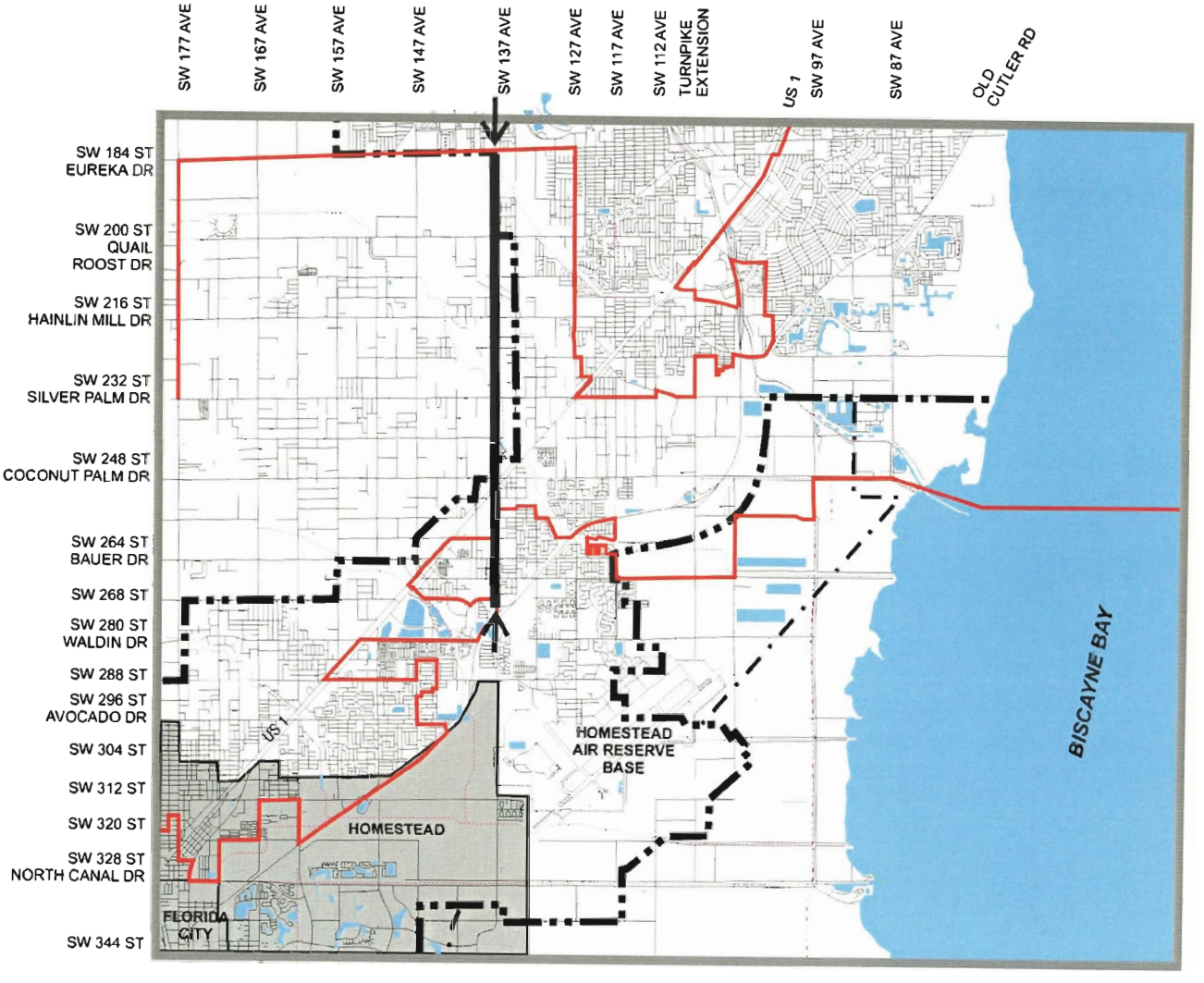
SW 137TH AVENUE CORRIDOR STUDY

(From SW 184Th Street to Turnpike Extension)



Prepared by:
Miami-Dade County
Department of Planning and Zoning

For:
Miami-Dade Metropolitan Planning Organization

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February 2005

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EXECUTIVE SUMMARY

The Miami-Dade County Department of Planning and Zoning (DP&Z) prepared this Study at the request of the Governing Board of the Metropolitan Planning Organization (MPO). At the November 18, 2005 public hearing on the proposed *Miami-Dade Transportation Plan to the Year 2030*, the County's Long Range Transportation Plan (LRTP), the MPO Board requested that the DP&Z staff prepare a land-use and traffic analysis study for the proposed SW 137 Avenue improvement projects, the widening from two to four lanes and construction of a new four-lane segment between SW 184 Street and South Dixie Highway (US 1) and the widening from two to four lanes from US 1 to the Homestead Extension of the Florida Turnpike (HEFT). Both projects were initially listed as Priority I projects in the proposed 2030 LRTP. Priority I projects are scheduled to be funded by 2009. The Board approved the proposed 2030 LRTP with the exception of the SW 137 Avenue projects.

Purpose of the Study

The purpose of the study is to provide additional data and analysis concerning existing and future land uses, and existing and projected traffic levels of service for the SW 137 Avenue corridor south of SW 184 Street that was not available to the MPO Board at the time of the proposed *Miami-Dade Transportation Plan to the Year 2030's* adoption hearing. This study investigates the need for and feasibility of improving SW 137 Avenue between SW 184 Street and the HEFT.

Background and Context of the Study

The SW 137 Avenue projects were first proposed in the *Metro-Dade Transportation Plan and Priorities Long Range Element to the Year 2010*, adopted by the MPO Governing Board in November 1990. The Plan listed SW 137 Avenue from SW 184 Street to US 1 as a Priority II (1995-2000) project for roadway widening from two to six lanes. The four-lane widening of SW 137 Avenue from US 1 to SW 312 Street was listed as a Priority III (2000-2005) project. The two SW 137 Avenue corridor projects have remained in the County's Long Range Transportation Plan (LRTP) thru all subsequent updates.

In April 1991, the Board of County Commissioners adopted an application filed by the County Planning Department to amend the County's Comprehensive Development Master Plan (CDMP) Traffic Circulation Element and 2000 and 2010 Land Use Plan map, in order to reflect the updates to the LRTP and to make the two Plans consistent. The amendment included the two SW 137 Avenue projects noted above. The four-lane widening and extension of SW 137 Avenue from SW 184 Street to US 1 and the four-lane widening from US 1 to the HEFT have continuously been designated in the CDMP since 1991.

Study Area Description

The SW 137 Avenue Corridor Study Area is located in South Miami-Dade County. The boundaries for the study area are: SW 184 Street to the north, SW 344 Street to the south, Biscayne Bay to the east, and SW 177 Avenue (Krome Avenue) to the west (Figure 1).

Land Use

SW 137 Avenue between the proposed extension of SR 836/Dolphin Expressway and SW 200 Street is within the 2005 Urban Development Boundary (UDB) and passes through areas designated on the CDMP Adopted 2005 and 2015 Land Use Plan map for Estate Density (1 to 2.5 DUs/Acre), Low Density (2.5 to 6 DUs/Acre), Low-Medium Density (5 to 13 DUs/Acre), and Medium Density (13 to 25 DUs/Acre) Residential. Other designated uses along the corridor include Business and Office, Industrial and Office, Institutional and Public Facility, and Terminal.

South of SW 200 Street to SW 240 Street, the planned corridor is approximately one-quarter mile west of the 2005 UDB. Both sides of this planned roadway segment are designated Agriculture. From SW 240 Street southward to SW 312 Street, the corridor is within the 2005 UDB and the lands adjacent to SW 137 Avenue are designated Low Density (2.5 to 6 DUs/Acre), Low-Medium Density (5 to 13 DUs/Acre) and Business and Office. Between SW 312 Street and theoretical SW 336 Street the corridor is again outside the 2005 UDB and the land adjacent to SW 137 Avenue designated Agriculture. The year 2015 Urban Expansion Area (UEA) boundary extends curvilinearly, from SW 312 Street to SW 344 Street, along the eastern and western frontages of SW 137 Avenue. The UEA is the area where current projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between the years 2005 and 2015 (Figure 3 and 3A).

Urban Growth in South Miami-Dade

This report also reviews the growth and development context of the proposed extension and upgrading of SW 137 Avenue from SW 184 Street to the HEFT. The region south of SW 184 Street was considered as the context for this analysis and is referred to as South Miami-Dade. This region is composed of six Minor Statistical Ares (MSAs), numbered 7.1 to 7.6 (Figure 4).

Population and Housing Growth

In 1990, the south Miami-Dade region had a population of 162,457 persons and accounted for about 8.4 percent of the County's population. Ten years later, Census 2000 counted 181,437 persons, about 8.1 percent of the County total. The region grew slower than the County average and its share of the County total declined. This relative decline was the result of Hurricane Andrew. Recovery from the storm was initially rapid, but then slowed and remained slow through the remainder of the 1990s. In the post-Census 2000 period, the pace of residential development has quickened. By January 2004, the

population was estimated to be 199,025 persons and the regional share of the County total had edged up to an estimated 8.4 percent, the same as in 1990. The most recent population projections (Table 1) show a rapid increase in population to 262,257 (9.7 percent) by 2015 and 447,085 (14.8 percent) by 2025.

The residential development in South Miami-Dade is primarily single-family homes, not multi-family apartments and therefore is unlikely to be affected much by the increase in inner-city multi-family redevelopment. Single-family structures accounted for about 65 percent of all new units built in the last four years. The same data for the cities of Homestead and Florida City and unincorporated South Miami-Dade show that the pattern persists in both Homestead and the unincorporated area.

The County Impact Fee files show that about 17 percent of all the number of units proceeding to pull permits in Miami-Dade County in 2003 were in South Miami-Dade. In 2004 that percentage increased to about 23 percent. This also suggests that the South Miami-Dade area is capturing an increasing share of the new residential construction in the County.

Roadways

SW 137 Avenue is a major north-south corridor that connects at its northern terminus with NW 6 Street and at its southern terminus with SW 344 Street, interrupted only between SW 200 Street and SW 240 Street. This corridor consists of a two-lane undivided and four- and six-lane divided facilities. The two-lane facilities include the segments from NW 6 Street to SW 8 Street, between SW 240 Street and SW 248 Street and from US 1 to the HEFT; the four-lane facilities include the segments from SW 8 Street and SW 26 Street, between SW 56 Street and SW 88 Street and from US 1 to SW 344 Street; and the six-lane facilities include the segments from SW 26 Street to SW 56 Street and between SW 88 Street and SW 184 Street. Miami-Dade County Public Works Department and Florida Department of Transportation (FDOT) have maintenance responsibility for this transportation corridor, which is classified by FDOT as Urban Principal Arterial from SW 88 Street to SW 152 Street; Urban Minor Arterial from NW 12 Street to SW 88 Street and between SW 184 Street and SW 200 Street; Urban Collector from US 1 to SW 320 Street and between SW 336 Street and SW 344 Street; and Rural Major Collector from SW 320 Street to SW 336 Street.

Level of Service Conditions

Estimates of traffic conditions for the subject corridor and roadway network within the Study Area were developed using standard transportation analysis methods. Key sources of information used in conducting this analysis include the CDMP Traffic Circulation Subelement (May 1997 Edition as amended through April 2001, Printed October 2001); the Miami-Dade County Transportation Improvement Program, 2005 (May 2004); the Miami-Dade Transportation Plan Update to the Year 2030, Cost Feasible Plan (November 2004) and modeling output; and the most recent available traffic count data

information published by the Miami-Dade County Public Works Department and the FDOT.

Existing Level of Service Conditions

Current peak period Level of Service (LOS) conditions were measured based on the FDOT's ART-TAB Model, which is designed to replicate the procedures of the 1997 Highway Capacity Manual Update prepared by the Federal Highway Administration.

Existing LOS conditions information for SW 137 Avenue and the roadway network within the Study Area was provided by Miami-Dade County Public Works Department and dated July 1, 2004. Along SW 137 Avenue itself, there are segments operating at peak period levels of service (LOS) "C" or better. However, two SW 137 Avenue segments, from SW 56 Street to SW 72 Street and between US 1 and the HEFT, are operating at LOS D, the adopted LOS standard for these roadway segments. Two other segments, between SW 72 Street and SW 88 Street and from SW 136 Street to SW 152 Street, are operating at LOS F. The roadway segment from SW 72 Street to SW 88 Street is in violation of the adopted LOS D standard for the segment, while the other segment is operating at 1.17% capacity but still operating below the adopted LOS E+20%. The rest of the roadway network is operating at acceptable LOS (Table 9).

Future Level of Service Conditions

The recently adopted Miami-Dade Transportation Plan for the Year 2030 model outputs for the year 2015 and 2030 highway networks were used to project future travel demand conditions on SW 137 Avenue and all major roadways within the Study area. MPO staff and their Long Range Plan Update consultants assisted in the preparation of model run outputs.

Alternatives Considered

Three different computer simulations (alternatives) were used in the analysis. **Alternative 1 (No-Build)** eliminates the two proposed SW 137 Avenue projects, the four-lane widening and new four-lane extension of SW 137 Avenue from SW 184 Street to US 1, and the four-lane widening of SW 137 Avenue between US 1 and the HEFT. **Alternative 2 (Two-lane Roadway)** includes the extension of SW 137 Avenue from SW 200 Street to US 1 as a two-lane segment. And **Alternative 3 (Four-lane Roadway)** includes the two proposed projects, between SW 184 Street and US 1 and from US 1 to the HEFT, as four-lane facilities. The entire SW 137 Avenue corridor from NW 12 Street to SW 344 Street and all major north-south corridors south of SW 184 Street east and west of SW 137 Avenue were examined.

Conclusions and Recommendations

- The 2015 and 2030 analyses indicate that portions of SW 137 Avenue, without the planned improvements (No-Build Alternative), between SW 184 Street SW 200 Street and between US 1 and the HEFT, are projected to operate at LOS F (very congested). With Alternative 2 (Two-lane facility), the same portions of SW 137 Avenue are still projected to operate at LOS F, but these segments will experience a substantial LOS improvement when SW 137 Avenue is improved with a four-lane facility (Alternative 3). The segment from SW 184 Street to SW 200 Street will improve from LOS F (1.06-1.08) without the improvements to LOS D (0.89) and LOS E (0.92) with the improvements, and the segment between SW 268 Street and the HEFT will experience a slight LOS improvement from LOS F (1.51) to LOS F (1.31).
- If SW 137 Avenue were improved with a two-lane facility between SW 200 Street and US 1, Krome Avenue, SW 167 Avenue, SW157 Avenue, SW 147 Avenue, SW 127 Avenue, SW 117 Avenue, US 1, the HEFT and SW 112 Avenue south of SW 184 Street will experience various degrees of LOS improvement. However, if SW 137 Avenue were widened from two to four lanes between SW 184 Street and the HEFT, all these north-south corridors will experience a substantial LOS improvement.
- West of US 1 and south of SR 836 there are only two major uninterrupted north-south corridors, the HEFT and Krome Avenue. Considering that SW 137 Avenue currently runs from NW 6 Street to SW 200 Street and from US 1 to SW 344 Street, this corridor is the only other corridor that would run uninterrupted between NW 12 Street and SW 344 Street, if the proposed projects were implemented. The other north-south corridors located inside the UDB are SW 127 Avenue, which runs from NW 6 Street and SW 248 Street is interrupted by the Metrozoo between SW 152 Street and SW 184 Street, and SW 147 Avenue which is planned to run from Tamiami Trail to US 1, is interrupted by Kendall-Tamiami Executive Airport, between SW 120 Street and SW 136 Street, and Country Walk at SW 152 Street.

