City of Miami

Short & Long Term Transportation Plans

DuPont Plaza Traffic Circulation - This project will improve mobility and accessibility between the Interstate Highway System (I-95) and the core Downtown Central Business District (CBD) particularly during Brickell Bridge openings to marine traffic via a two-way conversion of SE 3rd Street and SE 3rd Avenue. The City of Miami is finalizing a Project Development and Environment (PD&E) Study which will recommend a locally-preferred alternative. The City will subsequently petition the Miami-Dade Metropolitan Planning Organization (MPO) for funding prioritization in the 5-Year Transportation Improvement Program (TIP) for the construction phase of the project.

Brickell Streetscape & Lighting - This project includes improvements recommended by the Miami Downtown Development Authority and the Miami Downtown Transportation Master Plan adopted by the City Commission in 2003. Improvements include decorative crosswalks, monuments, fountains, and aesthetic lighting between SE 25th Road and SE 15th Road. Construction is ongoing and is expected to be completed by the first quarter of 2007.

Brickell Avenue PD&E Study – FDOT is finalizing a Project Development & Environment (PD&E) study that will recommend pavement rehabilitation, drainage and signalization improvements along Brickell Avenue from SE 26th Road to the Brickell Bridge. Construction is scheduled to begin in 2009.

Two-Way Conversion of Southeast 8th Street – Project involves an additional westbound lane on SE 8th Street from Brickell Avenue to South Miami Avenue to improve mobility in the westbound direction for the North Brickell area particularly when the Brickell Bridge is raised. This project is currently in the feasibility study phase.

Brickell Bridge Advance Warning Signs – The FDOT is proposing to install advance warning signals at various strategic locations along Brickell Avenue and the major cross streets to alert motorists of bridge openings and provide alternate routes in order to ameliorate congestion due to frequent Brickell Bridge openings. FDOT is in the process of securing the funding needed to implement this project in a short timeframe in advance of the larger PD&E project.

Downtown and Brickell Area Traffic Model Simulation – This project involves the use of the City’s updated downtown traffic model and state-of-the-art Paramics software to micro-simulate future traffic conditions and proposed traffic reconfiguration projects identified in the City’s transportation master plan and the Downtown Development Authority’s (DDA) master plan. The model will serve as a tool for the City to use in assessing the effectiveness of proposed traffic operational improvements and making recommendations for traffic reconfiguration improvements for the Downtown and CBD areas.

Port of Miami Tunnel – This project will construct a direct access route for trucks between the Port of Miami and the Interstate Highway System via a bored tunnel from the Port of Miami on Dodge Island to the MacArthur Causeway Bridge on Watson Island. Three consortia were pre-selected by the FDOT in response to a Request for Qualifications (RFQ) to bid on the project. The FDOT will issue a Final Request for Proposal (RFP) for a public/private partnership with concession agreement by October 2006 pending resolution of a local financing plan. Contract award and execution is anticipated for early 2007. Construction is anticipated to begin in 2008 and end in 2012.
I-395 Reconstruction - The project is currently in the PD&E (Project Development and Environment) study phase of project development that was initiated in Summer 2004 and has an approximate 36-month completion schedule. The study aims at improving the existing geometric, safety, operational, and aesthetic conditions along a critical urban freeway corridor within the City’s Downtown core. This project would supplement the proposed Port of Miami Tunnel project and enhance the safety and operational improvements of the tunnel.

Mass Transit plan for Miami-Dade – the governing document for all proposed transit projects and schedule is the 2005 Peoples Transportation Plan Pro Forma that is updated every December. The document as well as the Miami-Dade County Strategic Plan, Transportation Component is available on the internet at www.miamidade.gov.

NW/NE 79th Street PD&E Study – FDOT conducted a constrained PD&E study for the 79th/81st/82nd Street Corridor from NW 13th Court to Biscayne Bay. Information garnered from this study has indicated the critical need for a major capacity/transit project along the 79th Street corridor in order to effectively meet the objectives of two-way converting 82nd Street while not adversely affecting mobility along 79th Street. The City has petitioned the MPO include funding for the capacity project in the 5-year Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). In the interim, FDOT has agreed to implement immediate and short term (within a 3-year timeframe) livability improvements to address some of the Shorecrest community’s longstanding issues. The improvements include resurfacing, improved safety, installing signage prohibiting trucks, pedestrian facilities, enhanced aesthetics through landscaping and traffic calming along NW 81st/82nd Street.

Miami River Tunnel Feasibility Study - This study assessed the construction feasibility and environmental and traffic impacts of a tunnel connection under the Miami River to connect the Downtown Central Business District and Brickell areas unimpeded by marine navigation. The feasibility report was completed by RS&H in March 2006 and documents the substantial cost associated with the right-of-way impacts and construction of the project in comparison to the marginal benefits to traffic flow and mobility.

Miami Streetcar – The City of Miami, in coordination with the Florida Department of Transportation, is proposing to build the Miami Streetcar Project from Government Center in Downtown Miami to the Miami Design District, and the Civic Center complex. The streetcar is an urban transit circulator that will operate in existing roadways and provide connectivity among major activity centers, commercial establishments, and residential communities in the downtown Miami area. The proposed 10.13 mile streetcar service would provide improved transit connections between Downtown Miami and the redeveloping areas of Wynwood/Edgewater, Overtown, Midtown Miami, the Miami Design District, and the Buena Vista East Historic District.

Health District Circulator – In 2004, the City of Miami and the Miami Partnership initiated a series of studies known collectively as the Civic Center (Health District) Implementation Plan. The Plan identified existing deficiencies and future needs in the Health District area and encompasses recommendations for a transit circulator, way-finding and gateway signage, and streetscape enhancements that will improve the quality-of-life of the area for employees, visitors and residents. An integral element of the Plan that addresses the mobility needs in the area is the Health District Circulator Project consisting of rubber-tire trolley vehicles operating on a two-way loop on public rights-of-way around the perimeter of the health district and electric tram vehicles operating principally on private property and pedestrian pathways within the district.

For more information, please contact the City’s Capital Improvements and Transportation (CIT) Department:

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