STREET STORY

SOUTH BAYSHORE DRIVE, MC FARLANE ROAD AND MAIN HIGHWAY

South Bayshore Drive is a north-south connector between Coconut Grove and downtown Miami. When Ingraham Highway, Main Highway and McFarlane Road are utilized in connection with South Bayshore Drive, the entire network becomes a link between South Miami, southern Coral Gables, and downtown Miami. It is a thoroughfare for commuters who work in Coconut Grove or Miami.

In 1928, South Bayshore Drive was constructed with Portland cement concrete, 30 feet wide. It extends from Alatka Stroet to McFarlane Road but in actuality, it is a continuation of South Miami Avenue which ends at Alatka Street. Bayshore Drive parallels Biscayne Bay and is built on a 70-foot right-of-way most of its length. It is zoned 70 feet from Alatka Street to Aviation Avenue and thence its zoned width widens to 100 feet to McFarlane Road.

It is widely used by people commuting from downtown Miami to the Miami City Hall at Dinner Key, the Auditorium, and to the Coconut Grove business section. It also serves the U. S. Coast Guard Base. It is lined by homes of upper income class people who populate this section of Coconut Grove.

There is very little sidewalk, but the pavement is in excellent condition and there are a few local drainage structures.

It is highly congested during the peak morning and evening hours, but the remainder of the day it is capable of taking care of the traffic volume.

Bayshore Drive, or South Miami Avenue divides land which is the site of the Deering Estate. This has been separated into a subdivision on the west and Mercy Hospital and Vizcaya Art Museum on the east. The 70-foot right-of-way is sufficient, the pavement is excellent, and it can easily handle the vehicles using it at the present time.

At the terminus of South Bayshore Drive near the City of Miami's Coconut Grove Bayfront Park, McFarlane Road begins its 95-foot right-of-way. It is zoned 92½ feet, and on a map appears perpendicular to Bayshore Drive, making an intersection with Main Highway and Grand Avenue one block to the west. It was improved in 1960 by remacadamizing under Highway Improvement District H-4155 and its 74 feet of sand and oil pavement surfaced with asphaltic concrete. There is no positive storm drainage system on McFarlane, but overland drainage by way of a concrete valley gutter drains water into Biscayne Bay.

Main Highway is aptly named because it is a main highway and important business street in Coconut Grove. It is a business center from Grand Avenue and McFarlane Road to Franklin

Avenue. The right-of-way in this distance varies between 50 and 65 feet. The pavement in this area also was remacadamized in 1960, in widths of 40 to 55 feet under Highway Improvement District H-4155. This section has a combination positive storm and sanitary sewer which outfalls into Biscayne Bay, creating a health hazard.

There are sidewalks in the business section. At Franklin Avenue a 20'-wide pea rock type pavement begins and extends to S.W. 37th Avenue. It is a narrow, tree-lined street with dense foliage abutting the roadway its entire length. In 1960 City Forces resurfaced it with pea-rock. Driving is a hazard and there is no sidewalk. This is one of the oldest sections of Miami and the residents are resistent to change. They do not want sidewalk, nor to have the trees removed. The right-of-way is primarily 30 feet wide and no improvement is expected in the near future. This is a unique stretch of road. Its present characteristics should be preserved as long as possible.

Very little adequate width right-of-way has been dedicated in this section, which is zoned 70 feet.

Another section of this highway, Ingraham Highway, continues further south, diagonally between Douglas Road and LeJeune Road. It is narrow, pavement is poor, and it is without sidewalk,

adequate street lighting, and storm or sanitary sewer facilities. From a traffic standpoint it too should be improved, but right-of-way is insufficient and some sections of this street have only 30 feet of right-of-way. It is congested in peak hours but no early improvement to this artery is expected either. Its unique characteristics should be preserved.

Sanitary and storm sewers are needed the entire length of these arterial streets, but sanitary sewers in some sections will not be constructed before 1967 and the remainder before 1971. The Coconut Grove Business Area has an urgent need for sanitary sewers because raw sewage is allowed to flow into Biscayne Bay, contaminating the Dinner Key Marina.

STREET STORY

BIRD AVENUE

Bird Avenue is actually a continuation of Bird Road, an east-west artery passing through Miami, Coral Gables and Dade County to Krome Avenue. From Dixie Highway west through the City limits at S.W. 29th Avenue, Bird Road is County-maintained. East of Dixie Highway to S.W. 27th Avenue, Bird Avenue is solely under the jurusdiction of the City of Miami. Recently Bird Road was remacadamized from Dixie Highway west to the City limits by Dade County. Forty-five feet of asphaltic concrete pavement was placed on the existing substandard surface. Restriping and channelization of the Dixie Highway intersection was done by the Traffic and Transportation Division of the City of Miami.

East of Dixie Highway, Bird Avenue presently has 20 feet of sand and oil pavement. It is out of grade a good deal of the way and is too narrow for the traffic which uses it in peak hours. Although it is zoned 70 feet, and some of the right-of-way is available to this line, there are many locations still less than 70 feet. Sidewalk was constructed on the north side of one block of Bird Avenue as part of Sidewalk District SK-132. However,

residents of this section of Coconut Grove have a mixed opinion as to the desirability of sidewalk. For this reason only one block on Bird Avenue has sidewalk. Also the problem of the grades has delayed the building of sidewalk where it is wanted. This thoroughfare should be rebuilt entirely on a 70-foot right-of-way from S.W. 27th Avenue to Dixie Highway. This would solve the grade problems and enhance the possibility of future sidewalk construction.

Presently, with the exceptions of the S.W. 27th Avenue intersection and the Dixie Highway intersection, Bird Avenue is entirely residential. It is used primarily by vehicles bound for Coconut Grove or Dinner Key. When the Dixie Expressway becomes a reality, Bird Avenue will pass under the Expressway. At this time during peak hours, the Dixie Highway intersection is highly congested although electronic signalization has been installed. Additional widening of Bird Avenue and rechannelization is necessary to provide a smooth flow of traffic through this intersection.

At present thereis no positive storm drainage on Bird Road but some local drainage facilities have been constructed. This does not replace the need for a positive system. Should the

road be rebuilt, positive drainage should be constructed throughout. Sanitary Sewers are non-existent on Bird Avenue at this time. They are expected to be constructed under future G. O. Bond Programs, the earliest of which will be 1971. Street lighting should be improved on Bird Avenue, especially if the street is ever reconstructed completely.

The S.W. 32nd Avenue intersection was improved when the City rebuilt S.W. 32nd Avenue and the intersection was rebuilt. The S.W. 27th Avenue intersection is also in need of improvement because several hundred feet to the east, Bird Avenue intersects with Aviation Avenue.

Much could be done to improve this street if the adjacent property owners would agree to assessments. The residents in this section generally are against improvements of this nature and have almost always opposed such plans. However, the need remains and if S.W. 27th Avenue is ever rebuilt from Dixie Highway to Dinner Key, then it is almost a necessity that Bird Avenue be rebuilt at the same time.

STREET STORY

BISCAYNE BOULEVARD FROM S.E. 4TH TO N.E. 87TH STREETS

Built during the land boom of the middle twenties, Biscayne Boulevard has a history similar to Miami's history. Starting from nothing, not even right-of-way in some cases, early subdividers hacked Biscayne Boulevard through underbrush and coral rock. Some Some winter residents who returned to Miami found that a road had been constructed on their land. There were instances when construction was done nocturnally. In the Bayfront Park area land was pumped in to form the base for Biscayne Boulevard. For years it was the only link between the Central Business District and the northeast section of Dade County. It served also as the only through north-south highway (U.S. No. 1) to the entire east coast of Florida.

Conditions have changed since that early beginning. No longer is Biscayne Boulevard the only north-south artery. Other parallel roads have been constructed, but until completion of the Expressway System, Biscayne Boulevard may still be considered as the main carrier. Although it is known for its beauty, Biscayne Boulevard has become strictly commercial.

Being a State Road (SR No. 5) and an important link in Miami's arterial street program, Biscayne Boulevard is eligible

for Federal Aid. Since it is included in the State Primary System, it is maintained solely by the State.

This scenic and world-famous road has its beginning at S.E. 4th Street in the DuPont Plaza, just a few feet from the mouth of the Miami River. For two blocks it is an undivided street with 100-foot right-of-way. It has pavement barely wide enough to accommodate the traffic utilizing the complex of DuPont Plaza, S.E. 2nd Avenue Bridge and Brickell Avenue as an entrance to and exit from downtown Miami.