In conclusion, SW 137 Avenue has been recognized since 1990 through the LRTP and the CDMP as an important north-south corridor from a system-wide network perspective. There is no other continuous major north-south arterial south of SR 836 and west of the HEFT other than Krome Avenue and, therefore, the completion of this corridor is needed to help alleviate the projected congestion on US 1, the HEFT and Krome Avenue, divert traffic from SW 147 Avenue, SW 157 Avenue and SW 167 Avenue, which run outside the UDB in the Redland area, and to attract traffic to a corridor closer to the UDB. Implementation of the needed proposed could be accomplished in phases by scheduling the construction of a two-lane facility between SW 200 Street and US1 as a Priority I (2005-2009) project and the subsequent widening of SW 137 Avenue from SW 184 Street to the HEFT as a Priority II (2010 – 2015) project in the Long Range Transportation Plan. Moreover, the People's Transportation Plan calls for the implementation of the proposed projects by 2013.

SW 137 AVENUE CORRIDOR STUDY

1.0 Introduction

The Miami-Dade County Department of Planning and Zoning (DP&Z) prepared this Study at the request of the Governing Board of the Metropolitan Planning Organization (MPO). At the November 18, 2005 public hearing on the proposed *Miami-Dade Transportation Plan to the Year 2030*, the County's Long Range Transportation Plan (LRTP), the MPO Board requested that the DP&Z staff prepare a land-use and traffic analysis study for the proposed SW 137 Avenue improvement projects, the widening from two to four lanes and construction of a new four-lane segment between SW 184 Street and South Dixie Highway (US 1) and the widening from two to four lanes from US 1 to the Homestead Extension of the Florida Turnpike (HEFT). Both projects were initially listed as Priority I projects in the proposed 2030 LRTP. Priority I projects are scheduled to be funded by 2009. The Board approved the proposed 2030 LRTP with the exception of the SW 137 Avenue projects. This study investigates the need for and feasibility of improving SW 137 Avenue between SW 184 Street and the HEFT.

1.1 Purpose of the Study

The purpose of the study is to provide additional data and analysis concerning existing and future land uses, and existing and projected traffic levels of service for the SW 137 Avenue corridor south of SW 184 Street that was not available to the MPO Board at the time of the proposed *Miami-Dade Transportation Plan to the Year 2030's* adoption hearing.

1.2 Background and Context of the Study

The SW 137 Avenue projects were first proposed in the *Metro-Dade Transportation Plan and Priorities Long Range Element to the Year 2010*, adopted by the MPO Governing Board in November 1990. The Plan listed SW 137 Avenue from SW 184 Street to US 1 as a Priority II (1995-2000) project for roadway widening from two to six lanes, along with the new 6-lane expressway extensions of SR 836/Dolphin Expressway, from NW 137 Avenue to the HEFT, and SR 874/Don Shula Expressway, from SW 137 Avenue to the HEFT. The four-lane widening of SW 137 Avenue from US 1 to SW 312 Street was listed as a Priority III (2000-2005) project. The two SW 137 Avenue corridor projects have remained in the LRTP thru all subsequent updates.

In April 1991, the Board of County Commissioners adopted an application filed by the County Planning Department to amend the County's Comprehensive Development Master Plan (CDMP) Traffic Circulation Element and 2000 and 2010 Land Use Plan map, in order to reflect the updates to the Long Range Transportation and to make the two Plans consistent. The amendment included the two SW 137 Avenue projects noted above. The four-lane widening and extension of SW 137 Avenue from SW 184 Street to US 1 and the four-lane widening from US 1 to the HEFT have therefore continuously been designated in the CDMP since 1991.

On December 7, 1995, the MPO Governing Board approved the *Year 2015 Long Range Transportation Plan Update*. This Plan listed the widening from two to four lanes of SW 137

Avenue between US 1 and the HEFT as a Priority III (Years 2005 – 2010), and from SW 184 Street to US 1 as a Priority IV project (2010 – 2015). The new six-lane expressway extension of the SR 836/Dolphin Expressway from the HEFT to NW 137 Avenue was also listed as a Priority VI project. The Plan did not list the planned extension of the SR 874 from the HEFT to SW 137 Avenue.

In November 1995, the Planning Department filed Applications I and II to amend the CDMP. The applications, based on the adopted 1995 Evaluation and Appraisal Report (EAR), sought to amend the Adopted CDMP 2000 and 2010 Land Use Plan map and Traffic Circulation Element in order to incorporate changes based on the EAR and reflect changes described above to the adopted *2015 Metro-Dade Transportation Plan Long Range Element*. The Board of County Commissioners adopted Applications I and II on October 10, 1996.

The 2020 Transportation Plan Long Range Element, adopted in December 1998, listed the four-lane widening of SW 137 Avenue, between US 1 and the HEFT, as a Priority II (2005-2010) project, and the construction of a new two-lane segment from SW 184 Street to US 1 as a Priority III (2010 – 2015) project. These two projects were scheduled for construction by the Years 2010 and 2015, respectively. The *Miami-Dade Transportation Plan For the Year2025*, adopted on December 6, 1998, listed the widening from 2 to 4 lanes and construction of a new 4-lane segment of SW 137 Avenue, from SW 184 Street to US 1, as a Priority II (2010-2015) project, and the widening from 2 to 4 lanes of SW 137 Avenue from US 1 to the HEFT as a Priority IV (2020 – 2025) project. These two projects were scheduled for completion by the Years 2015 and 2025, respectively.

On November 5, 2002, the voters of Miami-Dade County approved the *People's Transportation Plan* (PTP) and the half-cent transportation surtax, paving the way for a dedicated funding source exclusively for the improvement of transportation. The PTP is a traffic relief plan guided by the Citizen's Independent Transportation Trust (CITT), a voter-mandated board that oversees the spending of the half-penny surtax proceeds. The Plan, which seeks to accelerate the County's transportation program in order to reduce congestion, includes bus service, rapid transit and major highway and road improvements. The major highway and road improvements are scheduled for construction between the years 2003 and 2013. The four-lane widening/new construction of SW 137 Avenue from SW 184 Street to US 1 and the four-lane widening between US 1 and the HEFT are two of the roadway improvement projects included in the PTP under the Major Highway and Road Improvements 2003 – 2013 list.

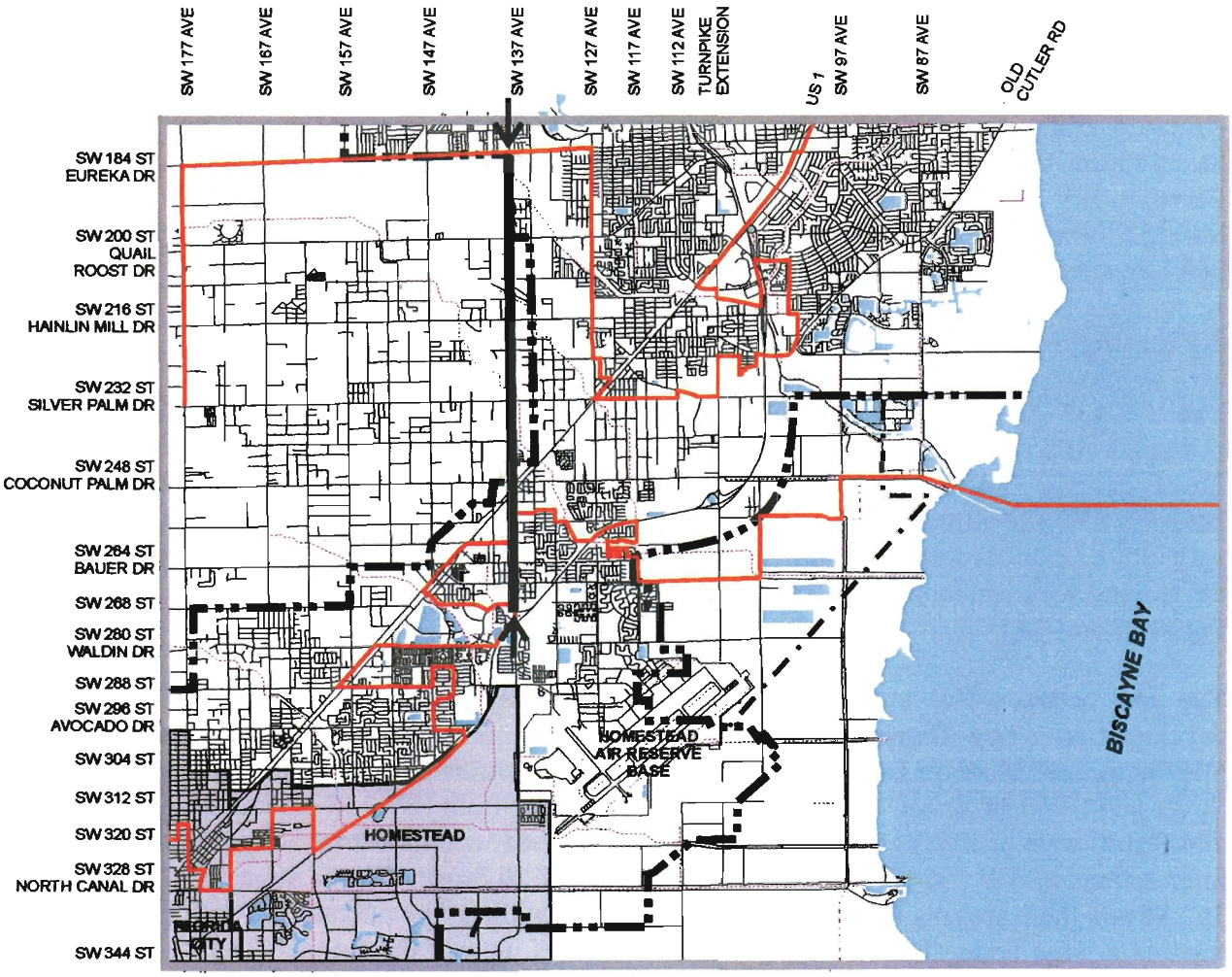
The proposed *Miami-Dade Long Range Transportation Plan Update to the Year 2030,* adopted in November 2004, originally listed the two SW 137 Avenue projects subject of this report as Priority 1 (2005-2009) projects. The project would connect the existing six-lane segment of SW 137 Avenue north of SW 184 Street with the two-lane segment south of US 1 and with the four-lane segment south of the HEFT.

1.3 Study Area Description

The SW 137 Avenue Corridor Study Area is located in South Miami-Dade County. The boundaries for the study area are: SW 184 Street to the north, SW 344 Street to the south, Biscayne Bay to the east, and SW 177 Avenue (Krome Avenue) to the west (see Figure 1).

Figure 1

SW 137 Avenue Corridor Study Area



2005 URBAN DEVELOPMENT BOUNDARY

2015 URBAN EXPANSION AREA

MUNICIPALITY: Homestead, Florida City

ROAD

CANAL / DITCH

STUDY AREA BOUNDARY

SW 137 AVENUE CORRIDOR

S C A L E

0 2 4 8 MI.

N

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2003

2.0 Land Use

SW 137 Avenue traverses the western area of unincorporated Miami-Dade County, from NW 6 Street to SW 200 Street and from SW 240 Street to SW 288 Street, and the City of Homestead from SW 288 Street to SW 344 Street. This two-, four- and six-lane roadway corridor is one of the two continuous north-south transportation routes west of the HEFT; the other corridor is Krome Avenue. The FDOT has designated SW 137 Avenue as Urban Minor Arterial from SW 8 Street (Tamiami Trail) to SW 88 Street (Kendall Drive) and from SW 152 Street (Coral Reef Drive) to SW 200 Street (Quail Roost Drive); as Urban Principal Arterial from SW 88 Street to SW 152 Street; as Urban Collector from US 1 to SW 320 Street and from SW 336 Street to SW 344 Street; and as Rural Major Collector between SW 320 Street and SW 336 Street.

2.1 Existing Land Use

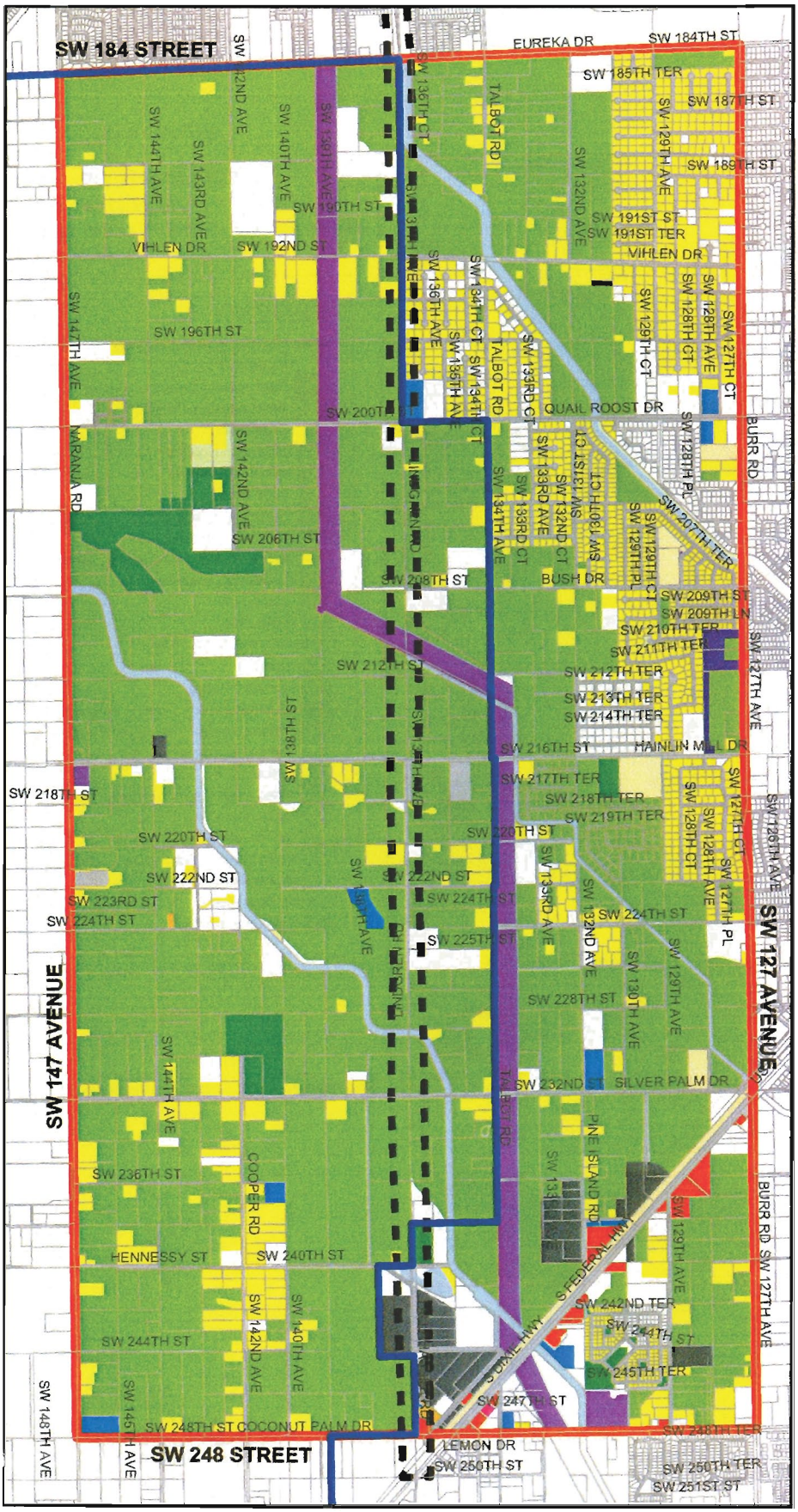
The SW 137 Avenue corridor exhibits different land use and community characteristics north and south of SW 184 Street (Eureka Drive). The northern portion of the corridor, from SW 8 Street and SW 184 Street, and from US 1 to the HEFT traverse mostly developed areas; and between SW 184 Street and US 1 and from the HEFT to SW 336 Street on the east side is agriculture or undeveloped. South of the HEFT on the west side of SW 137 Avenue is rapidly developing with residential use, specifically within the city limits of the City of Homestead (see Figures 2 and 2A).

