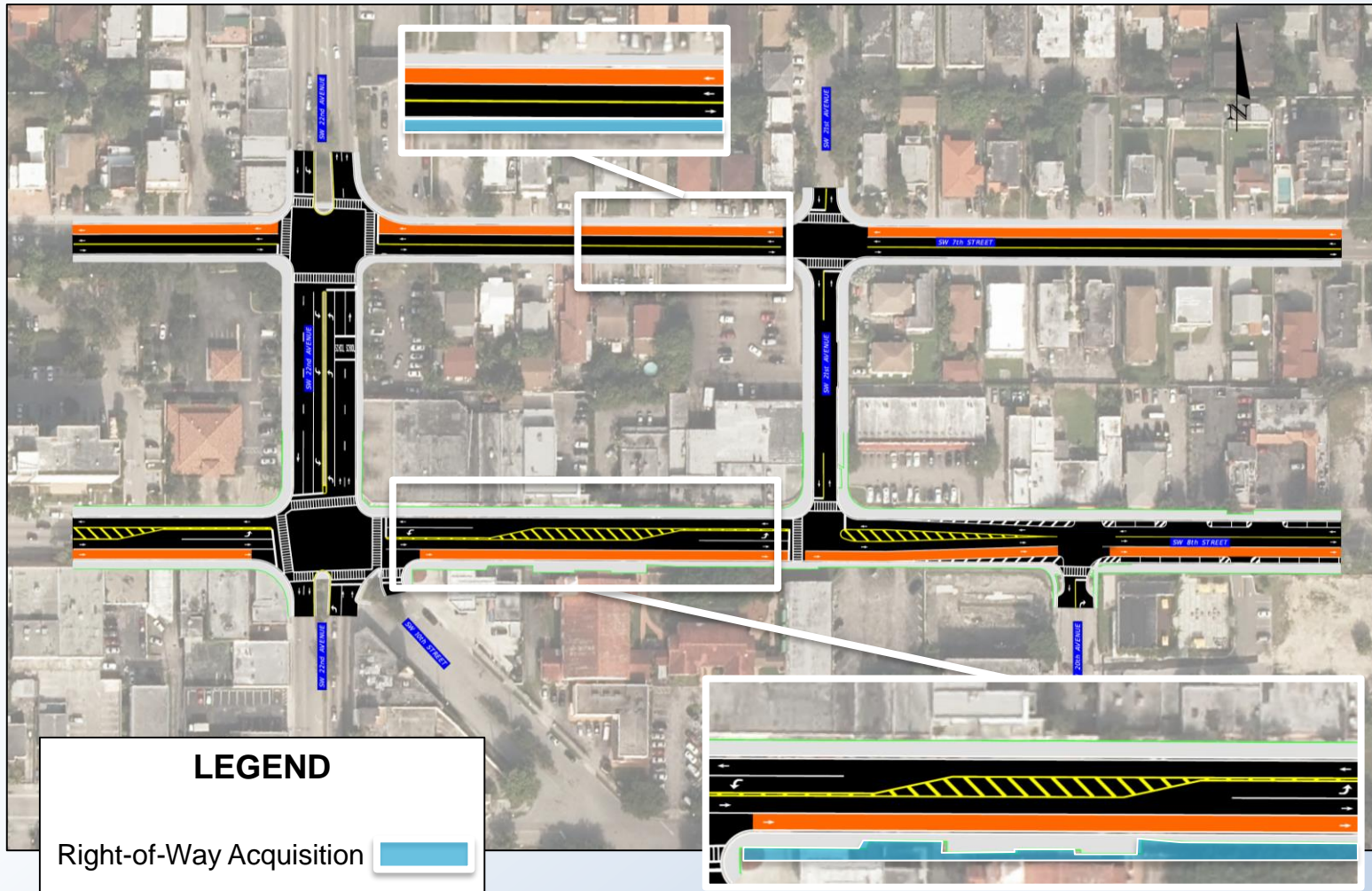
- Access off peak hour
- No impacts to parking
- Improves transit operations

CONCERNS

- Access peak hour
- Safety
- Right-of-way business/residential impacts
- Environmental impacts
- Traffic diversion
- Construction impacts

Build Alternatives

ALTERNATIVE #2 - TWO LANES - TWO WAY + TRANSIT WITH LEFT TURNS



BENEFITS

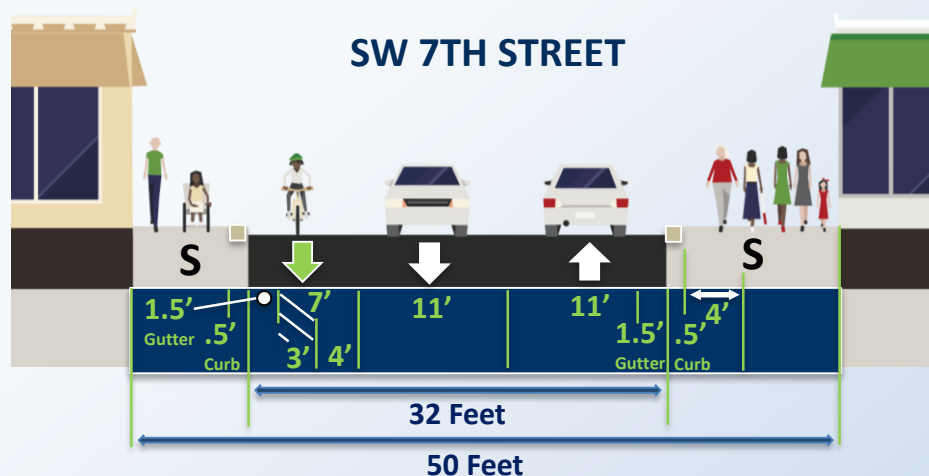
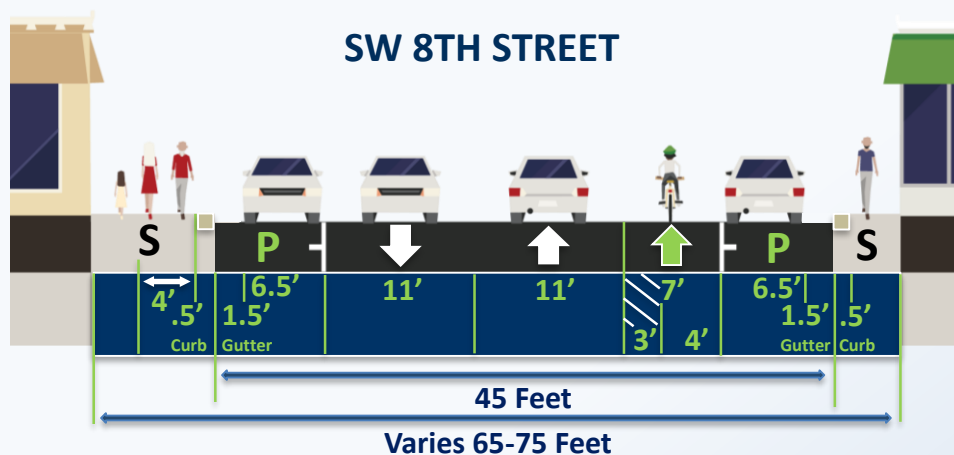
- Access off peak hour
- No impacts to parking
- Improves transit operations