A jog is created at S.E. 2nd Street as Biscayne Boulevard expands into a divided parkway. Here its right-of-way width is over 200 feet. Its pavement contains two 48-foot northbound and southbound lanes separated by three traffic islands which form an avenue of Royal Palms. Metered parking is available in the lanes between the islands. High rise buildings on the west and Bayfront Park on the east add to the beauty of Biscayne Boulevard. Located in Bayfront Park are the new City of Miami Public Library, Bandshell, and Municipal Auditorium. Just east of Biscayne Boulevard on N.E. 5th Street and South Bayshore Drive are the Prinz Valdemar Municipal Parking Lot, Fire Station No. 10 and Fire Division Maintenance Garage and the City Yacht Docks.

Tentative plans call for access ramps to the downtown interchange of the North-South Expressway, coming to ground level near S.E. 3rd Street and the Boulevard, allowing egress and ingress to the Expressway.

When the Dodge Island Port comes into existence, it will be joined to the mainland by a new rail and vehicular Causeway. The terminus of the proposed Causeway will be between N.E. 5th and 6th Streets at Biscayne Boulevard. Upon completion of the new Port, the present Commercial Docks which front on Biscayne Boulevard will not be necessary, but its final disposition has not been determined.

Right-of-way narrows to 103 feet north of 5th Street but the roadway remains divided. A single traffic island separates the northbound and southbound lanes. At 10th Street the roadway is no longer divided. From N.E. 5th to 19th Streets is an area of high traffic density. Two Causeways discharge traffic into this section. MacArthur Causeway, now having its west span rebuilt, is responsible for much of the traffic at the 13th Street intersection. Venetian Causeway creates a problem at 15th Street. Rerouting has been instituted to simplify movements from Biscayne Boulevard affecting the Causeway. These are only temporary traffic movers and do not consist of major physical changes.

The proposed East-West Expressway will be carried over Biscayne Boulevard south of N.E. 13th Street. As shown in the Wilbur Smith Report, there will be no access to this Expressway from Biscayne Boulevard. However, the East-West Expressway is so far in the future that this plan may be obsolete at the time construction commences.

From N.E. 12th to N.E. 13th Streets there is a 100-foot right-of-way which encompasses 64 feet of good pavement, sidewalk, tree-lined parkway, curb and gutter. Biscayne Boulevard in this area, as throughout, is highly commercialized. However, trucks are prohibited to use Biscayne Boulevard south of 55th Terrace.

Under construction is an overpass lying between N.E. 36th and N.E. 39th Streets which will provide a direct connection between the recently completed Julia Tuttle Causeway and the 36th Street Interchange. Until this is completed the ramps for the Causeway, constructed at 36th Street and 38th Street by the State Road Department, will have to suffice. A whole new traffic pattern has been created at the intersection of Biscayne Boulevard and 36th Street. The exclusive Bay Point Subdivision abuts Biscayne Boulevard in this section.

100-foot right-of-way is again prevalent up toN.E. 54th Street. North of 54th Street, Biscayne Boulevard narrows perceptibly.

The right-of-way decreases in stages from 66 feet to 48 feet at N.E. 64th Street. It is clear that such a large transition would create a bottleneck. Such is the case here. A minimum of 40 feet of paving predominates throughout, forcing the elimination of parking from N.E. 55th Terrace to the City limits. Naturally, merchants have vehemently protested the ban because it is detrimental to their business. Some have even extended the pavement past their property lines to provide parking for their patrons.

Whereas Biscayne Boulevard is in the State Primary System, a solution to its traffic problems has been offered by the State Road Department. It has plans to construct an entirely new highway, N.E. 4th Court, generally parallel to Biscayne Boulevard, but intersecting it at N.E. 55th Terrace and at 88th Street. This is highly desirable in a design sense, making a dual highway out of Biscayne Boulevard.

It is not a panacea, for it has one major drawback. In conjunction, the State has also planned to make Biscayne Boulevard and 4th Court a one-way couplet, with northbound traffic using Biscayne Boulevard and 4th Court being used by southbound, which certainly is best geometrically. Economically, this would certainly have an effect on many merchants on Biscayne Boulevard.

A great deal of their business caters to the southbound tourist trade. Motels, hotels, restaurants and related trades occupy most of the property on the Boulevard.

Biscayne Boulevard businessmen have legitimate reason for their violent opposition. It will require much effort to pacify them because they are so strongly against the State's plan. Ironically, they are the ones hurt most by the existing traffic congestion and by elimination of parking, but a compromise should be worked out.

Should N.E. 4th Court be constructed, Biscayne Boulevard will be modified slightly to permit channelization of the intersection where Biscayne Boulevard, 4th Court, Federal Highway and 55th Terrace merge.

At the Little River Canal, between 77th and 78 Streets, the State Road Department has widened the existing bridge.

The intersection of 79th Street and Biscayne Boulevard is perhaps the busiest intersection in the State, and one of the busiest in the south. Acting as traffic generators are the Little River Business District, the Biscayne Shopping Plaza, 79th Street Causeway and, during theWinter Season, Hialeah Racetrack. Construction of N.E. 82nd Street should relieve this intersection of some traffic by creating another direct route to Little River.

The same situation exists from 79th Street to the City limits at 87th Street. Too many vehicles are using too narrow a street. Although Biscayne Boulevard is zoned 90-feet, its right-of-way in this section ranges from 78 to 50 feet. The asphaltic concrete pavement is approximately 40 feet wide throughout the segment from 55th Terrace to 87th Street, and sidewalk, curb and gutters exist except for a few isolated cases.

There have been many attemps to aid Biscayne Boulevard, but they are only temporary measures. Being highly localized, they do not aid the overall traffic situation. The majority of these improvements have been made by the Traffic and Transportation Division of the City of Miami.

No excavation will be needed for sanitary sewers by the end of 1960. Under our present G. O. Bond Program, construction of sanitary sewers is nearing completion as a part of Bayshore, Belle Meade, Shorecrest, and Federal Districts. Preceding the sewer Districts, a sewage interceptor pipe was laid under Biscayne Boulevard in 1956.

Storm sewers are needed over part of the road, but local drainage seems to be handling the present volume of rainfall. An exception to this is a portion of the street which has ineffective

positive drainage, from N.E. 5th to N.E. 9th Street, adjacent to the Commercial Docks. The slightest rainfall inundates the roadway and surrounding property.

In 1958 Mercury Vapor Lamps were installed on Biscayne Boulevard, from 6th Street north to the City limits. In need of an immediate improvement in lighting is Biscayne Boulevard from N.E. 6th Street to S.E. 2nd Street. This is the only portion of heavily traveled U.S. No. 1 lying within the City limits, that does not have adequate lighting. When parades and special events, such as the Orange Bowl Parade, are held in the area, it is necessary to erect temporary supplementary lighting. Bringing the existing street lighting up to standard would eliminate the need for these temporary lights.

STREET STORY

CORAL WAY AND S.W. 3RD AVENUE FROM S.W. 15TH ROAD TO THE CITY LIMITS AT S.W. 37TH AVENUE

Coral Way is a major connecting link between Coral Gables and the Central Business District of Miami. This important artery has been under study for improvement for some time by the City of Miami. In 1955, the City Commission adopted, in principal, an improvement program presented by the Coral Way Association. This program included remacadamizing the existing trap rock surface, widening, draining, installing sidewalks and relocating street light poles. In 1957, another Resolution was adopted requesting the State Road Department to accept Coral Way as a secondary road for maintenance and construction.

In 1958, Dade County presented a preliminary study of road improvement needs in the County. As part of the proposed secondary road program of 1958, they recommended that Coral Way be reconstructed from Douglas Road to Miami Avenue. Coral Way did not hold high enough priority to be included in that year's program. The reconstruction of Coral Way was included in Dade County's proposed $100 million bond issue. The project called for complete reconstruction of Coral Way and 3rd Avenue on a 100 to 120-foot right-of-way at a cost of $1,600,000, but this bond issue was never presented to the voters.

Left-turn lanes are lacking at the major intersections. Traffic is backed up for blocks at the intersections where left turns are permitted. At other intersections left turns are prohibited during the peak hours. Turn lanes are necessary and were planned, but the median strip of Coral Way is occupied by large Fiscus trees and construction of turn lanes necessitates the removal of several trees at each intersection. This is highly objectionable to civic groups, garden clubs, and other public spirited citizens who are interested in maintaining the beauty of Coral Way. They were strongly opposed to any improvement which would destroy or relocate the existing trees. To pacify these groups, yet provide greater safety, the City of Miami provided one test lane on Coral Way at S.W. 32nd Avenue. This lane was constructed without the removal of any trees. It is desirable that the remaining intersections be given the same treatment.

The existing right-of-way on Coral Way is 100 feet and 120 feet on S.W. 3rd Avenue. No right-of-way problems will be encountered in any widening or improvement program.