The area between SW 8 Street and SW 120 Street, east and west of SW 137 Avenue, is developed with Low Density (2.5 to 6 Dwelling Units per gross acre), Low-Medium (5 to 13 DUs/acre), and Medium Density (13 to 25 DUs/acre) Residential. The areas between SW 120 Street and SW 136 Street, east of SW 137 Avenue, and from SW 136 Street to theoretical SW 144 Street, west of SW 137 Avenue, are being developed with industrial and office uses. At the intersections of SW 137 Avenue and SW 8 Street, SW 26 Street, SW 42 Street, SW 56, and SW 152 Streets there are small nodes of commercial uses, while at the intersection with SW 88 Street there is a large node of commercial uses. Other uses include the Kendall-Tamiami Executive Airport between SW 120 Street and SW 136 Street, west of SW 137 Avenue, and the Federal Correctional Institute and the US Army Reserve Center, between theoretical SW 160 Street and SW 176 Street, east of SW 137 Avenue. This portion of SW 137 Avenue corridor north of SW 184 Street contains a substantial amount of development.

From SW 184 Street southward to SW 200 Street, SW 137 Avenue corridor is improved with a two-lane roadway, and between SW 200 Street and SW 240 Street the corridor is unimproved. South of SW 240 Street to US 1 the corridor is also improved with a two-lane roadway. This southern portion of the corridor is sparsely developed. A Florida Power and Light (FPL) easement parallels this segment of the corridor on the east and west. East of SW 137 Avenue between SW 192 and SW 200 Street is developed with Low Density (2.5 to 6 DUs/Acre). Other uses include the Plant Park, west of the corridor between theoretical SW 220 and 226 Streets, and the Silvergreen Cemetery located at the northeast corner of the intersection of theoretical SW 137 Avenue and SW 240 Street. Other uses evident along this section of the corridor include nurseries, agricultural fields, shade houses, and scattered residences frontage on SW 137 Avenue.

FIGURE 2

2003 LAND USES
SW 137 AVENUE CORRIDOR
FROM SW 184 STREET TO SW 248 STREET

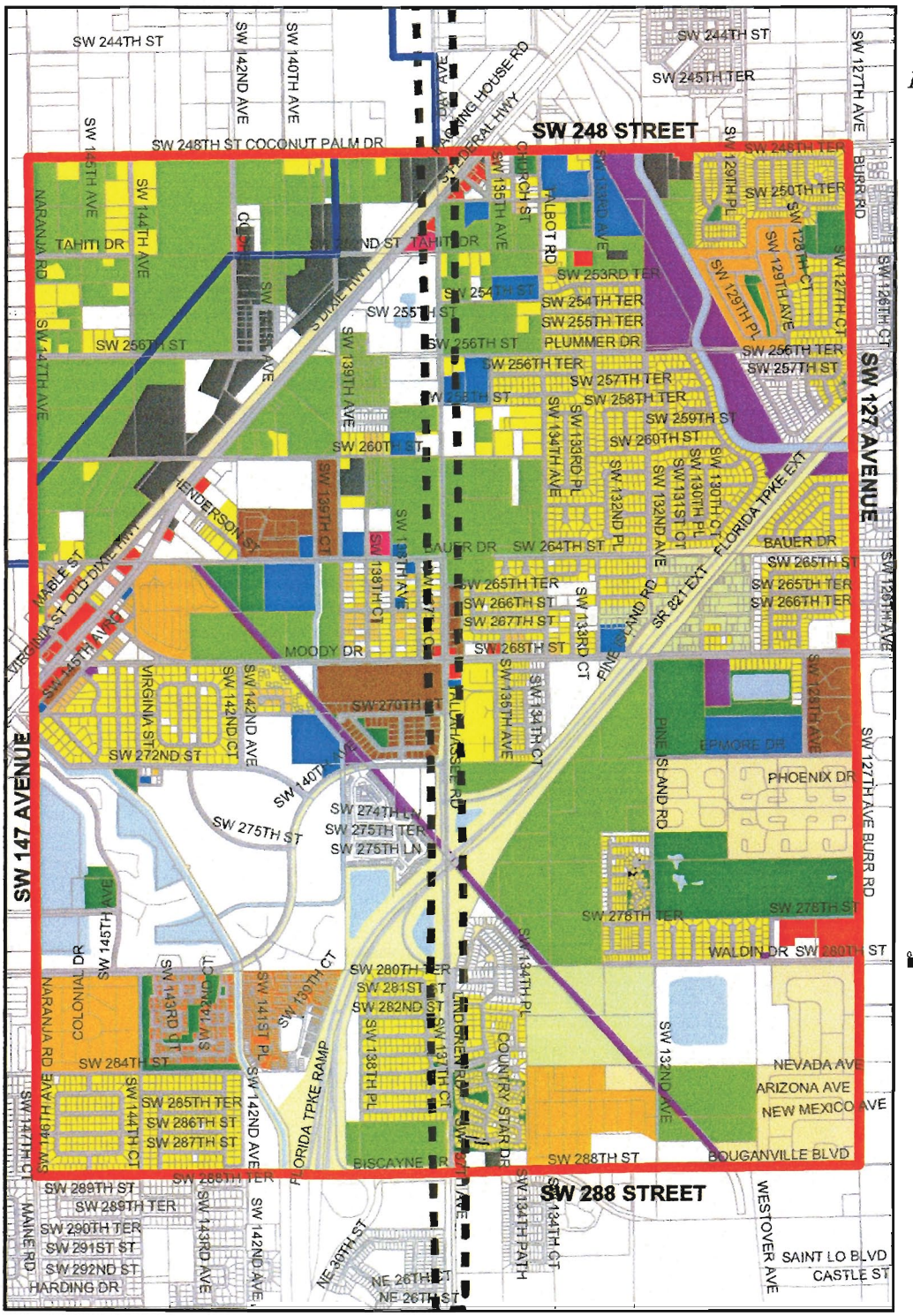


MIAMI-DADE COUNTY

MIAMI-DADE COUNTY, FLORIDA
DEPARTMENT OF PLANNING & ZONING
RESEARCH SECTION

FIGURE 2A

2003 LAND USES
SW 137 AVENUE CORRIDOR
FROM SW 248 STREET TO SW 288 STREET



LEGEND

- 2005 URBAN DEVELOPMENT BOUNDARY
- PROPERTY LAYER
- STUDY AREA CORRIDOR BOUNDARY
- SW 137 AVENUE CORRIDOR
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS

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MIAMI-DADE COUNTY

MIAMI-DADE COUNTY, FLORIDA
DEPARTMENT OF PLANNING & ZONING
RESEARCH SECTION

Between US 1 and the HEFT some urban uses predominates, mostly residential development. South of the HEFT and east of SW 137 Avenue is the US Homestead Air Reserve Base (HARB) and, directly on the east of SW 137 Avenue and south of SW 336 Street, is the Homestead Motorsports Complex. Within the city of Homestead, west of the corridor and between SW 288 Street and SW 312 Street and from SW 336 Street to SW 344 Street, a substantial amount of residential development is taking place. And east of the corridor between SW 288 Street and the HARB and between the HARB and theoretical SW 336 Street HEFT, agricultural activity still predominates.

2.1.1 Historically Significant Structures and Sites

Two properties along SW 137 Avenue, the Lindgren House located at 19300 SW 137 Avenue and built in 1930, and the MacDonell Residence located at 13701 Quail Roost Drive (SW 200 Street) and built in 1941, have been designated by the Miami-Dade Historic Preservation Board, historic properties. Other properties such as the Wood residence, located on SW 137 Avenue south of theoretical SW 218 Street and built in 1921, and the Silvergreen Cemetery located between theoretical SW 239 Street and SW 240 Street, may have some historic significance. However, none of these properties have been designated historic. The Miami-Dade Office of Historic Preservation (MDOHP) has expressed some concerns regarding the potential impact that the proposed roadway projects may have on the historic properties and is requesting that the Miami-Dade Public Works Department work with the MDOHP to resolve any issues that might arise with regard to the alignment and right-of-way widths during the design phase of the projects.

2.1.2 Rights-Of-Way

Article VIII, Right-of-Way Plan and Minimum Width, of Chapter 33 of the Miami-Dade County, the Zoning Code, specifies the minimum right-of-way widths for streets, roads and public ways for the unincorporated area of Miami-Dade County. SW 137 Avenue is a section line roadway, and for all section line roads the minimum right-of-way width shall be 80 feet, except for those roadways whose minimum right-of-way width have been specified in the Code. For SW 137 Avenue from Flagler Street to State Road (US 1) the minimum right-of-way shall be 110 feet and for the segment south of US 1 the minimum right-of-way shall be 80 feet. However, since the proposed SW 137 Avenue projects call for a four-lane facility PWD would acquire only what would be needed to accommodate the facility.

2.2 Future Land Use

The Adopted 2005 and 2015 Land Use Plan (LUP) map of the CDMP designates the entire SW 137 Avenue corridor from the planned expressway extension of SR 836 to SW 344 Street as a Major Roadway (3 or more lanes), and Traffic Circulation Subelement, Figure 1, Planned Year 2015 Roadway Network, designates the corridor as six-lane from the SR 836 extension to SW 184 Street and four-lane from SW 184 Street to SW 344 Street and Figure 3, Roadway Functional Classification – 2015, designates the corridor from SW 88 Street to SW 152 Street as State Principal Arterial; between NW 12 Street to SW 88 Street and from SW 152 Street to US 1 as County Minor Arterial; and from US 1 to SW 344 Street as Collector.

SW 137 Avenue between the proposed extension of SR 836/Dolphin Expressway and SW 200 Street is within the 2005 Urban Development Boundary (UDB) and passes through areas designated on the CDMP Adopted 2005 and 2015 Land Use Plan map for Estate Density (1 to 2.5 DUs/Acre), Low Density (2.5 to 6 DUs/Acre), Low-Medium Density (5 to 13 DUs/Acre), and Medium Density (13 to 25 DUs/Acre) Residential. Other designated uses along the corridor include Business and Office, Industrial and Office, Institutional and Public Facility, and Terminal.

South of SW 200 Street for a distance of about two and one-half miles to SW 240 Street, the planned corridor is approximately one-quarter mile west of the 2005 UDB. Both sides of this planned roadway segment are designated Agriculture. From SW 240 Street southward to SW 312 Street, the corridor is within the 2005 UDB and the lands adjacent to SW 137 Avenue are designated Low Density (2.5 to 6 DUs/Acre), Low-Medium Density (5 to 13 DUs/Acre) and Business and Office. Between SW 312 Street and theoretical SW 336 Street the corridor is again outside the 2005 UDB and the land adjacent to SW 137 Avenue designated Agriculture, and are to be used as such. The Agriculture designation promotes agriculture and ancillary uses such as packing plants but also allows homes on sites five acres or larger and on smaller "grandfathered" sites. The year 2015 Urban Expansion Area (UEA) boundary extends curvilinearly, from SW 312 Street to SW 344 Street, along the eastern and western frontages of SW 137 Avenue. The UEA is the area where current projections indicate that further urban development beyond the 2005 UDB is likely to be warranted some time between the years 2005 and 2015. Urban development is not currently indicated on both sides of SW 137 Avenue between SW 312 Street and approximately SW 336 Street (see Figures 3 and 3A)

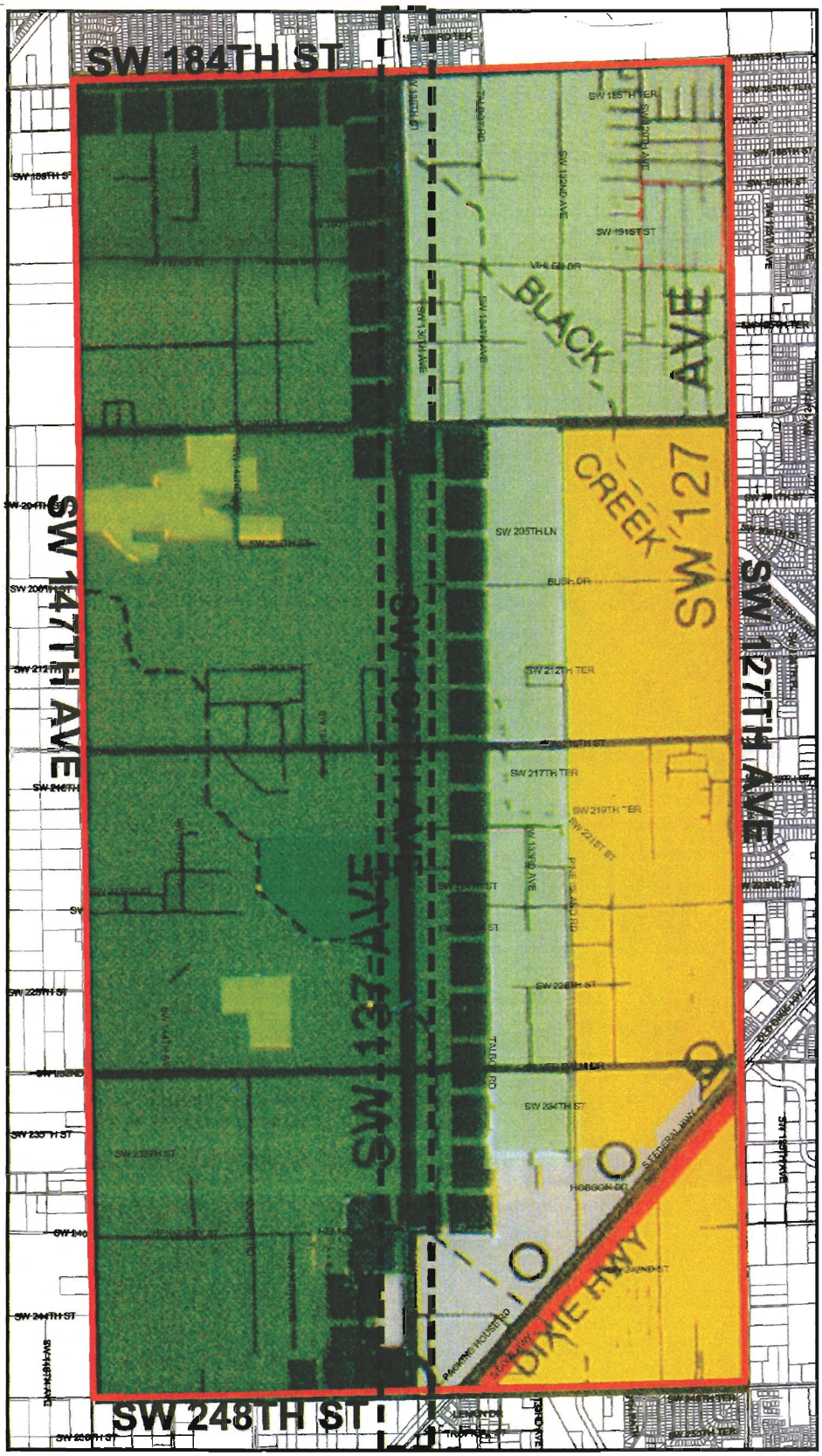
Miami-Dade County Water and Sewer Department (WASD) has sited future wells south of SW 184 Street and east and west of SW 137 Avenue. Wellfield protection areas are a constraint because of the development restrictions imposed in those areas through the CDMP and adopted Wellfield Protection Ordinances. The same development restrictions must be imposed to future wellfield areas as future wells are planned. Miami-Dade County Department of Environmental Resources is currently defining those wellfield protection areas. However, WASAD staff have identified Rock Pitt (Phase II), located west of SW 127 Avenue and south of SW 200 Street, as the future south Miami-Dade wellfield closest to the proposed SW 137 Avenue projects, and have indicated that no impacts to the wells are anticipated as a result of the widening and extension of SW 137 Avenue.