CONCERNS

- Access peak hour
- Safety
- Right-of-way business/residential impacts
- Environmental impacts
- Traffic diversion
- Construction impacts

Build Alternatives

ALTERNATIVE #2A TWO LANES - TWO WAY + BIKE



- 2 through lanes + 1 bike lane
- Traffic flow: Two-way
- Narrows pavement width
- Parking: Reduces number of spaces
- Sidewalk: Wider
- Improvements at I-95

Requires change in the historic designation law

Build Alternatives



Little Havana Bicycle/Pedestrian Mobility Plan prepared for the City of Miami and the Miami-Dade Transportation Planning Organization (TPO) in June 2016

RECOMMENDED BICYCLE LANE CORRIDORS

| Corridor | Limits |
|---------------------|---------------------------------------|
| SW 1st Street | SW 6th Avenue to South River Drive |
| SW 6th Street | SW 27th Avenue to SW 4th Avenue |
| SW 3rd Avenue | South Dixie Highway to SW 12th Avenue |
| SW 22nd Avenue | West Flagler Street to SW 22nd Street |
| SW 22nd Avenue Road | SW 8th Street to West Flagler Street |
| SW 17th Avenue | West Flagler Street to SW 1st Avenue |

Build Alternatives



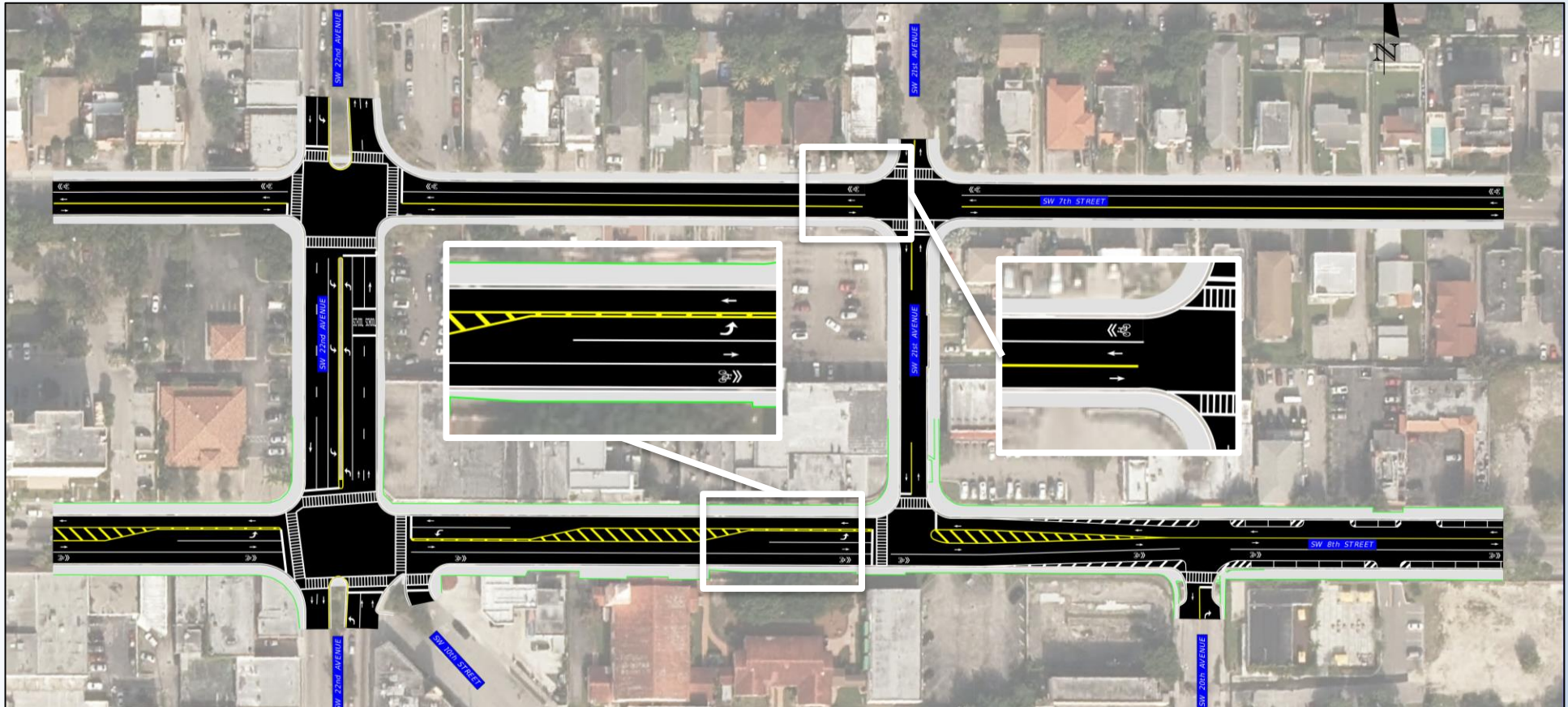
WIDER SIDEWALKS - CONCERNS

- Drainage impacts