There is sidewalk the entire length of Coral Way and S.W. 3rd Avenue, but much of the portion on Coral Way is out of grade and ramps up or down to meet sidewalk that has been constructed to grade. White way lighting on Coral Way has been

has been effected by the use of wooden poles painted a metallic color. They are cheaper than metal poles and make a nice appearance. However, these poles are located in front of the sidewalk and create a parking hazard.

Storm sewers are lacking on Coral Way and drainage presents a problem in wet weather. Local drainage structures have been constructed at the most critical spots, but a positive drainage system should be installed if the roadway is ever reconstructed. Sanitary sewers now serve the north side of Coral Way from 12th to 27th Avenues, and were constructed as a part of Silver Crest and Parkway Sanitary Sewer Districts. On S.W. 3rd Avenue from 25th to 15th Road, sewers serve both sides of the street and were constructed as a part of Holleman District of our G. O. Bond Program. The remainder of S.W. 3rd Avenue will not have sewers constructed under this bond program, but should be completed under the next G. O. Bond Program. On Coral Way from 27th to 37th Avenues, sewers will not be constructed until at least seven years from now.

There is no curb nor gutter for a great distance on Coral Way and S.W. 3rd Avenue, but any improvement project should include rebuilding the street to grade, constructing curb and gutter, and installing sidewalk to grade its entire length. The

The existing light poles should be relocated behind the curb line to remove the parking obstruction. S.W. 3rd Avenue itself has two 30-foot pavements separated by a 22-foot center parkway and lined by two 15-foot side parkways. There is sufficient right-of-way to rebuild the street without removing any trees from the median parkway.

The trees and parkways on Coral Way are maintained by Dade County. In the last ten years, Coral Way has developed rapidly, and presently is lined by numerous professional businesses. From S.W. 32nd to 37th Avenues it has become a shopping center. This street is not only an artery, but is becoming a traffic generator itself because of the commercial establishments which now abut it. S.W. 3rd Avenue is lined by mostly multi-unit dwellings and a few professional businesses.

The City of Miami felt that Dade County should improve the street and requested that it be done. Also requested was the construction of additional turn lanes according to our plan. The County resurfaced Coral Way in March, 1961 but did not build any turn lanes. The City is building left-turn lanes at 17th, 22nd and 27th Avenues.

STREET STORY

SOUTH DIXIE HIGHWAY, BRICKELL AVENUE AND FEDERAL HIGHWAY

In 1957, the State Road Department completed reconstruction of South Dixie Highway (S.R.#5) from S.W. 32nd Road to the City limits at S.W. 38th Avenue. It was rebuilt as a 4-lane divided highway with divided 30-foot asphaltic concrete pavements, a median strip, and sidewalks where needed. It was built parallel and adjacent to the Florida East Coast Railway right-of-way the entire distance in the City limits. Prior to this, Dixie Highway was a narrow 2-lane pea rock road in poor condition.

At S.W. 32nd Road, the continuation of Dixie Highway is known as Federal Highway, and extends to S.W. 26th Road. This was built in 1934 by the State Road Department and was constructed out of Portland cement concrete and a median strip separating two 25'-foot pavements, without curb or gutter. At S.W. 26th Road, Brickell Avenue begins and continues to the S.E. 2nd Avenue Bridge across the Miami River, just north of S.E. 5th Street. Also constructed in 1934 by the State Road Department, Brickell Avenue is known for its beauty, as it was cut through a portion of Miami that was once a hammock. It too was constructed with dual 25'-foot Portland cement concrete pavements divided by a landscaped median strip, and has curb and gutter.

Recently the State Road Department completed construction of several turn-lanes on Brickell Avenue, located from S.E. 6th Street to S.E. 15th Road. Left and right-turn lanes and additional pavement were constructed the entire distance to facilitate traffic movement. The addition of turn and bypass lanes near the downtown area has greatly aided the flow of traffic and has enabled vehicles to have easier access to downtown Miami.

At S.E. 8th Street, Brickell Avenue is a connector between S.R. #5 (U.S. 1), and S.R. #90 (U.S. 41), known as the Tamiami Trail. Dixie Highway is in the State Primary System and eligible for Federal aid. It is maintained solely by the State Road Department.

The present bascule bridge on Brickell Avenue over the Miami River is maintained by the State Road Department. It is in excellent condition and of sufficient width to accommodate four lanes of traffic. Enough vertical clearance is provided above the River to eliminate needless openings for smaller river boats.

In this section Brickell Avenue goes through one of the oldest developed sections of Miami; its right-of-way donated by Mary Brickell, one of Miami's early settlers. The road is scenic and abuts an area of stately homes and proposed multi-storied apartment buildings. Brickell Avenue itself is the site of many professional office buildings; also motels and other

establishments catering to tourist trade. It is highly congested, but some relief will be given upon completion of the North-South Expressway.

On weekends, S.E. 26th Road, the western terminus of Rickenbacker Causeway, is one of the most congested spots in Dade County. The intersection of Miami Avenue, Federal Highway and South Bayshore Drive is also a danger spot. Some relief was given in construction by the City of left-turn lanes on Federal Highway, one on each side of the intersection. It was necessary to carve one of these lanes out of rock which underlies Federal Highway at this point.

At S.W. 32nd Road, the proposed North-South Expressway will terminate and Dixie Highway will be a feeder for the Expressway. Northbound traffic will have access to the Expressway from Dixie Highway. Here, the Expressway will come to grade, necessitating modification and rechannelization of Dixie Highway in this area.

From S.W. 32nd Road to the City limits at S.W. 38th Avenue, Dixie Highway is abutted on the north by the Florida East Coast right-of-way. On the south, there are a few homes but Dixie Highway becomes commercial at major intersections. The highway was originally constructed to carry two moving lanes of traffic

in each direction, with one parking lane on each side. The City of Miami was planning to cut back several of the traffic separator islands on Dixie Highway with the intent of providing three moving lanes of traffic in each direction, based on the elimination of parking. However, Dade County has indicated that it will make the necessary modifications.

Recently, the City of Miami installed an electronic control system for traffic lights. This system is in operation and is satisfactorily moving vehicles from South Miami Avenue to the City limits. It is a system in which the master controls are located in the Traffic Engineering Building at Dinner Key.

The proposed Dixie Expressway will connect to the North-South Expressway at 32nd Road and will utilize part of the present Dixie Highway all the way to the Palmetto Bypass at S.W. 77th Avenue. The Florida East Coast right-of-way will separatethe northbound lane of the Dixie Expressway from the southbound lane. The southboumd lane of Dixie Highway will be used as the northbound lane of the Dixie Expressway and the northbound lane of Dixie Highway will be used for a service road, as designated in the Wilbur Smith Expressway Plans. This is far in the future, but the North-South Expressway is a reality and will be under construction by late 1960.

When the State Road Department constructed Dixie Highway a positive drainage system was constructed its entire length. No sanitary sewers were constructed at the time by the City, as in other State Road Department projects. Also, no sanitary sewers exist on Brickell Avenue south of 15th Road. Sanitary sewers for this area will be constructed under future G.O. Bond programs and will not be a reality before 1962 at the earliest. Whitewy lighting was installed by the City of Miami at the time of construction of South Dixie Highway and was continued on Federal Highway and Brickell Avenue. Within the City limits, thereis complete high intensity lighting on U.S. No. 1 south of the Miami River.

The proposed North-South Expressway is expected to relieve Brickell Avenue of many vehicles but is also expected to add much traffic to South Dixie Highway, which will become a feeder for the Expressway. Presently, Dixie Highway carries many commuters who live in the suburbs of southern Dade County and work in the Central Business District. Morning and evening traffic flow has reached the saturation point and justifies the proposed three lanes in each direction.

STREET STORY

FLAGLER STREET FROM BISCAYNE BOULEVARD TO WEST CITY LIMITS AT 72ND AVENUE

Flagler Street is named after the man most responsible for the early development of South Florida, Henry M. Flagler. It has long been a primary east-west thoroughfare. Known originally as 12th Street, it received its present name in 1918 when it became a coordinate in our grid system of streets. From Biscayne Boulevard on the east to the Tamiami Canal on the west, Flagler Street divides the City into north and south geographic sections.

At the end of Flagler Street in Bayfront Park is the Miami Public Library. From here to the Miami River, Flagler is a focal point of most of the traffic entering the downtown area from the western section of the town. Traffic in these few blocks is restricted to eastbound vehicles only. There have been many proposals by government agencies, civic groups, and trade associations to rejuvenate Flagler Street, which is the core of the Central Business District. Removal or reversal of traffic, construction of malls, elevated walkways, moving sidewalks, and other similar futuristic plans have been offered, but nothing concrete has developed. The most recent plans include the modernization of Flagler Street as part of the entire Central Business District rehabilitation.