Within the City of Homestead, from SW 336 Street and SW 340 Street, the CDMP Land Use Plan map reflects the city's Comprehensive Plan and therefore much of the frontage along SW 137 Avenue is designated for Business and Office, and Environmentally Protected Parks.

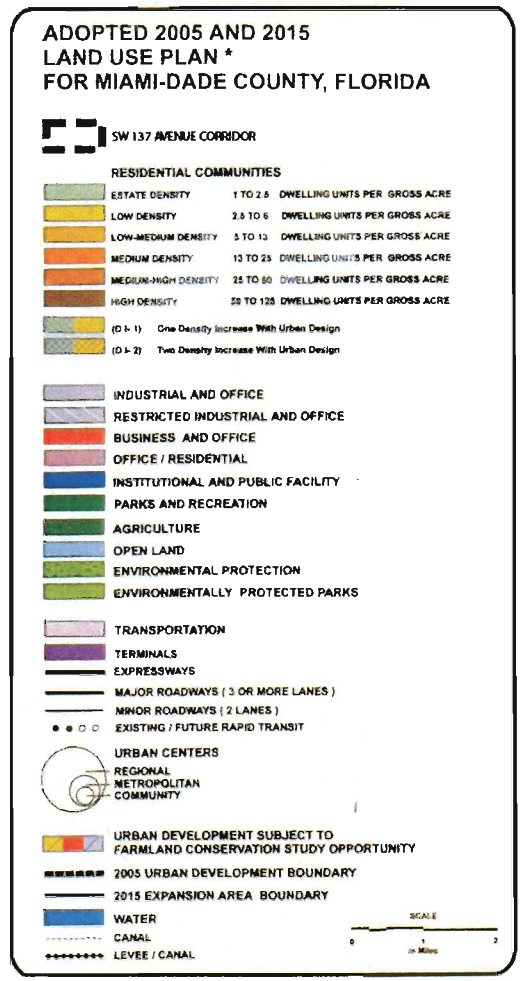
2.3 Urban Growth in South Miami-Dade

This report also reviews the growth and development context of the proposed extension and upgrading of SW 137 Avenue from SW 184 Street to the HEFT. The region south of SW 184 Street was considered as the context for this analysis and is referred to as South Miami-Dade. This region is composed of six Minor Statistical Ares (MSAs), numbered 7.1 to 7.6 (see Figure 4).

Figure 3
Future Land Use Map



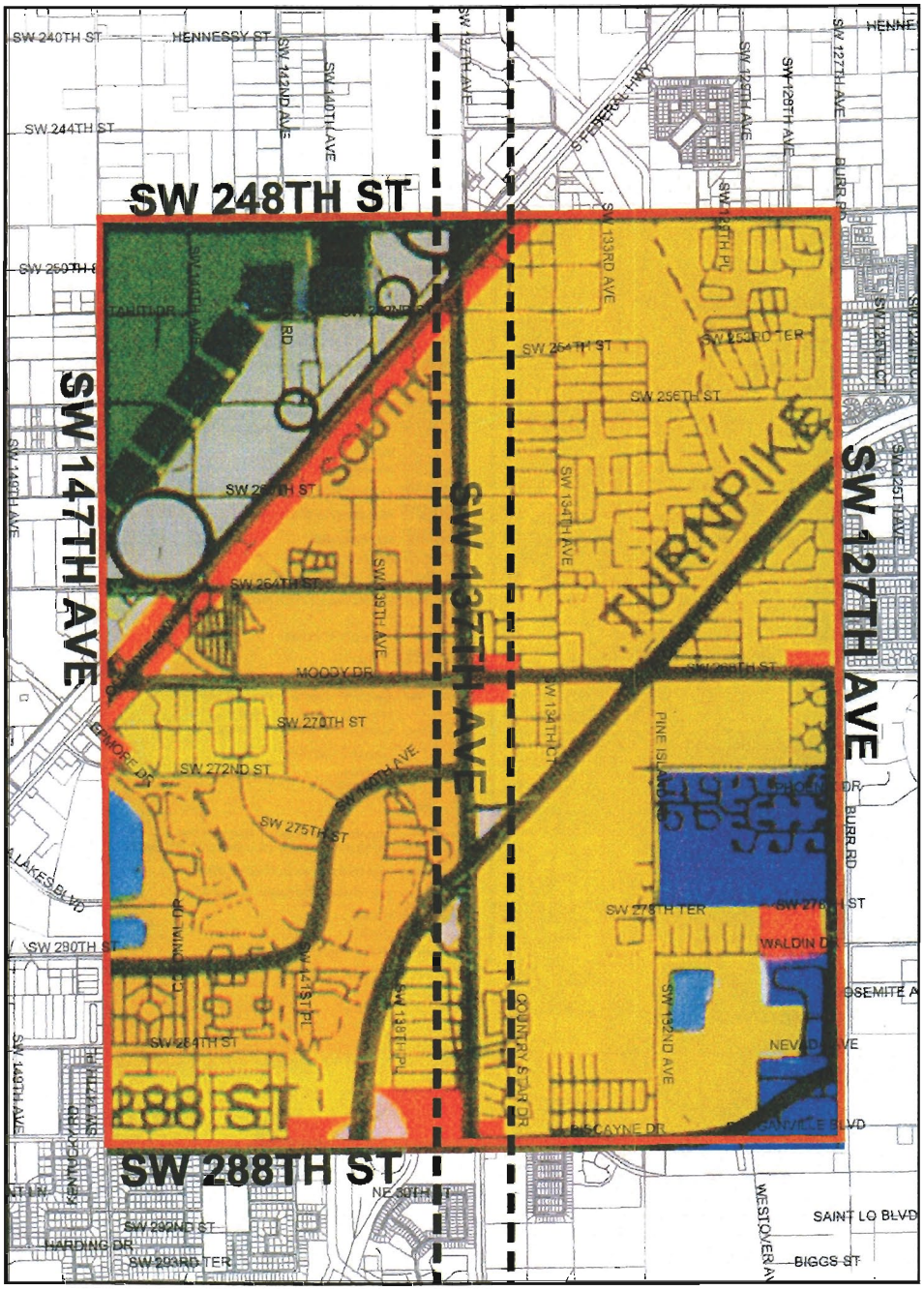
2005-2015 LAND USES
SW 137 AVE CORRIDOR
FROM SW 184 STREET TO SW 248 STREET



MIAMI-DADE COUNTY, FLORIDA
DEPARTMENT OF PLANNING AND ZONING
METROPOLITAN SECTION

JANUARY 2005

Figure 3A
Future Land Use Map



2005-2015 LAND USES
SW 137 AVE CORRIDOR
FROM SW 248 STREET TO SW 288 STREET

ADOPTED 2005 AND 2015
LAND USE PLAN *
FOR MIAMI-DADE COUNTY, FLORIDA

SW 137 AVENUE CORRIDOR

RESIDENTIAL COMMUNITIES

ESTATE DENSITY	1 TO 2.5	DWELLING UNITS PER GROSS ACRE
LOW DENSITY	2.5 TO 6	DWELLING UNITS PER GROSS ACRE
LOW-MEDIUM DENSITY	5 TO 13	DWELLING UNITS PER GROSS ACRE
MEDIUM DENSITY	13 TO 25	DWELLING UNITS PER GROSS ACRE
MEDIUM-HIGH DENSITY	25 TO 60	DWELLING UNITS PER GROSS ACRE
HIGH DENSITY	60 TO 125	DWELLING UNITS PER GROSS ACRE

(D I- 1) One Density Increase With Urban Design
(D I- 2) Two Density Increase With Urban Design

INDUSTRIAL AND OFFICE
RESTRICTED INDUSTRIAL AND OFFICE
BUSINESS AND OFFICE
OFFICE / RESIDENTIAL
INSTITUTIONAL AND PUBLIC FACILITY
PARKS AND RECREATION
AGRICULTURE
OPEN LAND
ENVIRONMENTAL PROTECTION
ENVIRONMENTALLY PROTECTED PARKS

TRANSPORTATION
TERMINALS
EXPRESSWAYS
MAJOR ROADWAYS (3 OR MORE LANES)
MINOR ROADWAYS (2 LANES)
EXISTING / FUTURE RAPID TRANSIT

URBAN CENTERS
REGIONAL
METROPOLITAN
COMMUNITY

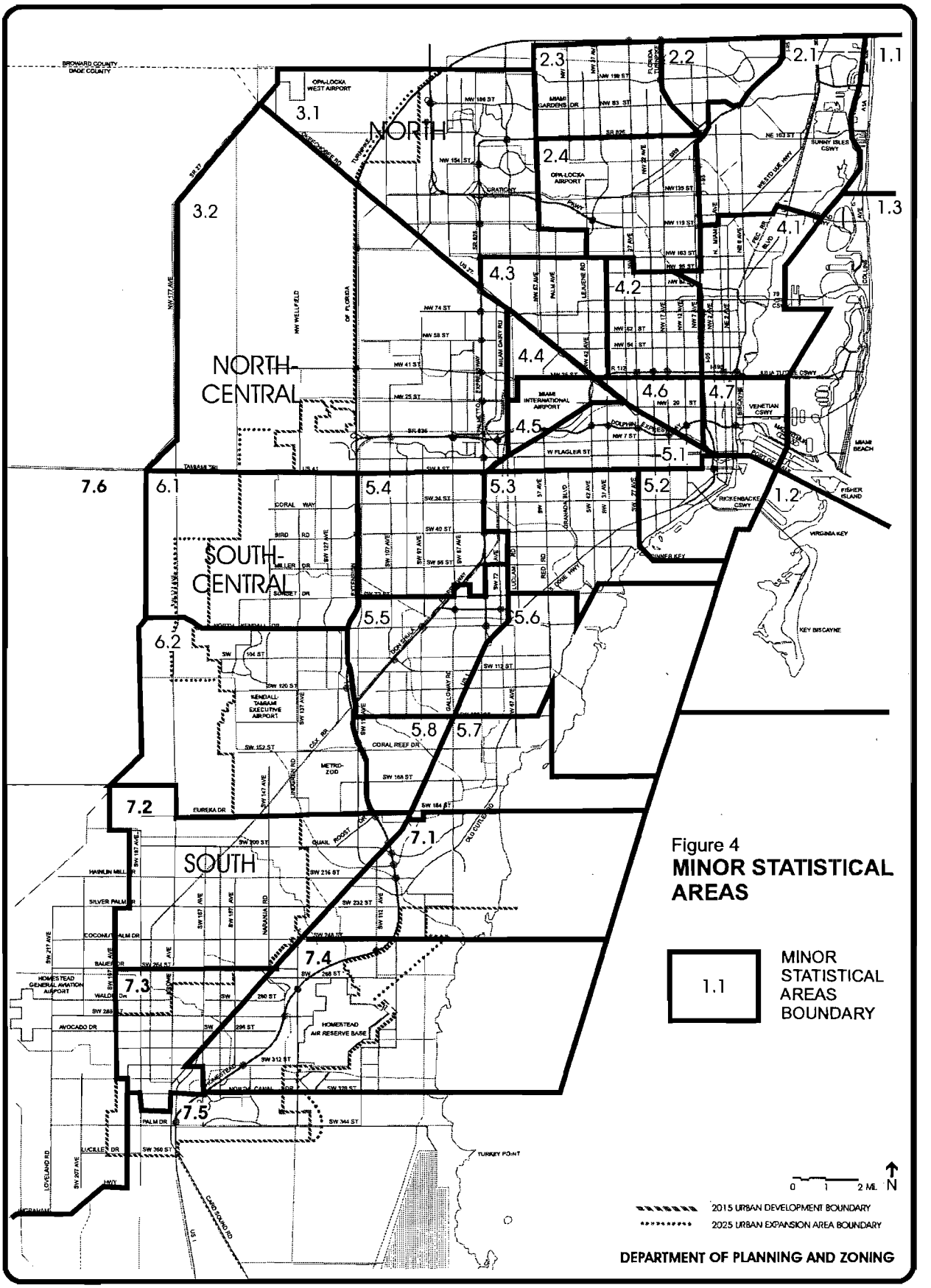
URBAN DEVELOPMENT SUBJECT TO FARMLAND CONSERVATION STUDY OPPORTUNITY
2005 URBAN DEVELOPMENT BOUNDARY
2015 EXPANSION AREA BOUNDARY
WATER
CANAL
LEVEE / CANAL

SCALE
0 1 2
in Miles

MIAMI-DADE COUNTY

MIAMI-DADE COUNTY, FLORIDA
DEPARTMENT OF PLANNING AND ZONING
METROPOLITAN SECTION

JANUARY 2005



06/03 Rev 8/18/04 ale

2.3.1 Population and Housing Growth

Table 1 shows population growth in the South Miami-Dade County region since 1990, two and a half years before Hurricane Andrew (August 1992). The hurricane had a major impact on this region, resulting in the loss of about 32,000 housing units, half of all units on the ground in 1992. About two of every three units lost in this storm were in the South Miami-Dade region. This is the regional context for the analysis of the SW 137 Avenue corridor.

In 1990, this region had a population of 162,457 persons and accounted for about 8.4 percent of the County's population. Ten years later, Census 2000 counted 181,437 persons, about 8.1 percent of the County total. The region grew slower than the County average and its share of the County total declined. This relative decline was the result of Hurricane Andrew. Recovery from the storm was initially rapid, but then slowed and remained slow through the remainder of the 1990s. In the post-Census 2000 period, the pace of residential development has quickened. By January 2004, the population was estimated to be 199,025 persons and the regional share of the County total had edged up to an estimated 8.4 percent, the same as in 1990. The most recent population projections (Table 1) show a rapid increase in population to 262,257 (9.7 percent) by 2015 and 447,085 (14.8 percent) by 2025.

Table 2 shows these population projections in terms of annual average growth in each time period. It is a good measure of the rapidity of growth projected for the region. Annual average growth increases from 6.0 percent of the County total in the 1990s to 21.8 percent in the 2010 to 2015 period, and 65.4 percent in the 2020 to 2025 period. This is a reflection of the continued availability of development capacity in the region at a time when that capacity will be virtually depleted in the remainder of the County.