- Utility conflicts
- Construction impacts



Build Alternatives

ALTERNATIVE #2A - TWO LANES - TWO WAY + BIKE



BENEFITS

- Access off peak hour
- Wider sidewalks
- Improvements to bikes

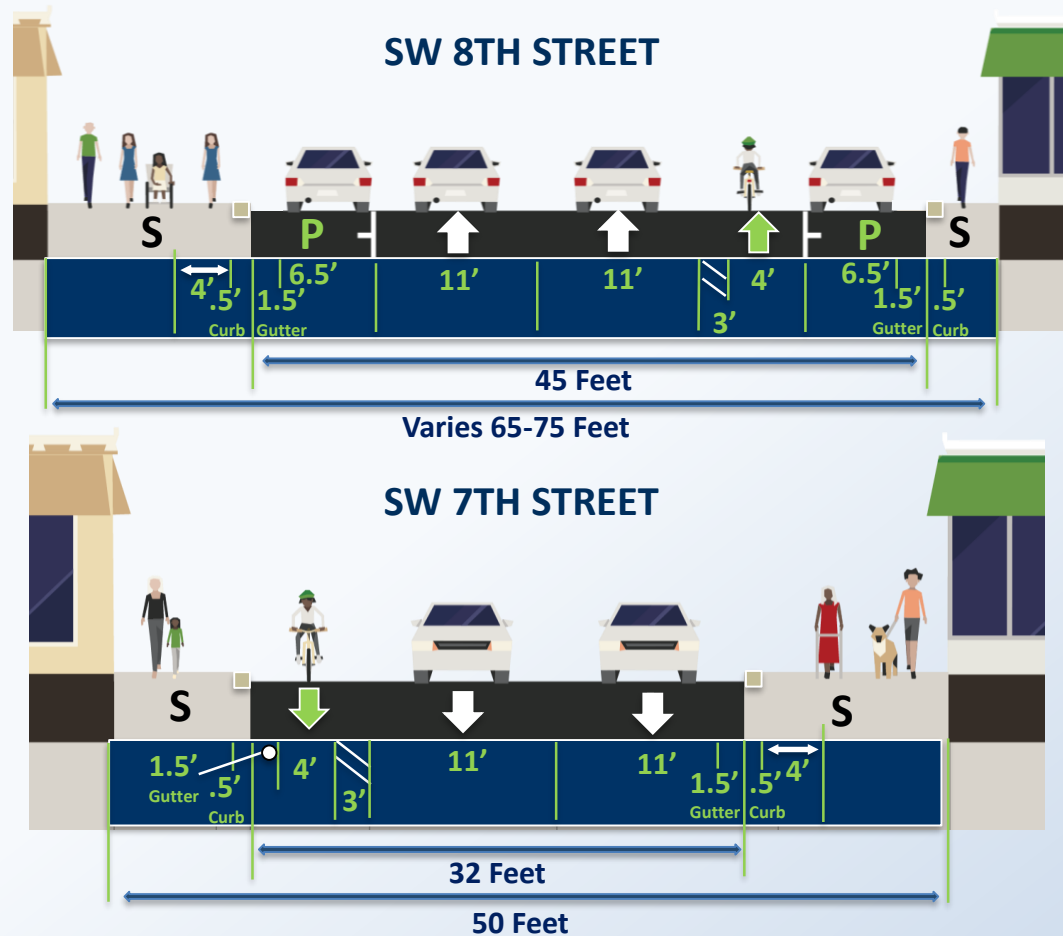
CONCERNS

- Access peak hour
- Safety
- Traffic diversion

- Drainage
- Construction impacts
- Reduces parking by 60%
- Environmental impacts

Build Alternatives

ALTERNATIVE #3 TWO LANES - ONE WAY



- 2 through lanes + 1 bike lane
- Traffic flow: One-way
- Narrows pavement width
- Parking: Not modified
- Sidewalk: Wider
- Improvements at I-95

Requires change in the historic designation law

Build Alternatives

ALTERNATIVE #3 - TWO LANES - ONE WAY



BENEFITS

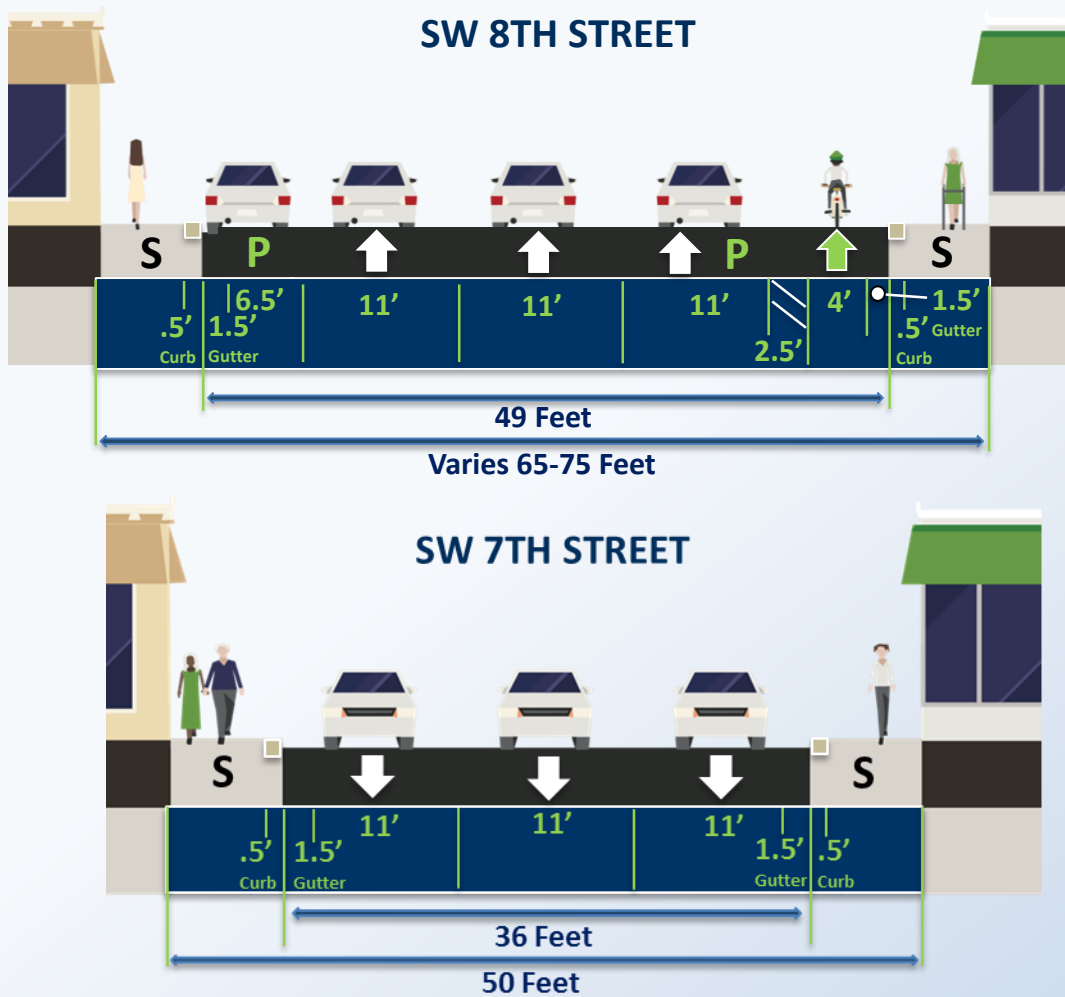
- No impacts to parking
- Wider sidewalks
- Improvements to bikes

CONCERNS

- Safety
- Traffic diversion
- Drainage
- Utility impacts
- Construction impacts

Build Alternatives

ALTERNATIVE #3A THREE LANES - SHARED PARKING AND TRAVEL LANE



- 2 through lanes + 1 bike lane on SW 8th Street
- Traffic flow: One-way
- Maintains pavement width
- Parking: Allowed during off peak hour
- Sidewalk: Not modified
- Improvements at I-95