Private parking has been banned east of the railway tracks, but there is still a large amount of traffic congestion during peak hours. High intensity mercury vapor lamps were installed from Biscayne Boulevard to N.W. 1st Avenue to give some aid to the businesses and merchants on Flagler Street who are finding increasing competition from outlying suburban shopping centers. The right-of-way east of the River is 70 feet, and since this is a high value business district with multi-story buildings, it would not be practical to consider widening because of the astronomical costs of right-of-way. The existing pavement is good asphaltic concrete 57 feet in width, but this is being continually opened and patched in construction and maintenance of underground utilities and structures.

The City of Miami owns several parcels of land on Flagler Street. One parcel was the site of the old Miami Police Station which was torn down and replaced by a parking lot. Adjacent to this lot is the Central Fire Station of the Miami Fire Division. Recently there have been plans for a new County-City building to be located on Flagler Street on these tracts of land. The Fire Station is to be relocated.

One bottleneck on Flagler Street is the Florida East Coast Railway. With the coming Expressway Systems and the relocation of the Florida East Coast terminal, it is hoped that some

of the tracks can be removed. West of the railways tracks to the River, Flagler Street is taking on a skid-row appearance.

The present bascule bridge, spanning the Miami River at Flagler Street is so old, in such poor condition, and so frequently in disrepair, that its replacement is a necessity. Its 10-foot vertical clearance over the Miami River causes numerous openings for even the smallest boats, delaying traffic for long periods of time. When the North-South Expressway is constructed, an elevated bridge will be built to carry traffic over the Expressway and over the Miami River. The proposed River bridge will be a bascule, which will provide 32 feet of clearance over water, minimizing the frequency of bridge openings. The bridge was included as an item on the Metropolitan Dade County Bond Program, approved in May, 1960. The Federal Government will probably finance the portion of the approaches that cross the North-South Expressway.

West of the bridge, traffic is accommodated in both directions to the limit of the roadway's capacity, about 20,000 vahicles per day. One plan to increase its capacity is to pair it with S.W. 1st Street, making a one-way couplet between Biscayne Boulevard and West 29th Avenue. Beyond that point, traffic would be two-way on West Flagler Street. This pair might be qualified for inclusion in a State Road Department secondary system.

The existing right-of-way varies to a considerable extent. A maximum of 90 feet is provided between West 7th and West 12th Avenues. Zoning has restricted construction for a number of years in hopes of providing 90 feet between 7th Avenue and the Miami River. Still, there are a number of commercial buildings which encroach within the 90-foot zoned line. This makes acquisition of additional right-of-way expensive. Little would be gained by increasing the width beyond a proposed 70-foot standard. Four driving lanes and two parking lanes are provided when a street is built on a 70-foot basis.

There is a serious alignment problem at the intersection of West 17th Avenue where there is a 170-foot offset between the center line of Flagler Street east of and west of 17th Avenue. While it takes vehicles somewhat less than a full 90° turn in order to negotiate the intersection, the curves are so sharp that the flow of traffic is reduced in speed considerably in order to traverse the intersection safely. This intersection has been the scene of numerous sideswipe accidents, although our Traffic Engineering Division has tried to use the existing facilities to the best advantage. Sufficient land should be acquired to permit a curvature which does not greatly decrease the speed of vehicles traveling on Flagler Street.

This may be accomplished by acquiring a large commercial

building in the northwest corner of the intersection and demolishing it. The City of Miami had intentions of putting this plan into effect. Preliminary realignment and geometric designs were plotted. The necessary property was valued at $140,000 by a competent outside appraiser. On February 3, 1960 the City Commission decided that improvement of this intersection was too costly and should be undertaken by Metropolitan Dade County or the State Road Department, since it is for County-wide benefit. Therefore, the Resolution for the purchase of the property failed to pass.

West of 22nd Avenue, the existing asphaltic concrete pavement is narrow; parking lanes in general are not paved; and little curbing is in place. This portion was resurfaced about ten years ago, the base being apparently in good condition at that time. In the event that the existing grade and section prove to be sufficiently close to the proper grade, a reconstruction project would be reduced to widening the existing pavement and constructing sidewalk and curbs where necessary. East of 27th Avenue, Flagler Street is mostly commercial.

West of 27th Avenue, Flagler Street is lined by multi-unit residences, apartments, and motels. The Dade County Auditorium occupies a large tract of land at 29th Avenue and West Flagler Street. The pavement in this section is in fair condition, but there have been drainage problems which the Department of Public

has attempted to correct by using local drainage structures.

Except for a few blocks west of 42nd Avenue (LeJeune Road), where the right-of-way width is 50 feet, the necessary 70 feet are available the length of the street. The pavement west of LeJeune Road is constantly being repaired. The unpaved areas between the edge of the roadway and the sidewalk are a source of much complaint to the City by the adjacent property owners. A dust problem has been created and the owners are demanding relief.

Between S.W. 69th and 71st Avenues, Flagler Street is crossed by the Seaboard Air Line Railway and the Florida East Coast Railway. The City of Miami recently constructed asphaltic concrete sidewalks across the Railway right-of-way. These were the only gaps in the existing sidewalk in this segment of Flagler Street and were constructed asa safety measure at the request of citizens in the western sections of town.

The Palmetto Expressway outside the City limits at 77th Avenue will affect Flagler Street at its western extremity, in the vicinity of 72nd Avenue (Milam Dairy Road). There is no due west crossing of the Tamiami Canal here to give direct access to the Expressway. This intersection is expected to become heavily traveled with the opening of the Expressway. A new plan is under

study for channelization of the intersection to relieve an anticipated influx of vehicles using the Expressway via Flagler Street.

There is a 3,000-foot gap between the end of West Flagler Street at the Tamiami Canal and the Palmetto Expressway at 77th Avenue. Undoubtedly this void will be filled some day by Dade County, but the only known plans for connecting Flagler to the Palmetto Expressway are by the East-West Expressway. The East-West Expressway will run from the Palmetto Interchange to a junction with West Flagler Street just east of the Tamiami Canal. The East-West Expressway will then veer northeast and parallel the Tamiami Canal.

The City of Miami Sanitary Sewer System has been planned to serve areas on West Flagler Street as far west as 72nd Avenue. The first part of this plan is the extension of the collecting system. A trunk line is planned from 14th to 39th Avenues, and an interceptor is to be laid from 39th to 72nd Avenues. To avoid excavation of a newly rebuilt street in the future, these sewage collection systems should be installed prior to, or be included in any rebuilding program. Flagler Street, from 27th Avenue west is included in an area that will be one of the last portions of the City to be sewered.

Storm drainage is provided for this street as far as 17th Avenue, most of which can be adapted to any proposed reconstruction. Drainage facilities will have to be provided for the remaining distance, except for the intersections at West 27th Avenue and West 42nd Avenue, where recent State construction has provided positive storm drainage.

Street lighting west of West 1st Avenue should be improved the entire length of Flagler Street. High-intensity commercial lighting should be used in Business Districts and mixed areas, and lesser intensity lighting should be used in strictly residential areas.

Flagler Street connects three State Roads, Biscayne Boulevard, (SR No. 5); 27th Avenue (S.R. No. 9); and 57th Avenue (S.R. No. 819). Even if it were not paired with S.W. 1st Street, it is eligible for State aid. Rebuilding of Flagler Street is of a scope that the City should not attempt unless the adjacent property owners are willing to accept a high assessment.

STREET STORY

GRAND AVENUE

Grand Avenue is a Coconut Grove business street that goes through both the Negro and White districts of Coconut Grove and is in need of improvement. From the west City limit line at Booker Street to S.W. 32nd Avenue (McDonald Street), Grand Avenue is the major business street of the Coconut Grove Negro District. The pea rock pavement is too narrow, the sidewalks are in bad condition, and do not exist in many locations, causing pedestrian hazards. Right-of-way for widening is required in some locations and the drainage is poor.

The portion of roadway between S.W. 32nd Avenue and Matilda Street in the white business area has better drainage and pedestrian facilities, but the pavement is also too narrow and in poor condition. It has a trap rock type surface which becomes extremely slippery when wet.

From Matilda Street to Mary Street, again the sidewalks, drainage, and pavement are inadequate. This creates a problem, especially since this is the focal point of the Business District and such poor conditions greatly hamper the shopper's efforts.