Table 3 shows the population projections converted into projections of households and housing units using Area-specific average household size and residential vacancy rates. Note that the Areas with the fastest projected growth in the region are Minor Statistical Areas 7.4 and 7.5, which lie generally south and east of US 1, directly south of the SW 137 Avenue corridor segment being studied.

The residential development in South Miami-Dade is primarily single-family homes, not multi-family apartments and therefore is unlikely to be affected much by the increase in inner-city multi-family redevelopment. Table 4 uses Census 2000 data to show that three of every four housing units in South Miami-Dade were in single-family structures. Table 5 uses data from the Real Property File to show that this pattern has continued in the four years since the census. Single-family structures accounted for about 65 percent of all new units built in the last four years. Table 6 presents the same data for the cities of Homestead and Florida City and unincorporated South Miami-Dade, so it shows that the pattern persists in both Homestead and the unincorporated area. In Florida City the mix is different. There, the new construction has been primarily in multi-family structures but the total number built in the four years was small, less than 300 units.

Table 1
Proposed Population Projections, 1990 to 2025
Miami-Dade County by Minor Statistical Area

MSA	1990	2000	2004	2010	2015	2020	2025
1.1	12,546	16,278	18,903	22,804	23,146	24,290	24,290
1.2	8,854	10,513	11,548	11,802	11,810	11,819	11,819
1.3	110,126	108,526	112,879	115,930	118,223	118,490	120,586
2.1	129,542	160,589	166,418	176,187	184,149	188,648	188,648
2.2	41,795	48,988	49,062	51,225	52,973	54,761	54,761
2.3	77,397	82,976	85,639	88,424	90,879	93,264	93,264
2.4	75,900	78,931	81,397	83,803	86,074	89,146	90,144
3.1	131,084	201,811	217,653	242,057	260,362	261,505	261,505
3.2	82,675	122,540	136,634	154,648	168,832	170,546	170,546
4.1	91,146	87,834	88,875	88,857	89,049	90,125	93,447
4.2	83,779	80,689	81,312	82,172	83,833	87,939	100,974
4.3	106,641	115,905	117,524	121,994	126,175	132,086	135,307
4.4	15,480	16,060	16,124	16,382	16,629	17,047	17,367
4.5	105	122	122	122	122	123	126
4.6	45,093	47,631	49,320	51,661	54,106	58,960	63,696
4.7	36,432	35,945	38,276	47,481	56,958	64,495	68,145
5.1	117,989	122,903	126,059	128,924	131,443	133,718	133,718
5.2	53,742	55,896	60,367	63,998	67,936	76,773	86,422
5.3	118,198	120,126	123,807	126,275	128,847	134,060	139,006
5.4	97,439	102,262	102,793	104,085	105,059	105,652	105,652
5.5	74,262	80,111	81,048	85,702	90,424	94,334	99,730
5.6	30,072	32,431	33,761	35,148	36,502	38,504	39,681
5.7	22,727	25,346	26,797	28,295	29,693	31,429	31,670
5.8	33,358	35,040	36,042	37,209	38,452	41,319	44,519
6.1	110,762	156,640	172,049	195,139	214,370	222,735	222,735
6.2	67,648	125,812	140,238	161,772	174,814	174,944	174,944
7.1	33,467	41,575	45,746	52,240	59,520	75,555	92,808
7.2	36,214	39,327	42,893	46,908	51,353	61,738	73,532
7.3	31,173	32,367	34,193	35,964	38,064	46,400	59,198
7.4	46,921	48,364	53,111	65,156	77,111	100,260	136,257
7.5	10,425	14,635	17,632	22,741	29,069	45,386	64,807
7.6	4,283	5,189	5,450	6,179	7,140	12,133	20,483
Total	1,937,275	2,253,362	2,373,672	2,551,284	2,703,117	2,858,184	3,019,787
South Dade	162,483	181,457	199,025	229,188	262,257	341,472	447,085
Percent of Total	8.4%	8.1%	8.4%	9.0%	9.7%	11.9%	14.8%

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Table 2
Annual Average Change
Population Projections, 1990 to 2025
Miami-Dade County by Minor Statistical Area

MSA	1990-2000	2000-2004	2004-2010	2010-2015	2015-2020	2020-2025
1.1	373	656	650	68	229	0
1.2	166	259	42	1	2	0
1.3	-160	1,088	509	382	53	419
2.1	3,105	1,457	1,628	1,327	900	0
2.2	719	19	361	291	358	0
2.3	558	666	464	409	477	0
2.4	303	617	401	379	614	200
3.1	7,073	3,961	4,067	3,051	229	0
3.2	3,987	3,524	3,002	2,364	343	0
4.1	-331	260	-3	32	215	664
4.2	-309	156	143	277	821	2,607
4.3	926	405	745	697	1,182	644
4.4	58	16	43	41	84	64
4.5	2	0	0	0	0	1
4.6	254	422	390	408	971	947
4.7	-49	583	1,534	1,580	1,507	730
5.1	491	789	478	420	455	0
5.2	215	1,118	605	656	1,767	1,930
5.3	193	920	411	429	1,043	989
5.4	482	133	215	162	119	0
5.5	585	234	776	787	782	1,079
5.6	236	333	231	226	400	235
5.7	262	363	250	233	347	48
5.8	168	251	195	207	573	640
6.1	4,588	3,852	3,848	3,205	1,673	0
6.2	5,816	3,607	3,589	2,174	26	0
7.1	811	1,043	1,082	1,213	3,207	3,451
7.2	311	892	669	741	2,077	2,359
7.3	119	457	295	350	1,667	2,560
7.4	144	1,187	2,008	1,993	4,630	7,199
7.5	421	749	852	1,055	3,263	3,884
7.6	91	65	122	160	999	1,670
Total	**31,609**	**30,078**	**29,602**	**25,317**	**31,013**	**32,321**
South Dade	1,897	4,392	5,027	5,512	15,843	21,123
Percent of Total	6.0%	14.6%	17.0%	21.8%	51.1%	65.4%

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Table 3

Housing and Household Projections, 2000 to 2030
Miami-Dade County by Minor Statistical Area

	Housing Units						Households					
MSA	2000	2004	2010	2015	2020	2025	2000	2004	2010	2015	2020	2025
1.1	13,336	15,494	18,633	18,845	19,777	19,777	8,477	9,849	11,844	11,979	12,571	12,571
1.2	6,381	7,010	7,139	7,139	7,139	7,139	4,262	4,682	4,768	4,768	4,768	4,768
1.3	73,055	76,025	77,732	78,963	79,096	80,187	56,326	58,616	59,932	60,881	60,984	61,825
2.1	70,882	73,501	77,490	80,709	82,655	82,655	60,258	62,485	65,876	68,612	70,267	70,267
2.2	18,785	18,813	19,565	20,160	20,839	20,839	17,342	17,368	18,062	18,611	19,238	19,238
2.3	24,043	24,823	25,524	26,136	26,819	26,819	23,066	23,814	24,487	25,074	25,729	25,729
2.4	25,394	26,205	26,847	27,467	28,444	28,643	23,792	24,552	25,153	25,734	26,649	26,836
3.1	66,427	71,687	79,453	85,181	85,533	85,533	63,791	68,842	76,300	81,801	82,139	82,139
3.2	42,845	47,965	54,152	58,997	59,534	59,534	39,904	44,673	50,435	54,947	55,448	55,448
4.1	35,226	35,570	35,570	35,570	35,657	36,838	31,221	31,526	31,526	31,526	31,603	32,650
4.2	28,722	29,018	29,209	29,692	31,148	35,660	25,565	25,828	25,998	26,428	27,724	31,740
4.3	37,974	38,516	39,790	41,000	42,926	43,803	37,220	37,751	39,000	40,186	42,073	42,933
4.4	6,211	6,236	6,303	6,373	6,531	6,627	5,980	6,004	6,069	6,136	6,288	6,381
4.5	49	49	49	49	49	50	44	44	44	44	44	45
4.6	16,081	16,720	17,350	18,113	19,840	21,449	15,024	15,621	16,210	16,922	18,536	20,039
4.7	16,922	18,137	22,673	27,408	31,220	32,906	14,052	15,061	18,828	22,760	25,925	27,325
5.1	46,274	47,474	48,346	49,106	49,944	49,944	44,289	45,437	46,272	46,999	47,801	47,801
5.2	27,508	29,728	31,396	33,217	37,564	42,165	23,886	25,814	27,262	28,843	32,618	36,613
5.3	48,149	49,680	50,346	51,142	53,207	54,968	45,627	47,078	47,709	48,463	50,420	52,089
5.4	33,779	33,957	34,219	34,398	34,571	34,571	32,874	33,047	33,302	33,476	33,645	33,645
5.5	32,114	32,493	34,225	35,988	37,545	39,562	30,836	31,200	32,863	34,556	36,051	37,987
5.6	12,237	12,741	13,215	13,675	14,427	14,816	11,799	12,285	12,742	13,186	13,911	14,286
5.7	8,431	8,917	9,380	9,810	10,385	10,425	8,250	8,726	9,179	9,599	10,162	10,201
5.8	11,460	11,790	12,124	12,483	13,417	14,411	10,943	11,258	11,577	11,920	12,812	13,761
6.1	49,116	54,036	61,103	66,943	69,552	69,552	47,600	52,368	59,217	64,876	67,405	67,405
6.2	41,309	46,107	53,030	57,125	57,143	57,143	39,330	43,898	50,489	54,388	54,405	54,405
7.1	14,472	15,937	18,142	20,611	26,199	32,100	13,869	15,273	17,386	19,752	25,107	30,762
7.2	13,061	14,260	15,539	16,959	20,418	24,261	12,129	13,242	14,430	15,749	18,961	22,530
7.3	10,703	11,317	11,853	12,504	15,279	19,476	9,707	10,264	10,750	11,340	13,857	17,664
7.4	15,251	16,769	20,529	24,243	31,587	42,862	13,784	15,156	18,554	21,911	28,549	38,739
7.5	4,443	5,535	7,283	9,502	15,363	22,269	3,974	4,951	6,514	8,499	13,741	19,918
7.6	1,638	1,727	1,953	2,263	3,932	6,703	1,553	1,637	1,852	2,146	3,728	6,355
Total	852,278	898,237	960,162	1,011,771	1,067,740	1,123,687	776,774	818,350	874,630	922,112	973,159	1,024,095
South Dade	59,568	65,545	75,299	86,082	112,778	147,671	55,016	60,523	69,486	79,397	103,943	135,968
Percent of Total	7.0%	7.3%	7.8%	8.5%	10.6%	13.1%	7.1%	7.4%	7.9%	8.6%	10.7%	13.3%

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Table 4
Housing Units in Structure
Miami-Dade County by Minor Statistical Area, 2000

MSA	Total Units	Single-Family	Multi-family	Percent S-family
1.1	13,422	1,104	12,318	8.2
1.2	6,381	1,464	4,917	22.9
1.3	73,149	9,127	64,022	12.5
2.1	70,853	27,764	43,089	39.2
2.2	18,785	9,046	9,739	48.2
2.3	24,043	22,500	1,543	93.6
2.4	25,394	17,945	7,449	70.7
3.1	66,421	38,035	28,386	57.3
3.2	42,694	22,061	20,633	51.7
4.1	35,226	21,551	13,675	61.2
4.2	28,720	21,404	7,316	74.5
4.3	37,974	21,818	16,156	57.5
4.4	6,213	4,399	1,814	70.8
4.5	47	40	7	85.1
4.6	16,116	8,658	7,458	53.7
4.7	16,889	2,984	13,905	17.7
5.1	46,331	22,924	23,407	49.5
5.2	27,508	11,593	15,915	42.1
5.3	48,138	35,398	12,740	73.5
5.4	33,785	28,271	5,514	83.7
5.5	32,114	18,221	13,893	56.7
5.6	12,248	9,225	3,023	75.3
5.7	8,431	7,419	1,012	88.0
5.8	11,460	9,776	1,684	85.3
6.1	49,109	35,483	13,626	72.3
6.2	41,309	32,229	9,080	78.0
7.1	14,499	11,211	3,288	77.3
7.2	13,041	10,246	2,795	78.6
7.3	10,703	7,453	3,250	69.6
7.4	15,194	11,933	3,261	78.5
7.5	4,443	2,908	1,535	65.5
7.6	1,638	1,630	8	99.5
Total	**852,278**	**485,820**	**366,458**	**57.0**
South Dade	**59,518**	**45,381**	**14,137**	**76.2**

Source: U.S. Census Bureau, Census 2000, Summary File 3, Miami-Dade County Department of Planning and Zoning, Research Section, 2002.

Table 5
Housing by Type by Year Built
Miami-Dade County & South Miami-Dade, 2000 to 2003

Year Structure Built	Miami Dade County			South Miami-Dade			Remainder of County		
	All Units	Single-Family Units	Multi-Family Units	All Units	Single-Family Units	Multi-Family Units	All Units	Single-Family Units	Multi-Family Units
2000	10,988	5,022	5,966	617	553	64	10,371	4,469	5,902
2001	12,515	5,285	7,230	1,295	731	564	11,220	4,554	6,666
2002	12,632	5,524	7,108	1,910	1,053	857	10,722	4,471	6,251
2003	12,000	5,539	6,461	2,335	1,672	663	9,665	3,867	5,798
Total	48,135	21,370	26,765	6,157	4,009	2,148	41,978	17,361	24,617
Percentage Distribution									
2000	100.0	45.7	54.3	100.0	89.6	10.4	100.0	43.1	56.9
2001	100.0	42.2	57.8	100.0	56.4	43.6	100.0	40.6	59.4
2002	100.0	43.7	56.3	100.0	55.1	44.9	100.0	41.7	58.3
2003	100.0	46.2	53.8	100.0	71.6	28.4	100.0	40.0	60.0
Total	100.0	44.4	55.6	100.0	65.1	34.9	100.0	41.4	58.6

Note: South Miami-Dade is the area south of Eureka Drive, SW 184 Street.

Source: Real Property File, Nov 2004, Miami-Dade County, Department of Planning and Zoning, Research Section, 2005.

Table 6
Housing by Type by Year Built
Unincorporated Miami-Dade and Municipalities in South Miami-Dade County, 2000 to 2003

Year Structure Built	South Miami-Dade County			Unincorporated Miami-Dade			Homestead			Florida City		
	All Units	Single-Family Units	Multi-Family Units	All Units	Single-Family Units	Multi-Family Units	All Units	Single-Family Units	Multi-Family Units	All Units	Single-Family Units	Multi-Family Units
2000	617	553	64	556	492	64	58	58	0	3	3	0
2001	1,295	731	564	981	565	416	162	162	0	152	4	148
2002	1,910	1,053	857	1,228	798	430	583	222	361	99	33	66
2003	2,335	1,672	663	1,202	903	299	1,092	728	364	41	41	0
Total	6,157	4,009	2,148	3,967	2,758	1,209	1,895	1,170	725	295	81	214
Percentage Distribution												
2000	100.0	89.6	10.4	100.0	88.5	11.5	100.0	100.0	0.0	100.0	100.0	0.0
2001	100.0	56.4	43.6	100.0	57.6	42.4	100.0	100.0	0.0	100.0	2.6	97.4
2002	100.0	55.1	44.9	100.0	65.0	35.0	100.0	38.1	61.9	100.0	33.3	66.7
2003	100.0	71.6	28.4	100.0	75.1	24.9	100.0	66.7	33.3	100.0	100.0	0.0
Total	100.0	65.1	34.9	100.0	69.5	30.5	100.0	61.7	38.3	100.0	27.5	72.5

Note: South Miami-Dade is the area south of Eureka Drive, SW 184 Street.