Build Alternatives

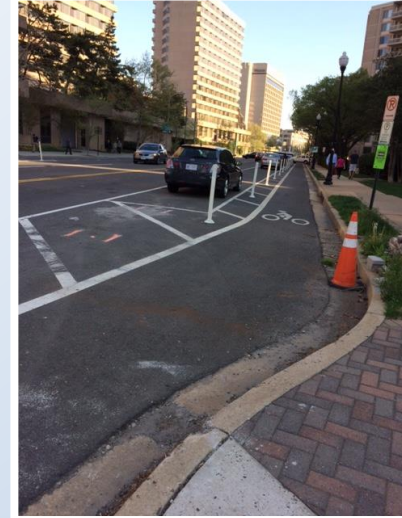
ALTERNATIVE #3A THREE LANES - SHARED PARKING AND TRAVEL LANE



Las Olas Boulevard, Ft. Lauderdale, FL

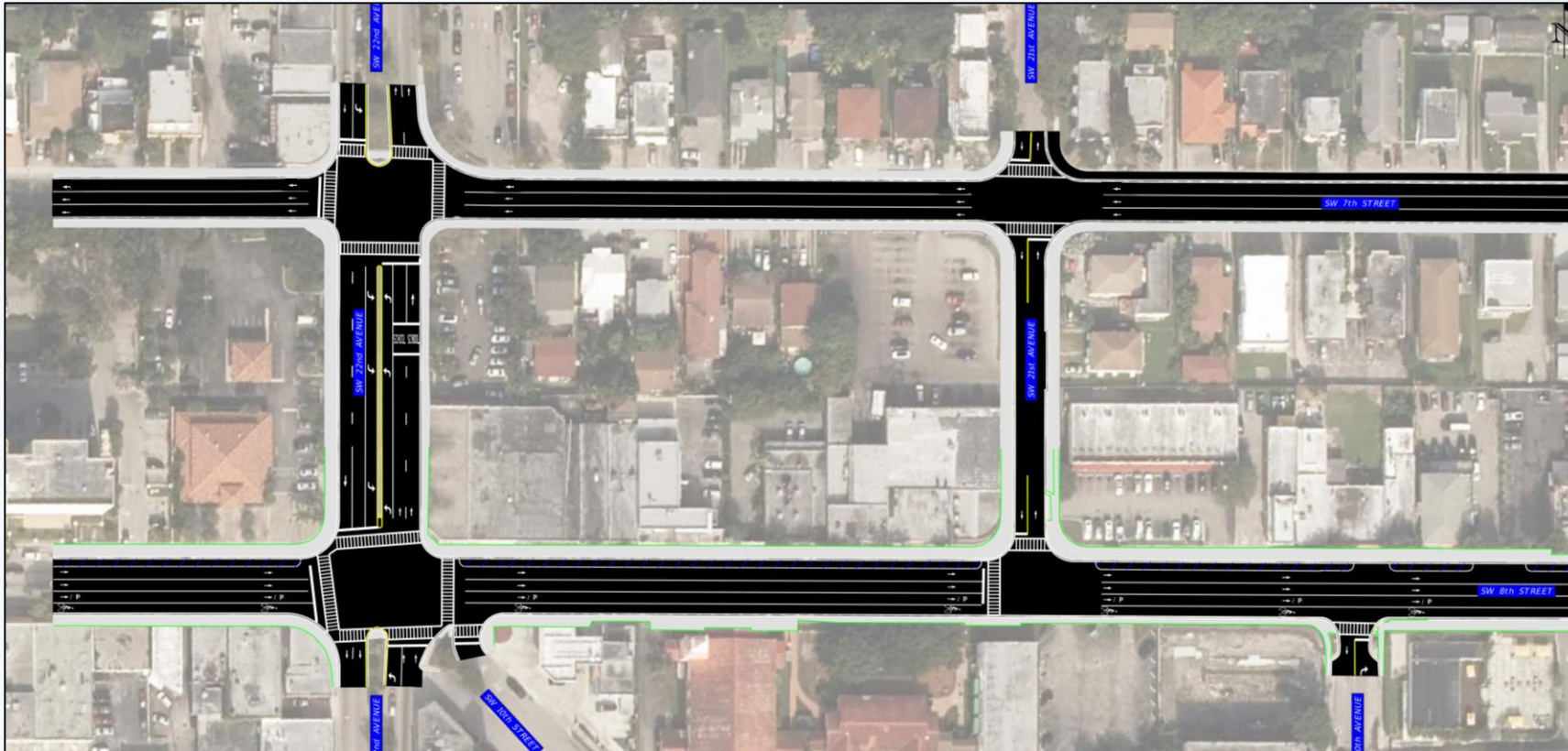


Arlington, VA



Build Alternatives

ALTERNATIVE #3A – THREE LANES - SHARED PARKING AND TRAVEL LANE



BENEFITS

- Travel lane during peak hour
- Improvements to bikes
- No right-of-way Impacts

