

**MIAMI-DADE
LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2035)**

STEERING COMMITTEE MEETING NO. 10

MEETING SUMMARY

**Stephen P. Clark Government Center
111 N. W. 1st Street
Miami, Fl 33128**

10th Floor CITT Conference Room

**Friday, November 21, 2008
10:00 A.M.**

Members Present

**Derek Bradchulis
Xavier Falconi
Wilson Fernandez
Carl Filer
Larry Foutz
David Henderson
Shari Kamali
John O'Brien
Joseph Quinty
Carlos Roa
Phil Steinmiller
Mark Woerner**

Others Present

**Manny Armada
Odalys Delgado
Alissa Escobar
Felipe Gonzalez
Karen Hamilton
Ken Jeffries
Rory Santana
Franco Saraceno
Mary Ross**

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I. Welcome – Introduction of Members

Carlos Roa welcomed Steering Committee members to the meeting.

II. Approval of Meeting #9 Summary (held October 24, 2008)

The meeting summary from the October 24th Steering Committee meeting was approved unanimously by the Steering Committee.

III. Needs Plan Review

Franco Saraceno, Gannett Fleming, described the needs plan development process, which began with a workshop on October 24 to identify needs concepts based on E+C deficiencies. Those needs concepts are categorized in four groups: Capital Highway, Capital Transit, Congestion Management (highway), and Transit Service improvements. The next step involved the compilation of agency projects and a review of those projects to reconcile them with the needs concepts identified in the workshop. Mr. Saraceno distributed to the committee a list of agency project sources; a list of agency projects; a list of the needs concepts from the workshop; and a draft set of reconciled needs. He also presented a powerpoint with recommendations for nine of the needs concepts, all of which are unreconciled (with agency projects).

Larry Foutz, MPO, inquired as to the Freight Needs Plan, which should be incorporated into the overall LRTP Needs Plan. Mr. Saraceno responded that those projects will be included in the next iteration of the LRTP Needs Plan, when the Freight Needs Plan is closer to completion.

Alissa Escobar, Port of Miami, inquired as to the inclusion of the Port Master Plan and Mr. Saraceno responded that the 2020 Port of Miami Master Plan was reviewed and that Ms. Escobar should send a list of the Port's transportation improvements from the Freight Needs Plan to Carlos Roa so that they could be included in the LRTP as Port of Miami projects.

Mr. Saraceno presented recommendations for nine needs concepts, as follows:

- Project ID 7: NW 41st/36th St from HEFT to NW 42nd Ave – Capital Highway Improvement. This facility is currently 6 lanes divided with turn lanes and perhaps is a good candidate for congestion management rather than capital improvement.

The consensus of the Steering Committee is that this projects is intended to provide relief to SR 836 congestion and should remain in the needs plan as a capital improvement. FDOT staff submitted that it may not be a high priority and could eventually be an unfunded need in the LRTP. Wilson Fernandez, MPO, stated that the Mayor challenged planners and operators to begin to plan and improve the transportation system in a different way, in light of declining economic conditions, using innovative solutions and projects. One way to do this is to take an incremental approach to projects, scaling back or phasing them to optimize their cost feasibility.

- Project ID 8: North River Drive from SR 112 to SR 836 – Capital Highway Improvement. This facility is currently 4 lanes divided with a continuous center turn lane. The Steering Committee consensus was that this project should remain a capital improvement.
- Project ID 17: NW 47th Ave from Turnpike to SR 826 – Capital Highway Improvement. This facility is currently 2 lanes undivided from Turnpike to NW 183rd St and 4 lanes divided from NW 183rd to SR 826. Right of way is possibly available on the east side of NW 47th from Turnpike to NW 183rd St, making that section a good candidate for a priority project, in terms of an incremental approach. The Steering Committee consensus was that this project should remain a capital improvement in its entirety.
- Project ID 18: NW/NE 215th St from Turnpike to I-95 – Capital Highway Improvement. This facility is currently 4 lanes divided from Turnpike to NW 2nd Ave; 2 lanes undivided from NW 2nd Ave to NE 6th Ave; 4 lanes divided from NE 6th Ave To NE 10th Ave; amd 2 lanes undivided from NE 10th Ave to NE 14th Ave. NE 215th St does not extend further east than NE 14th Ave. Perhaps a priority for capacity improvements on this section is to add capacity to sections from NW 2nd to NE 6th and NE 10th to NE 14th. The Steering Committee consensus was that this project should remain a capital improvement in its entirety.
- Project ID 19: NE 203rd St from I-95 to US-1 – Capital Highway Improvement. This facility is currently 6 lanes divided from I-95 to US-1 and perhaps is a good candidate for congestion management improvements. The Steering Committee consensus was that this project should remain a capital improvement.

- Projects ID 22: NE 167th St from Golden Glades to NE 6th Ave – Capital Highway Improvement. This facility is currently 6 lanes divided with turn lanes and is perhaps a good candidate for congestion management improvements.

Project ID 23: NE 159th St from NW 2nd Ave to NE 6th Ave – Capital Highway Improvement. This facility is currently 2 lanes undivided with turn lanes and is perhaps a good candidate for congestion management improvements.

Project ID 24: NE 154st St from NW 2nd Ave to NE 6th Ave – Capital Highway Improvement. This facility is currently 2 lanes undivided without turn lanes and is perhaps a good candidate for congestion management improvements.

The Steering Committee consensus was that these facilities may be good candidates for congestion management and that the Northeast Corridors Plan identifies improvements that may satisfy the needs of these facilities. The project on 167th St in particular has been identified as a congestion management improvement (ITS).

- Project ID 34: NW 25th St from HEFT to NW 87th Ave – Capital Highway Improvement. This facility is currently 4 lanes divided with continuous center turn lane. The Steering Committee consensus was that this project should remain a capital improvement with at least one lane added.

IV. Interactive LRTP Website Update

Mr. Saraceno demonstrated recent updates to the Interactive LRTP website, including the posting of the adopted LRTP goals and objectives and the posting of a video segment documenting the LRTP public involvement kick-off meetings.

V. Regional LRTP Status Update

Mr. Fernandez updated the Steering Committee on the Regional LRTP process. Currently, all three MPO's have adopted LRTP Goals and Objectives. The current plan for needs development for the Regional LRTP is to test Highway Emphasis and Transit Emphasis alternatives but that this is subject to change.

VI. Next Meeting

The next meeting is scheduled for December 12, 2008; 10:00 AM; 10th Floor CITT Conference Room.