Source: Real Property File, Nov 2004, Miami-Dade County Department of Planning and Zoning, Research Section, 2005.

Table 7 uses data from County Impact Fee files, a new source of development data. The file shows the number of units for which impact fees have been paid in Miami-Dade County in 2003 and 2004. These figures are not directly comparable with the figures shown in the previous tables that displayed units actually constructed in each year. This table shows intent to build at

some time in the future and is the last step before building permits are pulled. It shows that about 17 percent of all units permitted in 2003 were in South Miami-Dade. In 2004 that percentage increased to about 23 percent. The actual number of units more than double in the South Miami-Dade, but there were also big increases in other areas. This suggests that the South Miami-Dade area will capture an increasing share of the new residential construction in the County. The Impact Fee file is a new source of data on new construction and will require further analysis before it can be integrated into the County's housing and population projection programs.

Table 7
Housing Units with Impact Fees Paid in 2003 and 2004
Miami-Dade County by Minor Statistical Area

Balance of County	Year 2003		Year 2004	
	Number	Percent	Number	Percent
1.1	1,709	8.34	1,680	4.82
1.2	17	0.08	19	0.05
1.3	1,633	7.97	2,422	6.95
2.1	326	1.59	2,313	6.63
2.2	41	0.20	23	0.07
2.3	162	0.79	111	0.32
2.4	447	2.18	481	1.38
3.1	692	3.38	822	2.36
3.2	500	2.44	1,009	2.89
4.1	131	0.64	370	1.06
4.2	140	0.68	229	0.66
4.3	128	0.62	73	0.21
4.4	5	0.02	6	0.02
4.6	338	1.65	570	1.63
4.7	2,199	10.74	8,029	23.03
5.1	470	2.29	1,281	3.67
5.2	1,289	6.29	2,183	6.26
5.3	877	4.28	1,664	4.77
5.4	43	0.21	126	0.36
5.5	1,156	5.64	958	2.75
5.6	204	1.00	118	0.34
5.7	68	0.33	41	0.12
5.8	60	0.29	58	0.17
6.1	3,218	15.71	1,581	4.53
6.2	1,059	5.17	520	1.49
Sub-Total	**16,912**	**82.6**	**26,687**	**76.5**
South Miami-Dade				
7.1	635	3.10	2,250	6.45
7.2	389	1.90	773	2.22
7.3	283	1.38	472	1.35
7.4	1,534	7.49	1,980	5.68
7.5	678	3.31	2,591	7.43
7.6	53	0.26	115	0.33
Sub-Total	**3,572**	**17.4**	**8,181**	**23.5**
County Total	**20,484**	**100.0**	**34,868**	**100.0**

Source: Miami-Dade County Dept. of Planning and Zoning, Research Section, 2005.

3.0 Roadways

3.1 Existing Roadway Characteristics

SW 137 Avenue is a major north-south corridor that connects at its northern terminus with NW 6 Street and at its southern terminus with SW 344 Street, interrupted only between SW 200 Street and SW 240 Street. This corridor consists of a two-lane undivided and four- and six-lane divided facilities, with twelve-foot wide through lanes, five-foot sidewalks at some locations and four-foot unpaved shoulders at other locations, pavement reflective markers, stripping, and signage, pavement marking at existing intersections and railroad crossings, lighting and lined with trees within the existing right-of-way in some sections. The two-lane facilities include the segments from NW 6 Street to SW 8 Street, between SW 240 Street and SW 248 Street and from US 1 to the HEFT; the four-lane facilities include the segments from SW 8 Street and SW 26 Street, between SW 56 Street and SW 88 Street and from US 1 to SW 344 Street; and the six-lane facilities include the segments from SW 26 Street to SW 56 Street and between SW 88 Street and SW 184 Street. Miami-Dade County Public Works Department and Florida Department of Transportation (FDOT) have maintenance responsibility for this transportation corridor, which is classified by FDOT as Urban Principal Arterial from SW 88 Street to SW 152 Street; Urban Minor Arterial from NW 12 Street to SW 88 Street and between SW 184 Street and SW 200 Street; Urban Collector from US 1 to SW 320 Street and between SW 336 Street and SW 344 Street; and Rural Major Collector from SW 320 Street to SW 336 Street.

Other north-south transportation corridors south of SR 836 and west of US1 include SW 117 Avenue, the HEFT, SW 127 Avenue, SW 147 Avenue, SW 157 Avenue, SW 167 Avenue and Krome Avenue. However, SW 127 Avenue, which runs from NW 12 Street to SW 248 Street is interrupted by the Metrozoo between SW 152 Street and SW 184 Street; SW 147 which runs from SW 26 Street to SW 268 Street is also interrupted by the Kendall-Tamiami Executive Airport and the Country Walk residential development between SW 120 Street and SW 152 Street; SW 157 Avenue, which is planned to run from SW 8 Street (Tamiami Trail) to SW 312 Street, parallels the 2005 UDB from SW 152 Street to SW 184 Street and between SW 264 Street and SW 268 Street and is outside the UDB in between; and SW 167 Avenue runs outside the UDB from SW 200 Street and SW 268 Street. The other corridor, besides the HEFT and Krome Avenue, which would run uninterrupted from NW 17 Street to SW 344 Street would be SW 137 Avenue.

3.2 Adopted Level of Service Standard

The roadway level of Service (LOS) is represented by the letters "A" through "F", with "A" representing the most favorable driving conditions and "F" representing the least favorable. The roadway LOS standard adopted by the County requires that LOS conditions be measured during the "peak period". The peak period is defined as the average of the two highest consecutive hours of traffic volume during a weekday. A summary of the adopted LOS standard for roadways in Miami-Dade County is shown in Table 8.

Table 8
Traffic Circulation Peak Period* LOS Standard

Non-FIHS Roadways			
Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within ½ Mile	Extraordinary Transit Service (Commuter Rail or Express Bus)
Outside UDB	LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E on SUMAs (100% Capacity)	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

FIHS Roadways					
FIHS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	B	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	B	D [E]	E	E	Manage
	NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist.				

Source: Miami-Dade County Comprehensive Development Master Plan, May 1997, as amended.

Notes: Constrained FIHS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

FIHS= Florida Intrastate Highway System

UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), excluding the City of Islandia, and excluding the area north of SR 826 and west of I-95.

UDB= Urban Development Boundary

SUMA= State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

3.3 Existing Level of Service Conditions

Estimates of traffic conditions for the subject corridor and roadway network within the Study Area were developed using standard transportation analysis methods. Key sources of information used in conducting this analysis include the Traffic Circulation Subelement of the Adopted Components of the CDMP (May 1997 Edition as amended through April 2001, Printed October 2001); the Miami-Dade County Transportation Improvement Program, 2005 (May 2004); the Miami-Dade Transportation Plan Update to the Year 2030, Cost Feasible Plan (November 2004); and the most recent available traffic count data information published by the Miami-Dade County Public Works Department and the FDOT. Current peak period LOS conditions were measured based on the FDOT's ART-TAB Model, which is designed to replicate the procedures of the 1997 Highway Capacity Manual Update prepared by the Federal Highway Administration.

Table 9 shows the existing levels service (LOS) for SW 137 Avenue and the roadway network within the Study Area as provided by Miami-Dade County Public Works Department and dated July 1, 2004. As indicated in Table 9, along SW 137 Avenue itself, there are segments operating at peak period levels of service (LOS) "C" or better. However, the two SW 137 Avenue segments, from SW 56 Street to SW 72 Street and between US 1 and the HEFT, are operating at LOS D, the adopted LOS standard for these roadway segments. Two other segments between SW 72 Street and SW 88 Street and from SW 136 Street to SW 152 Street are operating at LOS F. The roadway segment from SW 72 Street to SW 88 Street is in violation of the adopted LOS D standard for the segment, while the other segment is operating at 1.17% capacity still operating below the adopted LOS E+20%. The rest of the roadway network is operating at acceptable LOS.

3.4 Programmed and Planned Improvements

Table 10 identifies the roadway capacity improvements programmed in the County's 2005 Transportation Improvement Program (TIP) for construction during the next five years within the Corridor Study Area. The most significant projects are the widening from two to four lanes of SW 117 Avenue from SW 152 Street to SW 184 Street and the four-lane widening of SW 184 Street from SW 147 Avenue to SW 127 Avenue. Five intersections with Krome Avenue (SW 184 Street, SW 200 Street, SW 216 Street, and SW 288 Street) are also programmed for the addition of turn lanes and the widening of the shoulders. Other improvements include the widening of SW 328 Street from two to four lanes from SW US 1 to SW 152 Avenue. Additional planned roadway improvements within this corridor Study Area by the year 2030 are listed in Table 11.

3.5 Future Level of Service Conditions

The recently adopted Miami-Dade Transportation Plan for the Year 2030 model outputs for the year 2015 and 2030 highway networks were used to project future travel demand conditions on SW 137 Avenue and all major roadways within the Study area. MPO staff and their Long Range Plan Update consultants assisted in the preparation of model run outputs.

Levels of service for the years 2015 and 2030 were projected using a transportation planning computer model and were expressed as a volume-to-capacity ratio (v/c ratio), which is the ratio of the number of vehicles using the road to the road capacity. The 2015 and 2030 v/c ratio model outputs were expressed using daily volumes. Roadways for the highway network were rated as follows:

V/C Ratio	Level of Service
0.70 or less	LOS B or Better
0.71to 0.80	LOS C
0.81 to 0.90	LOS D
0.91 to 1.0	LOS E
1.0 or greater	LOS F

Table 9
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 177 Avenue/SR 997	SW 88 Street to SW 184 Street	2 UD	C	A (00)
	SW 184 Street to SW 232 Street	2 UD	C	A (01)
	SW 323 Street to SW 296 Street	2 UD	C	NA
	SW 296 Street to US 1	2 UD	D	B (00)
SW 157 Avenue/Newton Rd.	SW 152 Street to SW 184 Street	2 UD	D	C (01)
	SW 216 Street to SW 272 Street	2 UD	C	B (01)
SW 147 Avenue/Naranja Rd.	SW 152 Street to SW 184 Street	2 UD	D	C (01)
	SW 184 Street to SW 200 Street	2 UD	C	B (02)
	SW 200 Street to SW 216 Street	2 UD	C	C (01)
	SW 216 Street to SW 232 Street	2 UD	C	C (01)
	SW 232 Street to SW 264 Street	2 UD	C	C (01)
SW 137 Avenue	**NW 6 Street to SW 8 Street**	**2 UD**	**D**	**C (01)**
	SW 8 Street to SW 26 Street	**4 DV**	**D**	**C (01)**
	SW 26 Street to SW 42 Street	**6 DV**	**D**	**B (02)**
	SW 42 Street to SW 56 Street	**6 DV**	**D**	**C (00)**
	SW 56 Street to SW 72 Street	**4 DV**	**D**	**D (00)**
	SW 72 Street to SW 88 Street	**4 DV**	**D**	**F (00)**
	SW 88 Street to SW 120 Street	**6 DV**	**D**	**C (01)**
	SW 120 Street to SW 136 Street	**6 DV**	**E+20%**	**C (01)**
	SW 136 Street to SW 152 Steet	**6 DV**	**E+20%**	**F (01)**
	SW 152 Street to SW 184 Street	**6 DV**	**D**	**B (01)**
	SW 184 Street to SW 200 Street	**2 UD**	**D**	**C (01)**
	SW 200 Street to SW 248 Street	**2 UD**	**D**	**NA**
	US 1 to HEFT.	**2 UD**	**D**	**D (02)**
	HEFT to SW 288 Street	**4 DV**	**D**	**B (01)**
	SW 288 Street to SW 344 Street	**4 DV**	**D**	**NA**
SW 127 Avenue	SW 184 Street to SW 200 Street	2 UD	D	C (02)
SW 117 Avenue	SW 184 St. to Quail Roost Drive	2 UD	D	C (01)
	Quail Roost Drive to US 1	2 UD	D	C (03)
HEFT/SR 821	SW 152 Street to SW 186 Street	8 LA	D	B (98)
	SW 186 Street to US 1	4 LA	D	C (98)
	US 1 to SW 216 Street	4 LA	D	NA
	SW 216 Street to SW 112 Avenue	4 LA	D	A (98)
	SW 112 Avenue to SW 137 Avenue	4 LA	D	B (96)
	SW 137 Avenue to SW 312 Street	4 LA	D	A (96)
S. Dixie Hwy (SR 5)	SW 312 Street to US 1	4 LA	D	A (96)
	SW 152 Street to SW 186 Street	6 DV	E+20%	C (01)
	SW 186 Street to SW 112 Avenue	6 DV	E+20%	B (02)
	SW 112 Ave to SW 304 St.	4 DV	E+20%	B (01)
	SW 304 St. to SW 344 Street	4 DV	E+20%	B (01)
SW 112 Avenue/SR 989	US 1 to SW 248 Street	4 DV	E	A (00)
	SW 248 Street to HEFT	4 DV	E	B (00)

Table 9
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 184 Street	SW 177 Avenue to SW 157 Avenue	2 UD	C	A (01)
	SW 157 Avenue to SW 137 Avenue	2 UD	D	A (01)
	SW 137 Ave. to SW 127 Ave.	2 UD	D	A (01)
	SW 127 Ave to SW 117 Ave.	4UD	D	A (02)
	US-1 to SW 97 Ave.	4 DV	D	B (01)
	Old Cutler Rd to SW 87 Avenue	2 UD	D	B (02)
SW 200 Street/SR 994	SW 177 Ave. to SW 147 Avenue	2 UD	D	C (00)
	SW 147 Ave. to SW 127 Avenue	2 UD	E	C (00)
SW 186 Street/SR 994	SW 127 Avenue to HEFT	4 DV	E	C (00)
	HEFT to US 1	4 DV	E	D (00)
SW 200 Street	US 1 to Quail Roost Drive	2 UD	D	C (01)
SW 216 Street/Hainlin Mill	SW 112 Avenue to Old Cutler Rd.	4 D	D	A (02)
	US 1 to SW 134 Avenue	2 UD	D	C (02)
SW 232 Street	SW 147 Ave. to SW 137 Avenue	2 UD	C	C (01)
	US 1 to SW 117 Avenue	2 UD	D	D (02)
SW 280 Street	US 1 to SW 142 Court	4 UD	D	C (01)
SW 288 Street	HEFT to SW 132 Ave.	4 UD	D	A (00)
	US 1 to HEFT	4 UD	D	A (00)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2004.

Note: ( ) in LOS column identifies year traffic count was revised/updated
DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access
LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Table 10
Programmed Road Capacity Improvements
Fiscal Year 2005-2009

Roadway	From	To	Type of Improvement	Fiscal Year
SR 997/Krome Avenue	SW 288 Street		Widening to provide paved shoulders & extend left turn lanes	2005-06
	SW 216 Street, SW 184 Street			
	SW 200 Street		Same as above, WB right turn	
SW 117 Avenue	SW 184 Street	SW 152 street	Widen to 4 lanes	2004-05
SW 184 Street	SW 137 Avenue	SW 127 Avenue	Widen to 4 lanes	2004-05
SW 184 Street	SW 147 Avenue	SW 137 Avenue	Widen to 4 lanes	2008-09
SW 328 Street	SW 162 Avenue	SW 152 Avenue	Widen to 4 lanes	2004-05
SW 328 Street	US 1	SW 162 Avenue	Widen to 4 lanes	2006-07

Source: T Source: Transportation Improvement Program 2005, Miami-Dade County Metropolitan Planning Organization, May 2004.