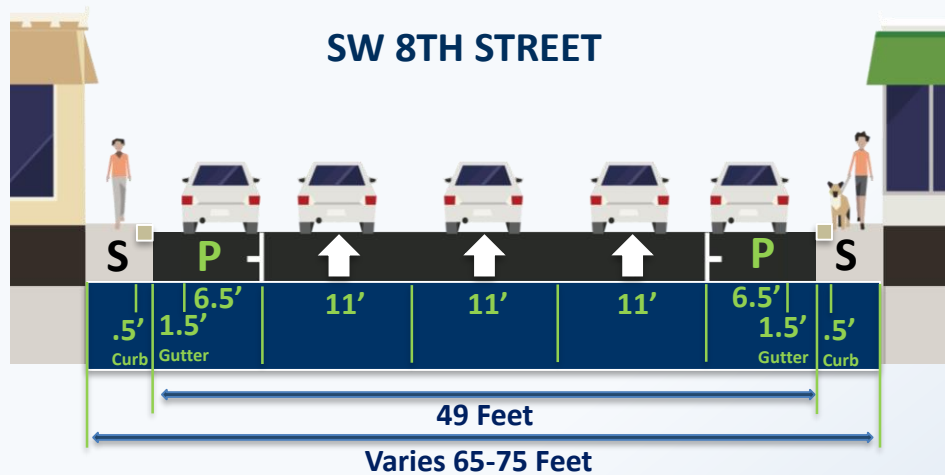
CONCERNS

- Reduces parking by 50% during peak hour
- Pedestrian mid-block crossings

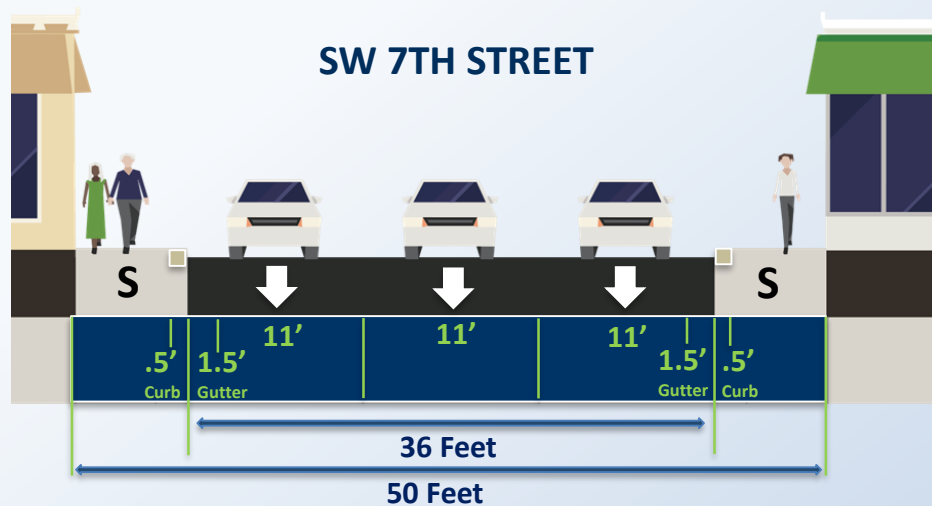


Build Alternatives

ALTERNATIVE #4 THREE LANES - ONE WAY

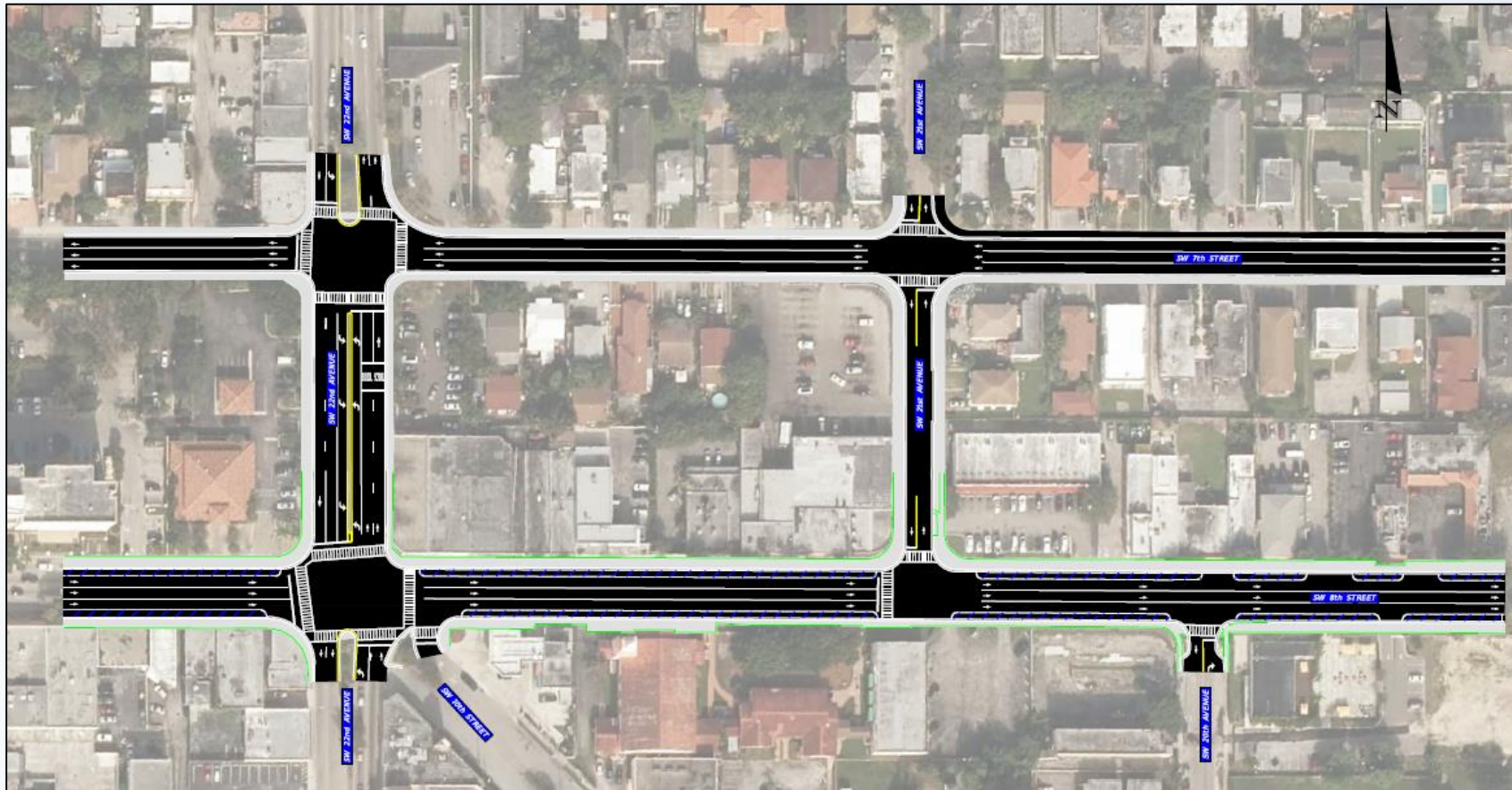


- 3 through lanes
- Traffic flow: One-way
- Maintains pavement width
- Parking: Not modified
- Sidewalk: Not modified
- Improvements at I-95