Grand Avenue should be rebuilt from the west City limits to Mary Street, and thence down Mary Street to South Bayshore

Drive. It should have full width pavement, curb, gutter, sidewalks, drainage, and street lighting. Considering the right-of-way problems, it is more practical to do the portion between Douglas Street and Matilda Street first.

The engineering problems in the construction of Grand Avenue are not complicated.

The Coconut Grove Chamber of Commerce has a plan to rejuvenate the Grove business area, but this does not include the Negro section. Because of this plan, appropriate limits for improving Grand Avenue might be from Douglas Road to Matilda Street. It may be possible at a later date to continue improvements on Grand Avenue from Douglas Street west to the Coral Gables City limits and thus influence Coral Gables to continue the improvement to Dixie Highway.

Grand Avenue is presently zoned 70 feet, 35 feet symmetrical about the center line. A new Ordinance has increased the total width of the zoned street to 78 feet between Mary and Matilda Streets. This was done to prevent further encroachment on the north side of the street just west of Virginia Street. Certain buildings on the south side of the street presently encroach into the existing zoned street right-of-way from three to twenty feet.

Early in 1959 the businessmen, residents and taxpayers petitioned the City Commission to install sidewalks along the

business area of Grand Avenue, and also along Douglas Road in this much used commercial section of Coconut Grove. This area is a business section of long standing. The request also had the approval of the Coconut Grove Civic Association and the Coconut Grove Clearance Association through the leadership of its individual Civic Affairs Committees. The lack of sidewalk and other street improvements causes people using this area many unnecessary inconveniences andhardships, including haphazard parking of automobiles, hazards of irregular drainage, and lack of uniformity of safety lanes available for pedestrian and vehicular traffic.

On or about March 4, 1959, the Director of the Department of Engineering authorized the Right-of-Way Section to secure certain parcels of land for right-of-way purposes on a voluntary basis. This was the second attempt by the Right-of-Way Section to secure voluntary dedications of land. Although some dedications were obtained, for the most part the venture proved to be unsatisfactory. A further study was undertaken to find the most suitable method for obtaining added right-of-way and as a result of that study, on August 18, 1959 the sum of $45,690 was set aside with the approval of the City Manager and the Director of Finance, based on professional appraisals. Some purchases of the land have been consummated using $11.890. There is still more right-of-way to be acquired,

and it is now proposed to increase the scope of the work, and acquire all the necessary right-of-way on the north and south sides of Grand Avenue on a zoned street width of 70 feet, except the area between Matilda and Mary Streets, which has been rezoned to 78 feet. The estimated right-of-way cost from Douglas Road to Matilda Street is $170,000, and of the entire length approximately $200,000.

It has been proposed that the street be completely rebuilt on a 70-foot basis including sidewalk, curb and gutter, new pavement, drainage, white-way lighting and other improvements needed. A seepage ditch 4 feet wide constructed on the center line, covered by a concrete slab, would be utilized for drainage. The sidewalk, curb and gutter, pavement, catch basin and laterals to the edge would be assessed. The seepage trench would be constructed using storm sewer G.O. Bond money and would not be assessed.

Many obstacles may be anticipated in the accomplishment of this project.

The proposed $18 or $19 assessable front foot cost would probably be a large stumbling block. During a meeting with the property owners on H-4155, it was the feeling of many property owners that it was desirable to develop Grand Avenue from the

City limits to Mary Street and then to Bayshore Drive.

Not included in all the estimated costs, are sanitary sewers, because no sewers will be available to this Section of Miami before 1971. At that time, they will probably be constructed as strip sewers on either side of the pavement, beneath the sidewalks, and will not necessitate opening the pavement at that time.

STREET STORY

MIAMI AVENUE
FROM SOUTH 11TH STREET TO
THE CITY LIMITS AT NORTH 79TH STREET

North Miami Avenue is proposed as one of the principal routes between the Central Business District and the municipalities in North Dade County. It is planned as a primary link connecting the several east-west feeder streets for the Expressway System, and will provide an artery for the movement of strictly local traffic within and between the areas adjacent to these feeders in conjunction with N.E. 2nd Avenue or N.W. 2nd Avenue. It will provide a primary route to downtown Miami from the central areas of El Portal and North Miami, supplementing Biscayne Boulevard (State Road 5) and the Expressway.

Miami Avenue is one of our poorest arterial streets. It is highly congested, the pavement north of N.W. 36th Street is substandard, the width insufficient, and drainage inadequate. The antiquated bridge over the Miami River has been a source of traffic delay for years.

Beginning at the intersection of Federal Highway, South Bayshore Drive and S.W. 28th Road, Miami Avenue traverses the entire north-south length of Miami to the north City limits at North 79th Street. This thoroughfare divides the City into the

east and the west quadrants of its grid street system. The segment from Federal Highway to S.W. 15th Road is built on a 120-foot right-of-way which includes divided 25-foot pavements and landscaped center parkways. There is sidewalk, curb, gutter, and positive storm drainage throughout this Royal Poinciana lined street. It is known for its beauty as it goes through a section of high-priced homes. Future use of Miami Avenue in this section may decrease upon completion of the North-South Expressway which will run parallel to it.

The right-of-way narrows at S.W. 15th Road; Miami Avenue actually begins as a through artery at South 11th Street. Here S.W. 3rd Avenue traffic feeds onto Miami Avenue toward the down-town area. The stretch between South 11th and South 8th Streets is popular for professional buildings. The City of Miami Fire Station No. 4 is located on the west side of Miami Avenue at South 10th Street. From South 8th Street to the Miami River older business establishments and dwellings are located on this street. Traffic is restricted to one-way northbound movement between these points.

The condition of Miami Avenue in this segment is good. The pavement is good asphaltic concrete and there is sidewalk, curb, gutter, storm and sanitary sewers within the 50-foot right-of-way. Although it should be sidened, it seems unlikely that any

great expenditure of funds will be used to improve Miami Avenue south of the River because of the Expressway.

Outmoded Miami Avenue Bridge should be replaced. The cost is estimated at approximately $3,600,000. The present bascule bridge is over 40 years old, and has a vertical clearance of only 12 feet. This causes many delays because passage of the smallest of boats necessitates opening the bridge. It has been suggested that a modern bascule bridge with a 30-foot clearance be constructed. A variety of financing plans have been set forth, but none have proven acceptable. A question has also arisen as to who should assume the responsibility of constructing a new bridge. Since this is a metropolitan problem and subject to debate, there is no immediate prospect of replacing the ancient span.

North of the Miami River at the beginning of the Central Business District, the downtown interchange of the North-South Expressway will be elevated in this section and cross Miami Avenue on a land bridge. Final location and design of the interchange have not been decided upon, but Miami Avenue will probably pass under all the approach ramps.

From the proposed Expressway north to 14th Street improvement of Miami Avenue by widening is unlikely because of the

prohibitive right-of-way costs. Presently, this section of Miami Avenue is built on a 60-foot right-of-way and many buildings encroach upon this line. The future of Miami Avenue in the Central Business District is dependent upon the Magic City Plan and other ideas to rejuvenate downtown Miami. It is one street that definitely needs aid.

North of N.W. 14th Street, Miami Avenue should be developed to its present zoned width of 70 feet. The existing right-of-way varies from 35 to 70 feet, most of which is 60 feet or under. From N.W. 14th Street north to N.W. 36th Street (S.R. 25) Miami has good asphaltic concrete pavement, sidewalk, curb and gutter. At N.W. 14th Street there is a severe jog in the center lines of the pavement, and from this point north, it is too narrow to handle the arterial traffic volume. There is no positive storm drainage system north of approximately 23rd Street.

The City of Miami owns Fire Station No. 2 at 14th Street and the City Cemetery and Biscayne Park which abut Miami Avenue between N.E. 17th Terrace and N.E. 19th Street. On the west side are large gas producing plants of the Houston Gas Corporation and other industries.

At North 19th Street, the Florida East Coast Railway tracks cut diagonally across Miami Avenue, causing traffic delays when trains are passing over the many sets of tracks.

Businesses of all types line Miami Avenue on the west side up to N.W. 36th Street and on the east side up to N.W. 29th Street. The tract of land between North 29th and 36th Streets along Miami Avenue is the tentative location of the Florida East Coast Railway Yards which eventually will be the site of its relocated passenger station. Presently this is used as maintenance yards, but the new terminal will act as a traffic generator for the whole street.

North of 36th Street, Miami Avenue pavement deteriorates rapidly, having several types of pavement, such as sand and oil, trap rock, patches of asphalt and pea rock. There are many jogs in its alignment and the pavement is much too narrow to accommodate the traffic now using it. At North 38th Street the elevated connection between the Julia Tuttle Causeway and the 36th Street Interchange crosses Miami Avenue. The State Road Department will improve Miami Avenue within its own right-of-way but the remainder of the street is definitely in need of reconstruction.