Table 11
Year 2030 Planned Roadway Improvements

Roadway	From	To	Type of Improvement	Priority
SR 836 Extension	NW 137 Avenue	HEFT	New 4-lane Expressway	I
NW 137 Avenue	NW 17 Street	NW 12 Street	New 2-lane	I
W 137 Avenue	NW 12 Street	SW 8 Street	New 6-lane	I
SW 137 Avenue	SW 8 Street	SW 26 Street	Widen to 6 lanes	I
SW 157 Avenue	SW 184 Street	SW 152 Street	Widen to 4 lanes	I
SW 312 Street	SW 152 Avenue	SW 137 Avenue	Widen to 4 lanes	I
SW 312 Street	SW 187 Avenue	SW 177 Avenue	Widen to 5 lanes	I
SR 5/US 1	Card Sound Road	SR 821/ HEFT	Construct Auxiliary Lanes	I
South Miami-Dade Busway	Cutler Ridge	Florida City	Busway Extension	I
Krome Avenue	US 1	SW 296 Street	Truck By-Pass/Widen to 4 lanes	II
	SW 136 Street	SW 296 Street	Access Mgt/Safety/Trail	II
SW 107 Avenue	Quail Roost Drive	SW 160 Street	Widen to 4 lanes	III
SW 147 Avenue	SW 184 Street	SW 152 Street	Add 2 lanes & resurface	III
SW 157 Avenue	SW 184 Street	SW 216 Street	New 2 lanes	III
SW 184 Street	SW 157 Avenue	SW 147 Avenue	Widen to 4 lanes	III
SW 200 Street	US 1	Quail Roost Drive	Widen to 4 lanes	III
HEFT	US 1	N of Eureka Drive	Widen to 10 lanes	III
HEFT	SW 216 Street	SW 200 Street	Widen to 6 lanes	III
HEFT	SW 200 Street	US 1	Widen to 8 lanes	III
SW 152 Avenue	US 1	SW 312 Street	Widen to 4 lanes	IV
SW 268 Street	US 1	SW 112 Avenue	Add turn lanes	IV
SW 312 Street	NW 14 Avenue	SW 197 Avenue	Widen to 6 lanes	IV
	SW 176 Avenue	HEFT	Widen to 6 lanes	IV
SW 320 Street	SW 187 Avenue	SW 197 Avenue	Widen to 4 lanes	IV
	S Dixie Highway	SW 142 Avenue	Widen to 4 lanes	IV
HEFT	US 1	SW 216 Street	Widen to 6 lanes	IV

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization, November 2004.
Priority I projects are improvements to be completed and open to service by 2009;
Priority II projects are improvements where project development efforts should commence before 2010, and construction to take place between 2010 and 2015;
Priority III are improvements to be completed between 2016 and 2020;
Priority IV projects are improvements to take place between 2021 and 2030.

3.5.1 Alternatives Considered

Three different computer simulations (alternatives) were used in the analysis. **Alternative 1 (No-Build)** eliminates the two proposed SW 137 Avenue projects, the four-lane widening and new four-lane extension of SW 137 Avenue from SW 184 Street to US 1, and the four-lane widening of SW 137 Avenue between US 1 and the HEFT. **Alternative 2 (Two-lane Roadway)** includes the extension of SW 137 Avenue from SW 200 Street to US 1 as a two-lane segment. And **Alternative 3 (Four-lane Roadway)** includes the two proposed projects, between SW 184 Street and US 1 and from US 1 to the HEFT, as four-lane facilities. The entire SW 137 Avenue corridor from NW 12 Street to SW 344 Street and all major north-south corridors south of SW 184 Street east and west of SW 137 Avenue were examined.

3.5.2 Year 2015 SW 137 Avenue LOS

The simulated traffic conditions for Alternative 1 (without the proposed improvements) indicate that the following segments of SW 137 Avenue are projected to operate at LOS F: between NW 12 Street and SW 8 Street, from SW 18 Street and SW 26 Street, from SW 56 Street to SW 72 Street, from SW 120 Street and SW 136 Street, from SW 184 Street to SW 200 Street, and from US 1 to the HEFT. The simulated traffic conditions for Alternative 2 (extending SW 137 Avenue from SW 200 Street to US 1 as two-lane facility) indicates that the following segments are projected to operate at LOS F: between NW 12 Street and SW 8 Street, from SW 18 Street and SW 42 Street, from SW 56 Street to SW 72 Street, from SW 120 Street and SW 136 Street, from SW 184 Street to SW 200 Street, and from US 1 to the HEFT. And the simulated traffic conditions for Alternative 3 (proposed improvements as four-lane facilities) indicates that the following segments are projected to operate at LOS F: between NW 12 Street and SW 8 Street, from SW 18 Street and SW 26 Street, from SW 56 Street to SW 72 Street, from SW 120 Street and SW 152 Street, and from US 1 to the HEFT. Also, the roadway segments from SW 136 Street to SW 152 Street will experience a slight deterioration from LOS E (0.95 – 0.96) to LOS F (1.01) and from SW 152 Street to SW 160 Street will deteriorate from LOS C (0.79) to LOS D (0.90) by the year 2030. This is may be due to the construction of the SR 874 extension from the HEFT to SW 136 Street. However, with the four-lane widening and extension of SW 137 Avenue from SW 184 Street to US 1, the subject segment will experience a substantial LOS improvement from LOS F to LOS C and LOS D. The segment from SW 268 Street to the HEFT will also experience a slight LOS improvement from LOS F (1.46) to LOS F (1.18). See Table 12A.

3.5.3 Year 2015 SW 137 Avenue Corridor Roadway Network LOS

The year 2015 simulations reflecting SW 137 Avenue as either two- or four-lane road indicate that some of the roadway network within the SW 137 Avenue corridor Study Area is projected to operate at LOS E (very congested) and LOS F (extremely congested) by 2015. However, with the four-lane widening of SW 137 Avenue, Krome Avenue (SW 177 Avenue), SW 167 Avenue, SW 157 Avenue, SW 147 Avenue, SW 127 Avenue, SW 117 Avenue, US 1, the HEFT and SW 112 Avenue will all experience a slight LOS improvement. However, US 1 south of SW 137 Avenue will experience a substantial LOS deterioration from LOS E (0.95) to LOS F (1.12) and from LOS C (0.74 – 0.78) to LOS D (0.83) and LOS E (0.98). Table 12A below shows the north-south roadways projected to be congested in the SW 127 Avenue corridor Study Area.

Table 12A
2015 Roadway Levels-of-Service (LOS)
Volume-to Capacity (V/C) Ratios

Roadway	Segment	Alternative 1[1] Unimproved	Alternative 2[2] 2-Lanes	Alternative 3[3] 4-Lanes
SW 177 Ave./Krome Ave.[4]	SW 184 Street to SW 208 Street	1.00 - 1.01	0.98 – 0.99	0.89 – 0.93
	SW 208 Street to SW 216 Street	0.81	0.78	0.74
	SW 216 Street to SW 248 Street	0.91 – 0.94	0.87 – 0.90	0.84 – 0.87
	SW 248 Street to SW 280 Street	0.78 – 0.82	0.75 – 0.79	0.75 – 0.78
	SW 280 Street to SW 296 Street	1.13 – 1.21	1.05 – 1.09	1.06 – 1.10
	SW 296 Street to SW 304 Street	0.65 – 0.69	0.62 – 0.66	0.60 – 0.64
	SW 304 Street to SW 320 Street	0.58 – 0.63	0.55 – 0.62	0.54 – 0.61
	SW 320 Street to SW 344 Street	0.26 – 0.57	0.26 – 0.56	0.26 – 0.56
SW 167 Avenue	SW 184 Street to SW 200 Street	NA	NA	NA
	SW 200 Street to SW 296 Street	0.41 – 0.66	0.33 - 0.53	0.21 – 0.45
	US 1 to SW 344 Street	0.26 – 0.60	0.26 – 0.60	0.26 – 0.60
SW 157 Avenue	SW 184 Street to SW 216 Street	NA	NA	NA
	SW 216 Street to SW 232 Street	0.38 – 0.50	0.28 – 0.42	0.19 – 0.37
	SW 232 Street to SW 280 Street	0.35 – 0.46	0.28 – 0.42	0.18 – 0.37
SW 147 Avenue/Naranja Rd	SW 184 Street to SW 200 Street	0.73	0.83	0.68
	SW 200 Street to SW 216 Street	1.02	0.65	0.46
	SW 216 Street to SW 248 Street	0.93 – 0.97	0.56 – 0.67	0.38 – 0.41
	SW 248 Street to US 1	0.99 – 1.03	0.83 – 0.88	0.63 –0.72
SW 137 Avenue	**NW 12 Street to SW 8 Street**	**1.64 – 1.73**	**1.64 – 1.72**	**1.56 – 1.64**
	SW 8 Street to SW 18 Street	**0.75 – 0.77**	**0.73 – 0.75**	**0.79 – 0.81**
	SW 18 Street to SW 26 Street	**1.09 – 1.10**	**1.13 – 1.14**	**1.09 – 1.11**
	SW 26 Street to SW 42 Street	**0.97 – 0.98**	**1.04 – 1.05**	**0.97 – 0.98**
	SW 42 Street to SW 56 Street	**0.76 – 0.82**	**0.80 – 0.87**	**0.83 – 0.90**
	SW 56 Street to SW 72 Street	**0.97 – 1.17**	**0.95 – 1.15**	**0.97 – 1.17**
	SW 72 Street to SW 88 Street	**0.80 – 0.83**	**0.82 – 0.84**	**0.80 – 0.82**
	SW 88 Street to SW 104 Street	**0.84 – 0.99**	**0.71 – 0.84**	**0.85 – 0.99**
	SW 104 Street to SW 120 Street	**0.73 – 0.79**	**0.75 – 0.78**	**0.76 – 0.82**
	SW 120 Street to SW 136 Street	**0.98 – 1.12**	**0.99 – 1.14**	**1.06 – 1.16**
	SW 136 Street to SW 152 Street	**0.95 – 0.96**	**0.98 – 0.99**	**1.00 – 1.01**
	SW 152 Street to SW 160 Street	**0.75 – 0.79**	**0.83 – 0.86**	**0.87 – 0.90**
	SW 160 Street to SW 184 Street	**0.55 – 0.66**	**0.63 – 0.73**	**0.70 – 0.80**
	SW 184 Street to SW 200 Street	**1.02 – 1.06**	**1.18 – 1.21**	**0.81 – 0.82**
	SW 200 Street to SW 248 Street	**NA**	**1.10 – 1.15**	**0.76 – 0.78**
	US 1 to SW 268 Street	**1.01 – 1.12**	**1.07 – 1.30**	**1.01 – 1.12**
	SW 268 Street to HEFT	**1.46**	**1.56**	**1.18**
	HEFT to SW 328 Street	**0.12 – 0.26**	**0.13 – 0.28**	**0.14 – 0.25**
	SW 328 Street to SW 344 Street	**0.03**	**0.03**	**0.03**
SW 127 Avenue	SW 184 Street to SW 192 Street	0.42 – 0.44	0.46 – 0.47	0.41 – 0.42
	SW 192 Street to SW 200 Street	0.23	0.23	0.23
	SW 200 Street to SW 208 Street	0.98 – 1.04	0.93 – 0.98	0.78 – 0.84
	SW 208 Street to SW 216 Street	0.74	0.63	0.55
	SW 268 Street to SW 280 Street	0.77	0.78	0.63
	SW 280 Street to SW 288 Street	0.23	0.23	0.08
SW 117 Avenue	SW 184 Street to SW 200 Street	1.04 – 1.22	1.02 – 1.21	0.98 – 1.21
	SW 200 Street to US 1	1.06 – 1.18	0.99 - 1.10	0.98 – 1.07

Table 12A (Cont.)
2015 Roadway Levels-of-Service (LOS)
Volume-to Capacity (V/C) Ratios

Roadway	Segment	Alternative 1[1] Unimproved	Alternative 2[2] 2-Lanes	Alternative 3[3] 4-Lanes
US 1/South Dixie Hwy.	SW 184 Street to SW 186 Street	1.04	1.04	1.03
	SW 186 Street to SW 107 Avenue	0.83	0.83	0.83
	SW 107 Avenue to HEFT	0.98	0.97	0.98
	HEFT to SW 232 Street	1.19 – 1.35	1.08 – 1.27	1.06 – 1.26
	SW 232 Street to SW 137 Avenue	1.11 – 1.21	0.96 – 0.97	0.91 – 0.92
	SW 137 Ave. to SW 139 Ave.	0.95	1.14	1.12
	SW 139 Avenue to SW 268 Street	0.74 – 0.78	0.90 – 0.93	0.91 – 0.93
	SW 268 Street to SW 272 Street	1.08	1.12	1.10
	SW 272 Street to SW 288 Street	0.92 – 0.96	0.83 – 0.94	0.83 – 0.98
	SW 288 Street to SW 296 Street	0.93	0.94	0.95
	SW 296 Street to SW 304 Street	0.73	0.73	0.74
	SW 304 Street to HEFT	0.38 – 0.66	0.38 – 0.67	0.38 – 0.66
	HEFT to SW 344 Street	1.08	1.08	1.09
HEFT / SR 821	SW 184 Street to SW 211 Street	1.06 - 1.16	1.01 – 1.13	1.06 – 1.12
	SW 211 Street to SW112 Avenue	0.61 – 0.62	0.54 – 0.67	0.57 – 0.67
	SW 112 Ave. to SW 137 Ave.	0.72 – 0.83	0.76 – 0.78	0.74 – 0.76
	SW 137 Avenue to US 1	0.43 – 0.48	0.46 – 0.47	0.48 – 0.49
SW 112 Avenue	US 1 to SW 211 Street	1.08	1.1.09	1.05
	SW 211 Street to SW 216 Street	1.33	1.38	1.30
	SW 216 Street to SW 220 Street	1.19	1.15	1.08
	SW 220 Street to HEFT	0.99 – 1.10	0.93 – 1.04	0.75 – 0.96
	HEFT to SW 268 Street	0.65	0.61	0.57

Source: Compiled by Miami-Dade County Department of Planning and Zoning. Information generated by Gannett Fleming, Inc., using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and the County's Long Range Transportation Plan Update to the Year 2030, January 2005.

Notes: [1] Alternative 1 eliminates the two SW 137 Avenue improvement projects altogether, with no connection between SW 200 Street and US 1.

[2] Alternative 2 includes the connection of SW 137 Avenue between SW 200 Street and US 1 but only as a two-lane roadway.

[3] Alternative 3 includes the two Priority I SW 137 Avenue improvement projects altogether, the widening from 2 to 4 lanes of the segments from SW 184 Street to SW 200 Street and from US 1 to the HEFT and the new four-lane segment between SW 200 Street and US 1.

[4] Krome Avenue as a 4-lane facility from Okeechobee Road to SW 136 Street and from SW 296 Street to US 1.