Build Alternatives

ALTERNATIVE #4 - THREE LANES - ONE WAY



BENEFITS

- No impacts to parking
- Minor construction impacts
- No right-of-way impacts

CONCERNS

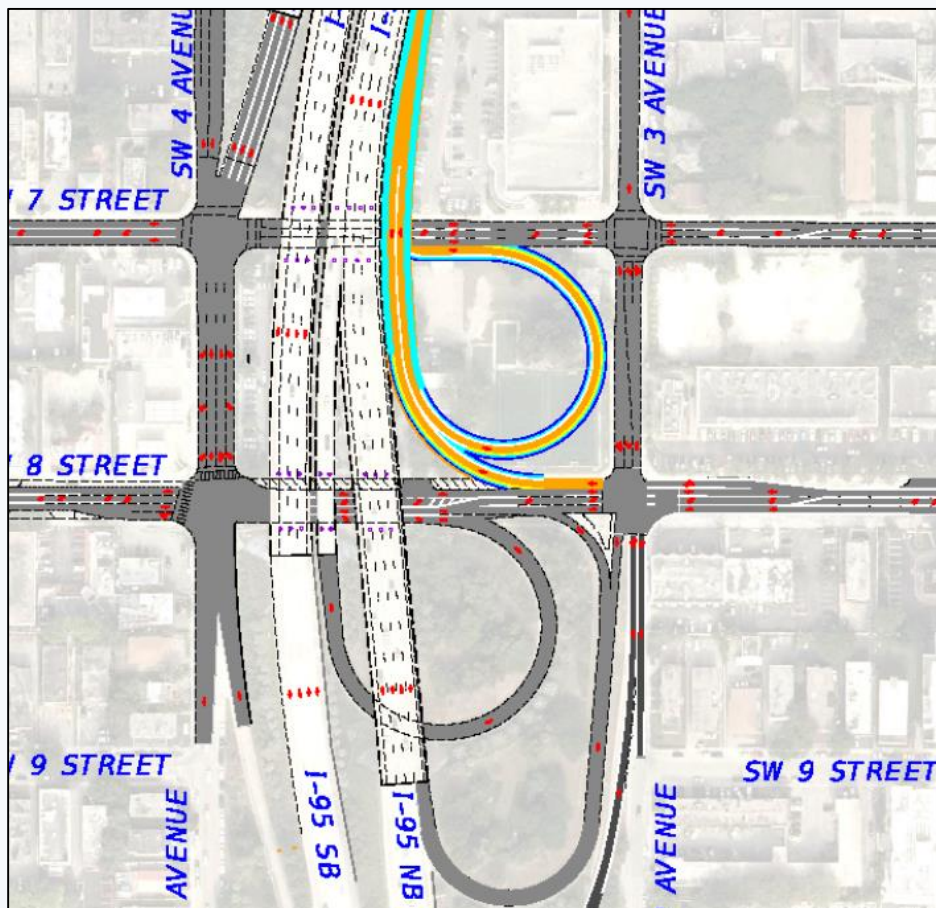
- No improvements to bikes or transit

Build Alternatives

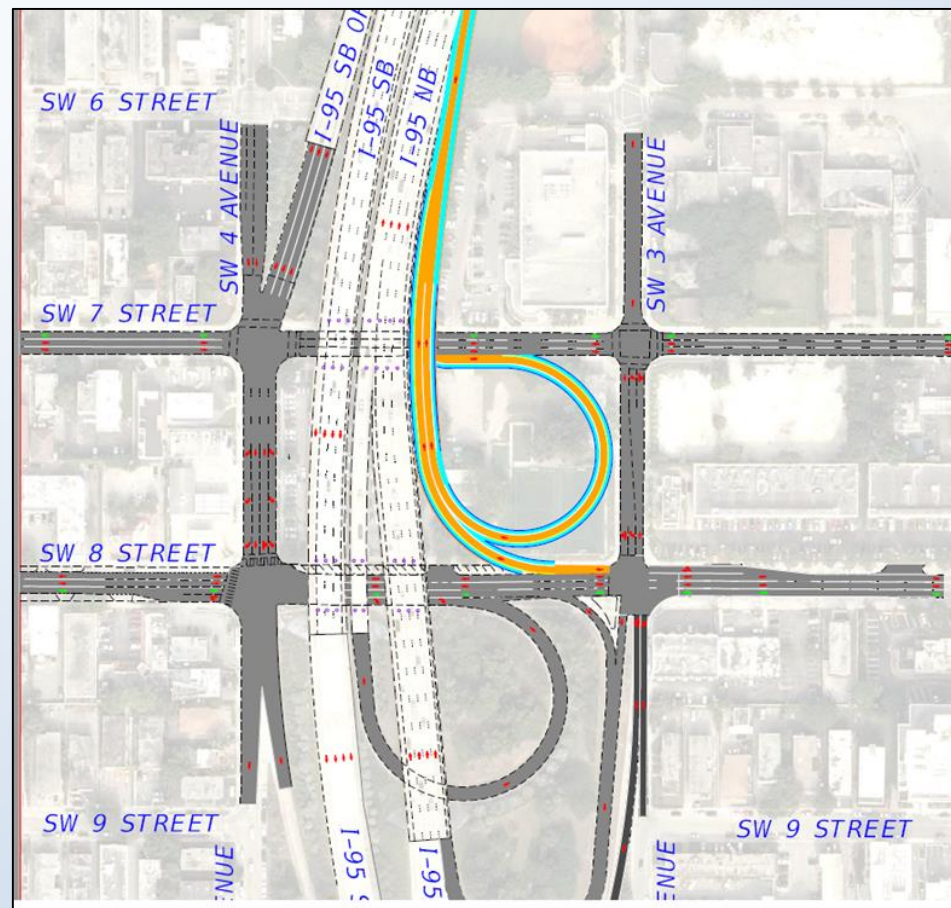


Build Alternatives

ALTERNATIVE #1 TWO LANES - TWO WAY

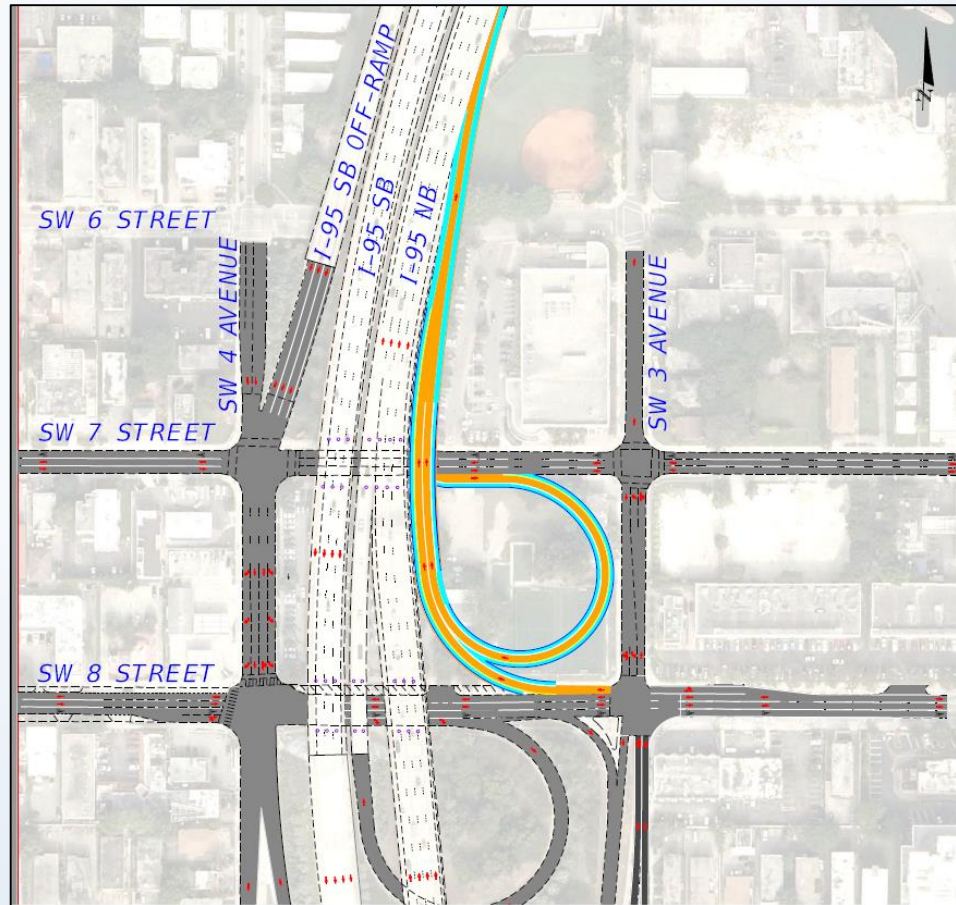


ALTERNATIVE #2 TWO LANES - TWO WAY + TRANSIT



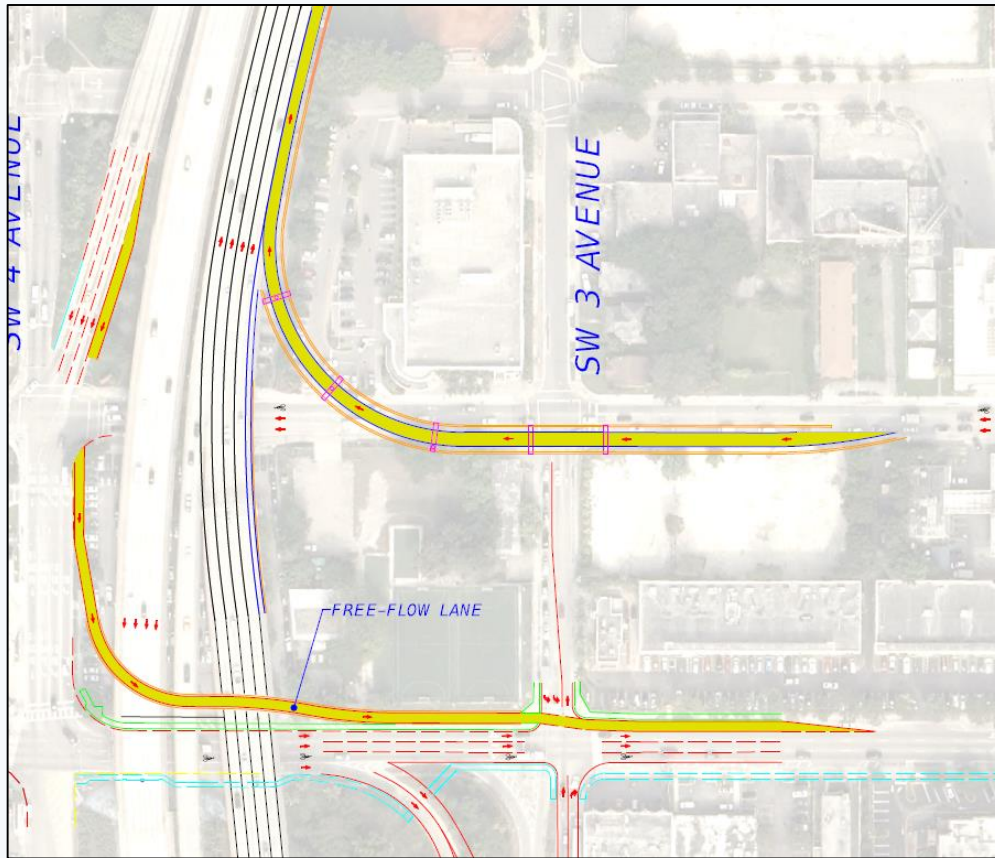
Build Alternatives

ALTERNATIVE #2A TWO LANES - TWO WAY + BIKE

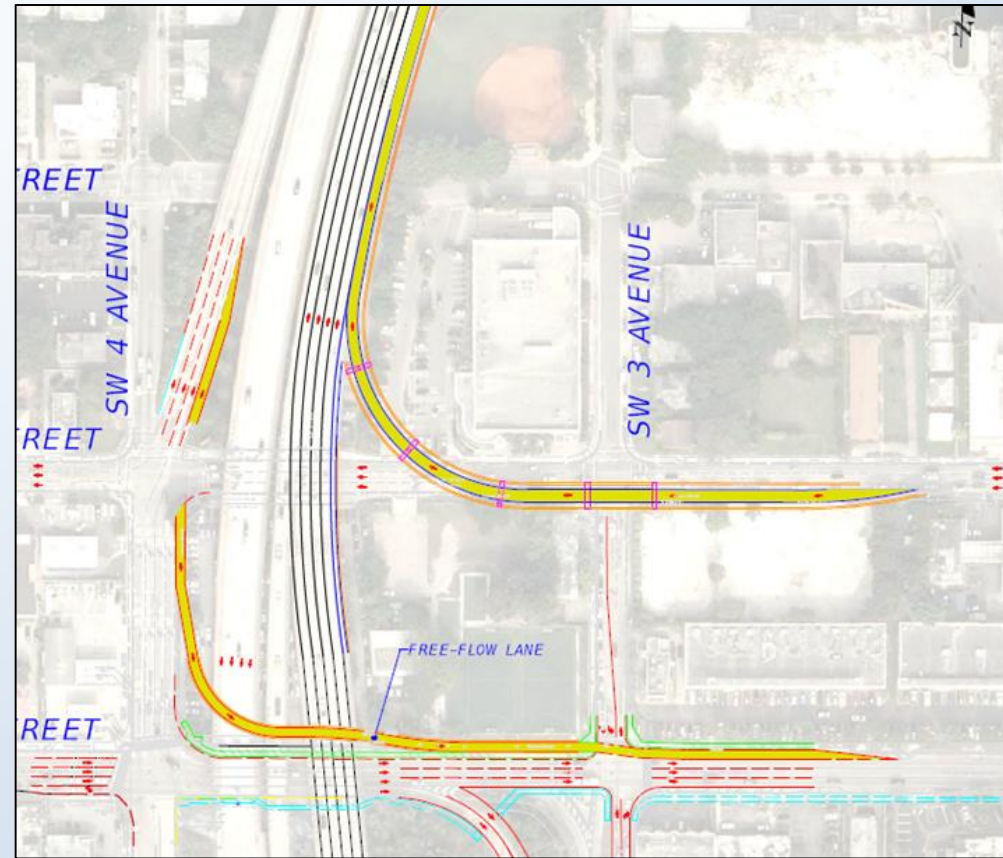


Build Alternatives

ALTERNATIVE #3 TWO LANES - ONE WAY

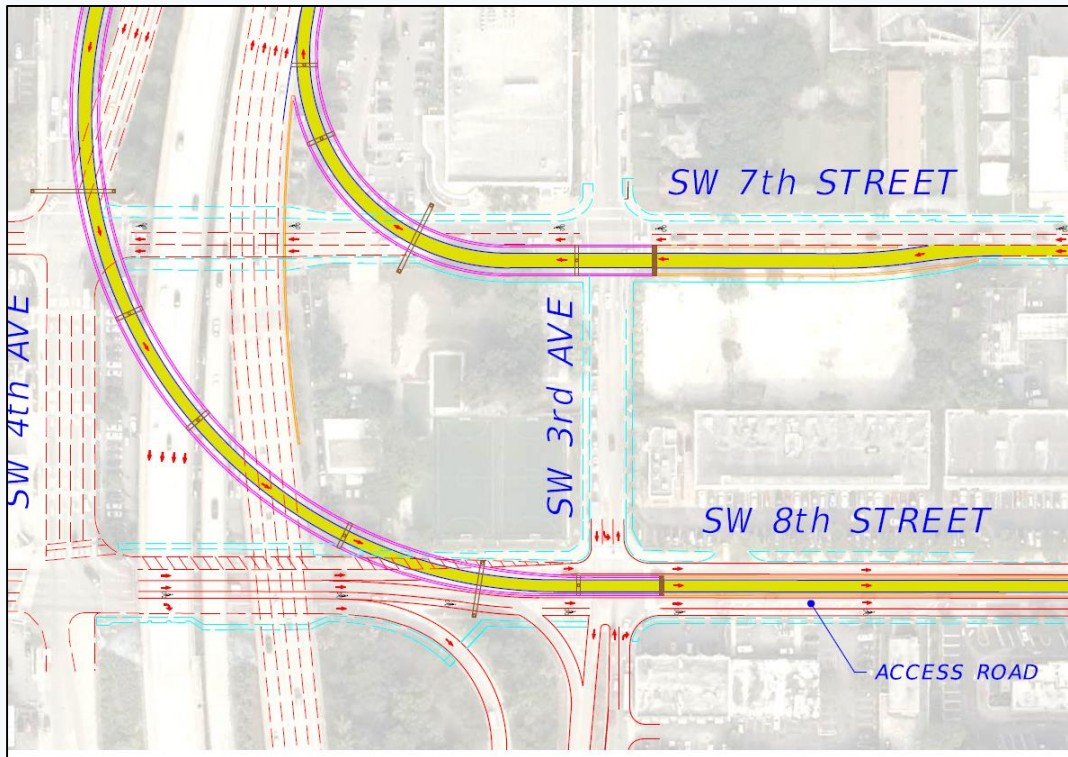


ALTERNATIVE #3A & #4 THREE LANES - ONE WAY

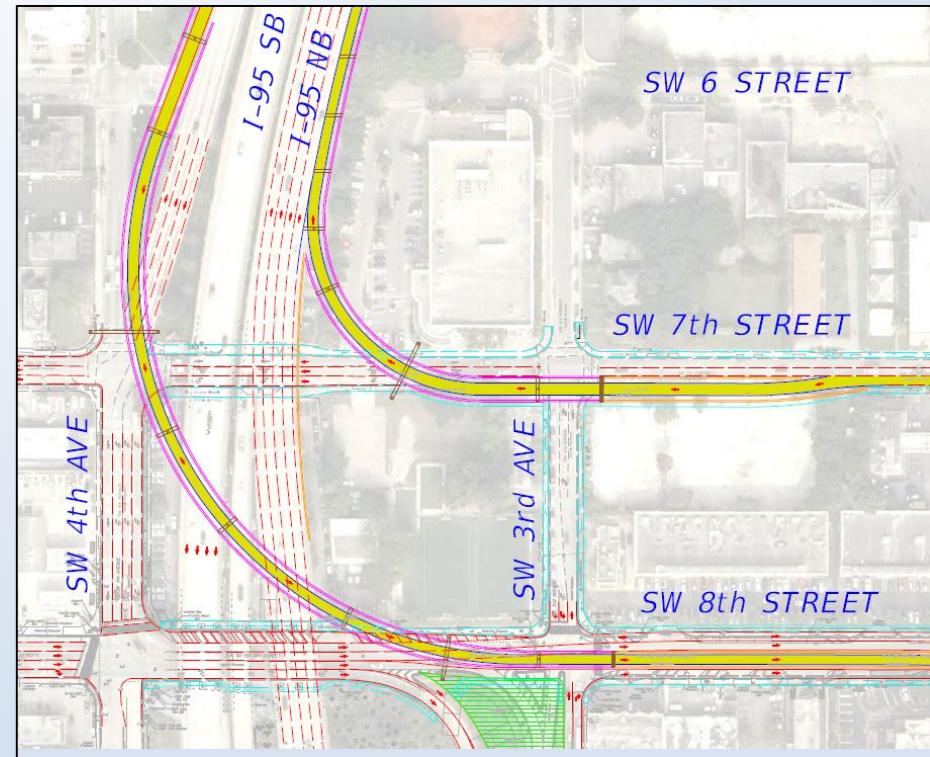


Build Alternatives

ALTERNATIVE #3 TWO LANES - ONE WAY







ALTERNATIVE #3A & #4 THREE LANES - ONE WAY



Alternative Analysis

SAMPLE EVALUATION MATRIX

| Criteria | No Build | Alt. #1 | Alt. #2 | Alt. #2A | Alt. #3 | Alt. #3A | Alt. #4 |