From N.W. 36th Street to North 54th Street, the path of Miami Avenue is straight but narrow and the pavement here is only 24 feet wide. Although there is some sidewalk, right-of-way problems have caused many spots to remain without sidewalk. At North 54th Street, the second major jog in Miami

occurs. At North 59th Street there is another small jog, and the North 62nd Street intersection has the largest offset in alignment. The City of Miami has acquired land here. The curvature was smoothed out and the intersection channelized to aid the flow of traffic. At North 64th, North 71st, North 75th and 79th Streets alignment also leaves much to be desired. This entire section of Miami Avenue, with the exception of the intersections, is residential and lined by homes. The Miami City limits line coincides with the east right-of-way line of Miami Avenue from 79th Street to the Little River Canal at North 84th Street. Near North 72nd Street the Florida East Coast Railway tracks present a problem although the crosaing is signalized.

The pavement on Miami Avenue is deplorable in the whole segment north of 62nd Street, and immediate aid is necessary. The State Road Department has plans to remedy some of the problems of Miami Avenue by reconstructing it on a 70-foot basis from North 79th Street to North 91st Street. It is included in the 1960-61 State Road Department Secondary Budget at an estimated cost of $375,000. Reconstruction of Miami Avenue along with N.E. 82nd Street will be joined as one job in order to combine storm drainage. However, this segment of Miami Avenue, for all practical purposes, lies outside the City limits.

There have been other proposals to include Miami Avenue from 36th Street in the State Secondary System, but through the years nothing has materialized. Future development of Miami Avenue will probably be by Dade County of the State Road Department. It is unlikely that Miami Avenue will be developed from South 11th Street through the Central Business District to where it jogs at North 14th Street because of prohibitive right-of-way costs. Dade County had included rebuilding Miami Avenue from 14th to 54th Streets in its proposed $100,000,000 Bond Issue. The estimated cost for reconstruction on a 110-foot right-of-way was $3,500,000 but the Program was never presented to the voters. At present Dade County is obtaining the necessary right-of-way for the proposed State Road Department rebuilding, north of 79th Street. At various times, other proposals have been made to rebuild Miami Avenue in the City limits from 54th to 79th Streets and from 36th to 54th Streets.

Right-of-Way Section of the Department of Engineering has acquired right-of-way by voluntary dedication along the entire length of Miami Avenue, but there are many parcels which still need to be acquired by dedication or purchase. The cost of improving Miami Avenue should be paid for out of gasoline taxes.

Storm drainage facilities should be constructed throughout as an integral part of any rebuilding project. Sanitary sewers are now being constructed under Miami Avenue as part of Oakland and Buena Districts of our present G.O. Bond Program. From 62nd to 79th Streets the need for sewers remains and construction in this area will be under the next G.O. Bond Issue. Street lighting is not up to arterial standards and any future development should also provide adequate white-way lighting on Miami Avenue.

One highly controversial plan has been set forth to pair Miami Avenue with either N.E. 2nd Avenue or N.W. 2nd Avenue as a one-way pair with southbound traffic using Miami Avenue. Reversing or eliminating traffic on streets often incurs the wrath of property owners and merchants who fear economic loss. There would be opposition to this plan from property owners on the affected streets.

STREET STORY

S.W. 1ST STREET
FROM BISCAYNE BOULEVARD TO S.W. 29TH AVENUE

To facilitate the movement of traffic to and from the downtown area, it has been proposed to reconstruct S.W. 1st Street on a 70-foot right-of-way from S.W. 2nd Avenue to S.W. 29th Avenue. After the street has been improved, there is a possibility that it will be paired with West Flagler Street as a one-way pair. If that should happen, the traffic pattern will be east on 1st Street and west on Flagler Street to S.W. 29th Avenue, where two-way traffic would begin on Flagler Street.

To attempt to obtain a 70-foot wide right-of-way in the downtown area would not appear feasible at the present time. No right-of-way is needed from Biscayne Boulevard to S.E. 2nd Avenue. The existing right-of-way in this segment is 70-foot wide, constructed with 45 feet of asphaltic concrete pavement, sidewalk, curb and gutter. This will accommodate four traffic lanes if parking is eliminated. Between S.W. 2nd Avenue and S.W. 3rd Avenue (although presently zoned for a width of 75 feet), there is actually only 50 feet of right-of-way available, as a number of multi-story buildings

encroach. If the sidewalk width is decreased and the pavement is increased to 40 feet, it will permit four moving lanes of traffic.

Between S.W. 2nd and 3rd Avenues, the City of Miami recently completed a widening project on the north side which added 14 feet to the original pavement width. It also provided better alignment for the eastern approach to the S.W. 1st Street Bridge. In this area, the North-South Expressway would probably pass under S.W. 1st Street, perhaps necessitating the rebuilding of the bridge ramp and its approaches. The present Bridge, crossing the Miami River on S.W. 1st Street, accommodates four lanes of traffic, is in good condition, and has a vertical clearance of 20 feet. There are fewer openings of this bridge for boats than many other bridges.

Westward from S.W. 5th Avenue where the west Bridge approach terminates, present zoning regulations provide for 70 feet to S.W. 17th Avenue. The street is built on a 50-foot right-of-way at the present time, but obtaining the full 70 feet is relatively small problem as there are but five buildings which encroach. There is sidewalk in this section, with the exception of one small lot around 11th Avenue. The pavement originally had a trap rock surface which becomes slippery

when wet. It was in good condition with no base failure, but as a safety measure the City resurfaced it with asphaltic concrete pavement in 1958. Adjacent property owners were not assessed. The present pavement width in this section is 40 feet, plus sidewalk, curb, and gutter.

From S.W. 17th Avenue to S.W. 22nd Avenue Road (Beacom Boulevard) there is 85-foot of right-of-way existing. It presently has 74-foot sand and oil pavement, sidewalk, curb, and gutter in this length. Should this pavement be resurfaced with asphaltic concrete, the adjacent property owners would have an extremely high assessment because of the width of the street. For the next block to S.W. 24th Avenue, the right-of-way is but 60 feet. However, the set-back is sufficient so that the desired 70 feet may be readily obtained. Except for the block between S.W. 24th Avenue and S.W. 25th Avenue, which is 70 feet wide and is abutted by Miami Senior High School and Columbia Park, the remaining right-of-way is 50 foot wide. Here too, setback is sufficient to permit obtaining 70 feet without disturbing existing structures. If junction with West Flagler Street at 29th Avenue is to avoid a sharp 90° turns, some land should be acquired for that purpose.

There are two alignment problems on 1st Street. There is a minor one at S.W. 25th Avenue where a 25-foot offset occurs between the center lines of 1st Street. A much bigger problem is at the intersection of S.W. 1st Street with the diagonal street, S.W. 22nd Avenue Road (Beacom Boulevard), where there is a 125-foot offset. An easy curve may be obtained by acquiring two triangular-shaped parcels of land; neither of which is presently built upon.

From Biscayne Boulevard to S.W. 7th Avenue, S.W. 1st Street is almost entirely commercial in character. For the next ten blocks to S.W. 17th Avenue, the land is mixed residential and commercial. This stretch of S.W. 1st Street has become popular for the location of insurance offices. From 17th Avenue to 23rd Avenue there is multiple-family residential and some commercial development. The remainder is predominantly residential except at the intersection of S.W. 27th Avenue.

West of 17th Avenue, there is evidence of base failure in the existing sand and oil pavement and complete rebuilding would be necessary.

Sanitary Sewers have been installed as far as 22nd Avenue. Beyond that limit, they should be planned and built in advance of the street reconstruction to avoid any disturbance

at a future time. That portion is not scheduled to be sewered under our present G.O. Bond Program.

In the downtown area east of the River, existing storm sewers appear adequate. West of the Bridge, there is a limited storm drainage system to 17th Avenue. For good drainage, this will have to be supplemented with additional facilities, and west of S.W. 17th Avenue, an entirely new system will be required.

The Street Lighting System should be modernized throughout with high intensity lighting in the downtown area, and lower intensity in the outlying stretches.

STREET STORY

N.E. 2ND AVENUE

N.E. 2nd Avenue is a major north-south arterial street connecting the municipalities of North Miami, Miami Shores, and El Portal to the Little River and Central Business Districts of Miami, which could qualify it for State Primary Funds and Federal Aid Funds. It had once been proposed as a supplement to Biscayne Boulevard as State Road 5-A, but emphasis has been shifted to N.E. 4th Court and the Expressway System. Although the segment from the Miami River to N.E. 36th Street is designated S.R. 815, it presently is City-maintained.