3.5.4 Year 2030 SW 137 Avenue LOS

The simulated traffic conditions for Alternative 1 (without the proposed improvements) indicate that the following segments of SW 137 Avenue between NW 12 Street and SW 8 Street, from SW 26 Street and SW 42 Street, from SW 56 Street to SW 72 Street, from SW 120 Street to SW 160 Street, from SW 184 Street to SW 200 Street, and from US 1 to the HEFT are projected to operate at LOS F. The simulated traffic conditions for Alternative 2 (extending SW 137 Avenue from SW 200 Street to US 1 as two-lane facility) indicates that the following segments between NW 12 Street and SW 8 Street, from SW 26 Street and SW 42 Street, from SW 56 Street to SW 72 Street, from SW 136 Street to SW 160 Street, from SW 184 Street and US 1, and from US 1 to the HEFT are projected to operate at LOS F. And the simulated traffic conditions for Alternative 3 (proposed improvements as four-lane facilities) indicates that the segments between NW 12 Street and SW 8 Street, from SW 26 Street and SW 42 Street, from SW 56 Street to SW 72 Street, from SW 120 Street and SW 160 Street, and from US 1 to the HEFT are projected to operate at LOS F. It should be pointed out that the roadway segments from NW 12 Street to SW 8 Street and from SW 120 Street to SW 160 Street would experience a slight LOS deterioration. However, the segment from SW 160 Street to SW 184 Street will experience a substantial LOS deterioration from LOS C (0.74 – 0.76) to LOS D (0.90) and LOS E (0.92), while the segment from SW 268 Street to the HEFT will experience a slight LOS improvement from LOS F (1.51) to LOS F (1.31) by the year 2030. This is may be due to the construction of the SR 874 extension from the HEFT to SW 136 Street. See Table 12B.

3.5.5 Year 2030 SW 137 Avenue Corridor Roadway Network LOS

The year 2030 simulations reflecting SW 137 Avenue as either two- or four-lane road indicate that some of the roadway network within the SW 137 Avenue corridor Study Area is projected to operate at LOS E (very congested) and LOS F (extremely congested) by 2030. However, with the four-lane widening of SW 137 Avenue, Krome Avenue (SW 177 Avenue), SW 167 Avenue, SW 157 Avenue, SW 147 Avenue, SW 127 Avenue, SW 117 Avenue, US 1, the HEFT and SW 112 Avenue will all experience a slight LOS improvement. However, US 1 south of SW 137 Avenue will experience a substantial LOS deterioration from LOS E (1.00) to LOS F (1.24) and from LOS C (0.67 – 0.75) to LOS D (0.90) and LOS E (0.92). Table 12B below shows that SW 137 Avenue and some segments of Krome Avenue, SW 127 Avenue, SW 117 Avenue, US 1, the HEFT and SW 112 Avenue are projected to operate at LOS F (very congested) even with the widening of SW 137 Avenue from SW 184 Street to the HEFT.

Table 12B
2030 Roadway Levels-of-Service (LOS)
Volume-to-Capacity (V/C) Ratios

Roadway	Segment	Alternative 1[1] Unimproved	Alternative 2[2] 2-Lanes	Alternative 3[3] 4-Lanes
SW 177 Ave./Krome Ave.	SW 184 Street to SW 208 Street	1.06 – 1.10	1.03 – 1.06	0.98 – 0.99
	SW 208 Street to SW 216 Street	0.89	0.85	0.79
	SW 216 Street to SW 248 Street	0.95 – 0.98	0.92 – 0.94	0.90 – 0.92
	SW 248 Street to SW 280 Street	0.79 – 0.89	0.78 – 0.87	0.78 – 0.85
	SW 280 Street to SW 296 Street	1.16 – 1.26	1.13 – 1.23	1.11 –1.19
	SW 296 Street to SW 304 Street	0.71 – 0.76	0.69 – 0.74	0.66 – 0.72
	SW 304 Street to SW 320 Street	0.64 – 0.76	0.62 – 0.74	0.61 – 0.73
	SW 320 Street to SW 344 Street	0.46 – 0.63	0.46 – 0.62	0.46 – 0.61
SW 167 Avenue	SW 184 Street to SW 200 Street	NA	NA	NA
	SW 200 Street SW 296 Street	0.57 – 0.79	0.49 – 0.69	0.38 – 0.62
	US 1 to SW 344 Street	0.32 – 0.80	0.32 – 0.80	0.32 – 0.80
SW 157 Avenue	SW 184 Street to SW 200 Street	0.82	0.85	0.99
	SW 200 Street to SW 216 Street	0.71	0.57	0.43
	SW 216 Street to SW 232 Street	0.82	0.67	0.53
	SW 232 Street to SW 280 Street	0.73 – 0.78	0.59 – 0.71	0.49 – 0.61
SW 147 Ave./Naranja Rd	SW 184 Street to SW 200 Street	0.69	0.79	0.58
	SW 200 Street to SW 216 Street	0.91	0.66	0.43
	SW 216 Street to SW 248 Street	0.93 – 0.98	0.57 – 0.69	0.37 – 0.48
	SW 248 Street to US 1	1.04 – 1.07	0.77 - 0.84	0.64 – 0.80
	HEFT to SW 328 Street	0.19 – 0.36	0.31 – 0.37	0.21 – 0.46
	SW 328 Street to SW 344 Street	0.04	0.04	0.04
SW 137 Avenue	**NW 12 Street to SW 8 Street**	**1.85 – 1.94**	**1.84 – 1.93**	**1.91 – 2.00**
	SW 8 Street to SW 18 Street	**0.45 – 0.48**	**0.45 – 0.49**	**0.47 – 0.50**
	SW 18 Street to SW 26 Street	**0.84 – 0.87**	**0.90 – 0.93**	**0.84 – 0.87**
	SW 26 Street to SW 42 Street	**0.97 – 0.99**	**1.01 – 1.02**	**0.98 – 1.00**
	SW 42 Street to SW 56 Street	**0.79 – 0.87**	**0.79 – 0.90**	**0.79 – 0.88**
	SW 56 Street to SW 72 Street	**0.99 – 1.19**	**1.02 – 1.13**	**1.00 – 1.20**
	SW 72 Street to SW 88 Street	**0.84 – 0.87**	**0.82 – 0.84**	**0.85 – 0.87**
	SW 88 Street to SW 104 Street	**0.71 – 0.87**	**0.72 – 0.89**	**0.73 – 0.90**
	SW 104 Street to SW 120 Street	**0.70 – 0.76**	**0.72 – 0.78**	**0.71 – 0.76**
	SW 120 Street to SW 136 Street	**0.84 – 1.01**	**0.84 – 0.89**	**0.87 – 1.03**
	SW 136 Street to SW 152 Street	**1.16 – 1.18**	**0.91 – 1.01**	**1.18 – 1.21**
	SW 152 Street to SW 160 Street	**1.03 – 1.07**	**1.09 – 1.12**	**1.16 – 1.20**
	SW 160 Street to SW 184 Street	**0.74 – 0.76**	**0.81 – 0.83**	**0.90 – 0.92**
	SW 184 Street to SW 200 Street	**1.06 – 1.08**	**1.24 - 1.30**	**0.89 - 0.92**
	SW 200 Street to SW 248 Street	**NA**	**1.16 – 1.23**	**0.81 – 089.**
	US 1 to SW 268 Street	**0.85 – 1.09**	**1.24 – 1.30**	**1.07 – 1.14**
	SW 268 Street to HEFT	**1.51**	**1.62**	**1.31**
	HEFT to SW 328 Street	**0.19 - 0.36**	**0.20 – 0.37**	**0.21 – 0.46**
	SW 328 Street to SW 344 Street	**0.04**	**0.04**	**0.04**
SW 127 Avenue	SW 184 Street to SW 192 Street	0.78 - 0.79	0.84 - 0.85	0.75 – 0.76
	SW 192 Street to SW200 Street	0.52	0.58	0.49
	SW 200 Street to SW 208 Street	1.21 – 1.27	1.09 – 1.16	1.09 – 1.16
	SW 208 Street to SW 216 Street	0.75	0.65	0.67
	SW 268 Street to SW 280 Street	0.98	1.02	0.92
	SW 280 Street to SW 288 Street	0.24	0.24	0.13

Table 12B (Cont.)
2030 Roadway Levels-of-Service (LOS)
Volume-to-Capacity (V/C) Ratios

Roadway	Segment	Alternative 1[1] Unimproved	Alternative 2[2] 2-Lanes	Alternative 3[3] 4-Lanes
SW 117 Avenue	SW 184 Street to SW 200 Street	1.07 - 1.31	1.04 – 1.29	1.23 – 1.30
	SW 200 Street to US 1	1.01 - 1.05	0.96 - 0.97	0.91 - 0.93
US 1/South Dixie Hwy.	SW 184 Street to SW 186 Street	1.09	1.09	1.10
	SW 186 Street to SW 107 Ave.	0.85	0.84	0.84
	SW 107 Avenue to HEFT	1.03	1.02	1.02
	HEFT to SW 211 Street	0.87 – 0.92	0.86 – 0.92	0.83 – 0.88
	SW 211 Street to SW 232 Street	1.15 – 1.42	1.09 – 1.40	1.06 – 1.38
	SW 232 Street to SW 137 Ave.	1.08 – 1.21	1.00 - 1.01	0.97 - 0.98
	SW 137 Ave. to SW 139 Ave.	1.00	1.23	1.24
	SW 139 Avenue to SW 268 St.	0.67 – 0.75	0.86 – 0.91	0.90 – 0.92
	SW 268 Street to SW 272 St.	1.08	1.17	1.15
	SW 272 Street to SW 288 Street	0.84 – 0.93	0.87 – 1.03	0.88 – 0.98
	SW 288 Street to SW 296 Street	1.01	1.03	1.04
US 1/S. Dixie Hwy. (Cont.)	SW 296 Street to SW 304 Street	0.81	0.83	0.84
	SW 304 Street to HEFT	0.46 – 0.74	0.45 – 0.73	0.45 – 0.73
	HEFT to SW 344 Street	1.33	1.32	1.32
HEFT / SR 821	SW 184 Street to SW 211 Street	1.11 – 1.17	1.06 - 1.16	1.05 – 1.14
	SW 211 Street to SW112 Avenue	0.87 – 0.94	0.80 – 0.89	0.81 – 0.84
	SW 112 Ave. to SW 137 Ave.	0.92 - 0.95	0.89 – 0.91	0.86 – 0.91
	SW 137 Avenue to US 1	0.53 - 0.54	0.52 - 0.53	0.53 - 0.54
SW 112 Avenue	US 1 to SW 211 Street	1.15	1.15	1.15
	SW 211 Street to SW 216 Street	0.90 – 1.17	0.92 – 1.15	0.95 – 1.09
	SW 216 Street to SW220 Street	1.55	1.55	1.50
	SW 220 Street to HEFT	1.27	1.26	1.21
	HEFT to SW 268 Street	0.98	0.91	0.80

Source: Compiled by Miami-Dade County Department of Planning and Zoning. Information generated by Gannett Fleming, Inc., using the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and the County's Long Range Transportation Plan Update to the Year 2030, January 2005.

Notes: [1] Alternative 1 eliminates the two SW 137 Avenue improvement projects altogether, with no connection between SW 200 Street and US 1.

[2] Alternative 2 includes the connection of SW 137 Avenue between SW 200 Street and US 1 but only as a two-lane roadway.

[3] Alternative 3 includes the two planned improvements for SW 137 Avenue altogether, the widening from 2 to 4 lanes and new four-lane segment.

4 Krome Avenue as a 4-lane facility from Okeechobee Road to SW 136 Street and from SW 296 Street to US 1.

4.0 Conclusions and Recommendations

- The 2015 and 2030 analyses indicate that portions of SW 137 Avenue, without the planned improvements (No-Build Alternative), between SW 184 Street SW 200 Street and between US 1 and the HEFT, are projected to operate at LOS F (very congested). With Alternative 2 (Two-lane facility), the same portions of SW 137 Avenue are still projected to operate at LOS F, but these segments will experience a substantial LOS improvement when SW 137 Avenue is improved with a four-lane facility (Alternative 3) by 2030 time frame. The segment from SW 184 Street to SW 200 Street will improve from LOS F (1.06-1.08) without the improvements to LOS D (0.89) and LOS E (0.92) with the improvements, and the segment between SW 268 Street and the HEFT will experience a slight LOS improvement from LOS F (1.51) to LOS F (1.31).
- If SW 137 Avenue were improved with a two-lane facility between SW 200 Street and US 1, Krome Avenue, SW 167 Avenue, SW157 Avenue, SW 147 Avenue, SW 127 Avenue, SW 117 Avenue, US 1, the HEFT and SW 112 Avenue south of SW 184 Street will experience various degrees of LOS improvement. However, if SW 137 Avenue were widened from two to four lanes between SW 184 Street and the HEFT, all these north-south corridors will experience a substantial LOS improvement.
- West of US 1 and south of SR 836 there are only two major uninterrupted north-south corridors, the HEFT and Krome Avenue. Considering that SW 137 Avenue currently runs from NW 6 Street to SW 200 Street and from US 1 to SW 344 Street, this corridor is the only other corridor that would run uninterrupted between NW 12 Street and SW 344 Street, if the proposed projects were implemented. The other north-south corridors located inside the UDB are SW 127 Avenue, which runs from NW 6 Street and SW 248 Street is interrupted by the Metrozoo between SW 152 Street and SW 184 Street, and SW 147 Avenue which is planned to run from Tamiami Trail to US 1, is interrupted by Kendall-Tamiami Executive Airport, between SW 120 Street and SW 136 Street, and Country Walk at SW 152 Street.

In conclusion, SW 137 Avenue has been recognized since 1990 through the LRTP and the CDMP as an important north-south corridor from a system-wide network perspective. There is no other continuous major north-south arterial south of SR 836 and west of the HEFT other than Krome Avenue and, therefore, the completion of this corridor is needed to help alleviate the projected congestion on US 1, the HEFT and Krome Avenue, divert traffic from SW 147 Avenue, SW 157 Avenue and SW 167 Avenue, which run outside the UDB in the Redland area, and to attract traffic to a corridor closer to the UDB. Implementation of the needed proposed improvements could be accomplished in phases by scheduling the construction of a two-lane facility between SW 200 Street and US1 as a Priority I (2005-2009) project and the subsequent widening of SW 137 Avenue from SW 184 Street to the HEFT as a Priority II (2010 – 2015) project in the Long Range Transportation Plan. Moreover, the People's Transportation Plan calls for the implementation of the proposed projects by 2013.

4.1 Comments By Other Departments

The Miami-Dade Water and Sewer Department (WASD) staff reviewed the proposed two projects, the four-lane widening and construction of a new four-lane segment of SW 137 Avenue from SW 184 Street to the HEFT, and have indicated that no impacts are anticipated to the planned South Miami-Dade Rock Pitt (Phase II) well as a result of these projects.

The Miami-Dade Fire and Rescue Department (MDFR) supports, encourages and urges the widening of the road, which will allow emergency vehicles greater mobility when rushing to life-threatening incidents. The proposed improvements will allow MDFR to better serve the Redland community by reducing response time in agricultural areas.

The Miami-Dade County Public Works Department also supports the widening and extension of SW 137 Avenue from SW 184 Street to US 1 and from US 1 to the HEFT, and the Park and Recreation Department has no objection to the projects. The Miami-Dade Office of Historic Preservation requires that the Public Works Department work with MDOHP during the design phase of the proposed projects.

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