|---|----------|---------|---------|----------|---------|----------|---------|
| Safety | | | | | | | |
|  | | | | | | | |
|  | | | | | | | |
|  | | | | | | | |
|  | | | | | | | |
| Environmental Impacts | | | | | | | |
| Community Input | | | | | | | |
| Parking | | | | | | | |
| Access | | | | | | | |
| Construction Impacts | | | | | | | |

+ Enhanced

○ No Improvements/No Impacts

— Impacts

Next Steps

- **Alternatives Public Workshop**
September 2017
- **Selection of Recommended Alternative**
October 2017
- **Public Hearing**
January 2018
- **Location Design Concept Acceptance (LDCA)**
May 2018

| ACTIVITY | 2016 | | | | | | | | | | | | 2017 | | | | | | | | | | | | 2018 | | | | |
|------------------------------------|------|---|---|---|---|---|---|---|---|---|---|---|------|---|---|---|---|---|---|---|---|---|---|---|------|---|--|--|--|
| | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | | | |
| Notice to Proceed | ● | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Involvement | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engineering Data Collection | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmental Data Collection | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Environmental Analysis | | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Engineering Analysis | | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Kick-off Meeting | | | | ★ | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alternatives Public Workshop | | | | | | | | | | | | | | | | | | ★ | | | | | | | | | | | |
| Engineering Reports | | | | | | | | | | ■ | | | | | | | | | | | | | | | | | | | |
| Public Hearing | | | | | | | | | | | | | | | | | | | | | | ★ | | | | | | | |
| Location Design Concept Acceptance | | | | | | | | | | | | | | | | | | | | | | | | | | 😊 | | | |

Questions / Comments

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www.fdotmiamidade.com/CalleOchoStudy.html