Presently, the section of N.E. 2nd Avenue from the Central Business District to N.E. 26th Street, has good asphaltic concrete pavement, sidewalk, curb and gutter, positive drainage and sanitary sewers. But it is too narrow to develop its full value. Four moving lanes of traffic can be accommodated on its minimum 36-foot surface, on an existing right-of-way which varies from 50 to 70 feet. N.E. 2nd Avenue is a business street, north to N.E. 36th Street. Additional widening would result in enormous right-of-way costs. The alignment assumes a direct route from the Central Business

District north to N.E. 34th Street. At N.E. 34th Street, the center line veers northeasterly to N.E. 36th Street. Business of all types, office buildings and other commercial interests are located on 2nd Avenue. The City Cemetery and Biscayne Park, site of High Pressure Pump Station #2, are located between N.E. 17th and 19th Streets.

The Florida East Coast Railway Maintenance Yards are located adjacent to N.E. 2nd Avenue between 29th and 36th Streets and extend as far west as Miami Avenue. The irregular boundary of the Railway causes the jog in the alignment of 2nd Avenue in this area. This tract of land is the proposed site of the relocated Florida East Coast Railway Passenger Terminal. This terminal will undoubtedly generate additional traffic and cause further congestion.

Just recently the City of Miami added six feet to the pavement from 34th to 36th Streets, providing 36 feet of surface, which allows a minimum of four lanes of traffic. This was done to handle the expected increase of vehicles coming off the Julia Tuttle Causeway.

There is a frustrating 100-foot jog in the center lines of N.E. 2nd Avenue at N.E. 36th Street. If possible, right-of-way to provide a smooth curvature should be acquired from the Florida East Coast Railway when the new Passenger Terminal is constructed.

There is also good pavement, sidewalk, curb and gutter from N.E. 36th Street to 41st Street. This section is bridged by the connection between the Julia Tuttle Causeway and the 36th Street Interchange. There is sufficient right-of-way for four lanes of traffic but this is a highly congested area because of traffic coming off the Julia Tuttle Causeway.

North of N.E. 41st Street, N.E. 2nd Avenue is surfaced with pea rock pavement, barely 36 feet wide, out of grade, in poor condition, and with very little drainage. It is mostly a residential section up to the intersection of 54th Street, where it becomes practically all commercial.

There is some sidewalk in this area. The right-of-way varies from 50 to 75 feet and the City of Miami Right-of-Way Section has acquired a great deal of this by voluntary dedication. However, many parcels remain which encroach upon the zoned 70-foot line. N.E. 2nd Avenue traverses one of the oldest developed areas in South Florida, Lemon City, and the Street itself is practically in the same condition now as it was when built many years ago.

Sanitary sewers have been constructed on N.E. 2nd Avenue for practically its entire length, with only one small

section north of N.E. 71st Street remaining to be sewered.

Storm sewers are sorely needed and white-way lighting is necessary. It is desirable that N.E. 2nd Avenue be widened its full width from N.E. 36th to the N.E. 79th Street intersection, on a 70-foot basis, with sidewalk, curb and gutter and 57 feet of pavement. North of 79th Street, an improvement of this nature has already been made, with a bridge constructed across the Little River Canal at the north City limits.

N.E. 2nd Avenue is much needed to relieve traffic congestion in Little River and to serve as an additional artery to downtown Miami. Dade County has recommended that 2nd Avenue be included in several State Road Department Budgets, but it has never had high enough priority.

The proposed East-West Expressway will cross N.E. 2nd Avenue in the vicinity of N.E. 12th Street, with access available for 2nd Avenue traffic. However, this is in the future.

STREET STORY

N.W. 2nd AVENUE

N.W. 2nd Avenue has been proposed as a northbound street in a one-way pair with North Miami Avenue. The limits range from N.W. 20th Street to N.W. 79th Street, and like Miami Avenue, would not be extended south into the Central Business District because of extensive right-of-way problems. From S.W. 11th Street to N.W. 5th Street, 2nd Avenue is a heavily used artery, but is handicapped by the S.W. 2nd Avenue Bridge which has a low vertical clearance and is constantly being repaired. With regard to arterial standards, this section is in good condition, except for its width, which probably will not be substantially increased because of prohibitive right-of-way costs.

A new bridge is definitely needed and its cost has been estimated at $3 million. It should be a bascule bridge having 30 feet of vertical clearance where 13 feet now exists. There have been disputes over who should replace the existing span and also how to finance it. At the present time there are no immediate plans for modernizing the 30-year old span. The fate of the remainder of 2nd Avenue in the Central Business District is now dependent on rejuvenation of downtown Miami.

From N.W. 5th Street to N.W. 11th Street, 2nd Avenue is the heart of the Miami Central Negro District and is in good condition. It is a main street for the district. At N.W. 11th Street thereis a misalignment in 2nd Avenue, and N.W. 1st Place is the most practical route to N.W. 20th Street. The City of Miami has been successful in acquiring right-of-way most of the distance on N.W. 1st Place, including enough to round off sharp corners at the 20th Street intersection. South of this, 2nd Avenue has a zoned width of 50 feet and it would appear impractical to obtain greater right-of-way because most of the abutting land is occupied, with no building setbacks from the right-of-way line on either side of the street.

From N.W. 20th to 29th Streets, widening could be on a 65-foot basis because of past zoning. This section has sidewalk, curb and gutter and asphaltic concrete pavement. Continuing north, 2nd Avenue between 20th and 29th Streets narrows to 50 feet of right-of-way on a zoned width of 60 feet. The existing pavement is rock asphalt in need of resurfacing. This is one of the older sections of Miami and is lined partly by commercial interests and partly by homes. The City of Miami owns property on N.W. 2nd Avenue between

34th Street and 34th Terrace, where it has Wynwood Park, and the entire section is rapidly becoming a thickly populated, low income neighborhood.

There has been little dedication of right-of-way south of 36th Street and widening to 70 feet would be expensive. However, rebuilding on a 60 to 65 foot basis with 48 feet of pavement would provide three traffic lanes and one parking lane, making 2nd Avenue suitable for inclusion in a one-way pair.

2nd Avenue from 36th Street to the City limits at 79th Street is paved with concrete. This surface is 30 feet wide, and even though constructed in 1927, is still in good condition. However, its width has proven insufficient for present day use. Rebuilding is desirable in this section, preferably to its zoned width of 70 feet. Many small parcels are needed to provide this 70-foot width. Some have already been acquired by dedication by the City of Miami. Like North Miami Avenue, positive storm drainage is lacking in this section. Many lakes are created by even the lightest downpour and the 36th Street intersection is one of the worse in the City. Sanitary sewers are non-existent north of 54th Street, but are scheduled for construction under the next G.O. Bond Issue.

North of 36th Street, 2nd Avenue continues to be a mixed

section of business and homes. It is a highly congested street because of the narrow width of its pavement. There are some sidewalks in this section of the street. Adjacent property is somewhat undeveloped, despite the fact that it is one of the older thoroughfares of Miami.

Other improvements, such as whiteway lighting, are necessary. Although it is not feasible to rebuild N.W. 2nd Avenue in the Central Negro District and the downtown area, the section north of N.W. 20th Street should be improved to the greatest extent possible. It is needed to support the Expressway System and also to provide another major north-south artery.

The connection between the 36th Street Interchange and the Julia Tuttle Causeway crosses near 39th Street. N.W. 2nd Avenue passes under this viaduct with no access provided.

The proposed East-West Expressway will cross 2nd Avenue in the vicinity of N.W. 12th Street, in the downtown Negro area. As shown on the Wilbur Smith Plan, it is relatively close to the proposed interchange of the East-West and North-South Expressways and final alignment is not known. It leaves 2nd Avenue with the possibility of being relocated should a modification be made in the tentative plans.

As a one-way street of the proposed couplet, N.W. 2nd Avenue could qualify for State Secondary Funds but it hasnever been included on any State Road Department Budget.

STREET STORY

N.E. 4TH COURT
FROM N.E. 55TH TERRACE TO N.E. 87TH STREET

For many years Biscayne Boulevard was the only North-South artery from the Central Business District to the north-east section of Miami. Several other streets developed as arterials and took some of the load from Biscayne Boulevard. Once again B scayne Boulevard has reached the saturation point, especially from 55th Terrace to the City limits at 87th Street. The width of the pavement in this segment allows only four moving lanes of traffic. Parking has been eliminated from both sides, much to the consternation of merchants, forcing several to widen the street themselves to provide adequate parking for their business. Relief must be offered, for Biscayne Boulevard has reached the limit of its capacity. Traffic is increasing at a pace which is choking the street and the businesses. It must either be widened, or a new route found to divert vehicles. Since it would be very expensive to widen Biscayne Boulevard because of prohibitive right-of-way costs, construction of a parallel highway should be encouraged.

There is an available alignment which would serve the purpose precisely. Starting at the intersection of Biscayne

Boulevard and N.E. 55th Terrace, N.E. 4th Court will be utilized as a supplement to the Boulevard north to N.E. 88th Street, one block north of the Miami City limits at 87th Street. By diverting traffic to N.E. 4th Court, a great burden will be removed from Biscayne Boulevard.

A multitude of vehicles which now focus on Biscayne Shopping Plaza at 79th Street and Biscayne Boulevard should find ready access via 4th Court. As a secondary purpose, 4th Court would aid circulation in Little River as well as in the Biscayne Shopping Plaza area. When operating in conjunction with the proposed N.E 82nd Street, a smooth traffic pattern should be formed.

Presently, N.E. 4th Court extends from 55th Terrace to 79th Street. Merging with Biscayne Boulevard at 55th Terrace, N.E. 4th Court could be considered as a branch with the Boulevard. Its 70 to 75-foot right-of-way gently curves through a residential area to N.E. 60th Street. From 60th Street to 61st Street, City property is divided as the right-of-way funnels down to 50 feet. On the east is Eaton Park. The Lemon City Branch Library occupies the tract to the west. Then are plans for replacing the ancient structure that now exists, but lack of funds and legal difficulty have postponed any decision. Also, a final location is somewhat dependent on the new alignment of 4th Court.

At 61st Street, 4th Court assumes a more northerly course, parallel to the Florida East Coast Railway tracks. Its 50-foot right-of-way is abutted by homes on the east and new warehouses on the west. Direct proximity to rail service accounts for the many warehouses and storage depots which line 4th Court from 61st Street to 79th Street. With the exception of a segment between 69th and 71st Streets, which has only 35 feet of right-of-way, the remainder of the distance to 79th Street is similar in character to the rest of the street. Warehousesline the street on the west, homes on east; separated by a 50-foot right-of-way.

Sidewalks now exist practically the whole length of this street on the east. Some sidewalk exists on the west, but not to the same extent. The pavement is narrow sand and oil, and in poor condition. Sanitary sewers will be completely in the ground beneath N.E. 4th Court by the end of 1960 as a part of "Federal," "Bayshore" and "South Belle Meade" Sanitary Sewer Improvement Districts under the present G.O. Bond Program. An interceptor pipe of our sewage collection system was constructed under 4th Court in 1955 in anticipation of our future Sanitary Sewer Districts.

North of 79th Street no road exists and there is no

dedicated or platted right-of-way. The natural path of 4th Court north of 79th Street is parallel to the Florida East Coast Railway right-of-way and adjacent to the Little River Canal. The land between the Railway and the Canal is owned by the Central and South Florida Flood Control District which recently constructed a dam in the Canal between 82nd Street and 82nd Terrace. Where the Canal changes its direction and turns west at approximately 84th Street, its north bank defines the City limits. Here a bridge would be necessary. Part of the bridge would lie in Dade County and part in the City of Miami.

North of the bridge, the alignment would still follow thenortherly curvature of the Florida East Coast Railway right-of-way to near 88th Street, where the direction curves more northeasterly to permit junction of 4th Court and Biscayne Boulevard. This route would take it through unincorporated land and through El Portal.

N.E. 4th Court can qualify as part of the State Primary System and plans for its construction are being prepared for the State Road Department by Michael Baker & Associates of Jackson, Mississippi. On March 15, 1960, the City Commission passed Resolution No. 31760, stating the necessity of constructing N.E. 4th Court and requesting Dade County to acquire the necessary

right-of-way. The County is now acquiring right-of-way and the State Road Department has included N.E. 4th Court in its work program for 1960-61.

Right-of-way costs will be extremely high. Dedications from adjacent property owners may be difficult to obtain. There are a large number of warehouses on the west side. Houses on the east side do not have much setback. The State plans on taking most of the needed right-of-way from this side.

The State Road Department originally requested theCity to obtain the necessary land to construct most of 4th Court on a 60-foot right-of-way. Prohibitive costs made it impossible for the City to acquire the right-of-way for the State.

By announcing that N.E. 4th Court and Biscayne Boulevard were to be a one-way couplet, northbound traffic utilizing Biscayne Boulevard and southbound traffic using 4th Court, the State incurred the wrath of merchants on Biscayne Boulevard. A paradox has resulted because of the traffic situation on the Boulevard. Most of the business on Biscayne Boulevard caters to incoming tourists. The merchants want relief from the traffic but they claim that routing southbound vehicles onto 4th Court will deprive them of their best chance to attract patronage. They are united and they are outspoken. But N.E. 4th Court as designed

will not operate to optimum advantage if it has to accommodate two-way traffic. Perhaps some adjustment can be made which will allow a transition to its ultimate goal in the future.

Further complication and delay may be encountered because of a large tract of land outside of the City limits where full width right-of-way must be obtained. The only major engineering problem should be the relocation of the Little River Canal just north of 79th Street. Adequate roadway width will be provided by this relocation because it is intended to build 4th Court on a 48-foot right-of-way north of 79th Street, allowing three lanes for moving traffic.

Sidewalks will be constructed on both sides where a 70-foot right-of-way is available. In the segment where 48-foot to 60-foot right-of-way is proposed, there may be sidewalks on only one side. Since the width of the right-of-way will vary, the width of pavement will vary from 40-foot to 48-foot curb to curb.

Storm drainage will be provided by the State. There will be an outfall to the Little River Canal assuring that no water problem shall arise in the future. White-way lighting should be provided, but will have to be the responsibility of the City.

Construction of N.E. 4th Court is a project which the City

will not be able to undertake. It is presently in the State Work Program.

STREET STORY

N.W. 6TH AVENUE FROM 20TH TO 29TH STREETS

Rapidly nearing completion are the north and east quadrants of the 36th Street Interchange of the Expressway System. The North-South Expressway will terminate at the interchange unless funds become available for completion of the south and west quadrants and extension of the Expressway south. Until that time, a vast amount of traffic will be squeezed from an 8-lane superhighway to a City arterial system of 4-lane or less streets. Traffic with a downtown destination will use either N.W. 7th Avenue or Biscayne Boulevard, both already overtaxed. Vehicles wishing access to the interchange from a southerly direction will add to the congestion on already overcrowded streets.

To accommodate this expected increase in traffic, Dade County has included the rebuilding of N.W. 6th Avenue as an item on its $46 million bond issue approved in May, 1960. This street will be rebuilt from 29th to 20th Streets. These limits were chosen because eventual completion of the south and west quadrants of the interchange will provide access to the Expressway System at 29th Street, and nine City blocks of

one-way street should prove adequate to support the Expressway. In addition, N.W. 20th Street is one of our main east-west arteries.

As approved by the freeholders, 6th Avenue may be rebuilt on a 60-foot right-of-way where 40 to 58 feet now exist. When, or if, the Expressway is continued south, its locus will probably lie between 6th and 7th Avenues, making N.W. 6th Avenue a service road. In the past, it had been proposed to pair 6th Avenue and 7th Avenue as a one-way couplet from the Miami River to the City limits, but the North-South Expressway has made that plan obsolete. Tentative plans are to have 6th Avenue one-way north only, on the rebuilt portion. As planned by the County, 6th Avenue will have 48 feet of pavement, curb, gutter, and sidewalk. Storm drainage will be an integral part of construction, probably being tied in to the Expressway drainage system;

If the bond issue had failed, reconstruction of 6th Avenue would not be possible until some later date when the entire Expressway is finished. It is practically impossible for the City to rebuild 6th Avenue because many property owners are still paying for a previous assessment. In 1957, 6th Avenue from North River Drive to N.W. 29th Street was

remacadamized as a part of Highway District H-519. This portion in particular now has 31 to 36½ feet of good asphaltic concrete pavement.

At present, 6th Avenue is not built on a standard as an Expressway support street. It presently is an excellent residential street, with sidewalk, curb, and gutter, This section is one of the older sections of Miami and, as such, has sanitary sewers but no positive storm drainage.

The deterioration of the neighborhood around 6th Avenue has accelerated in the past few years. Houses along 6th Avenue from 29th to 23rd Streets are becoming more run-down. Poor frame houses occupied by Negroes line 6th Avenue from 20th to 23rd Streets. A few warehouses abut 6th Avenue, but its overall character is that of a street in a blighted residential district.

STREET STORY

N.W. 7TH AVENUE AND WEST 8TH AVENUE

In 1956, the State Road Department reconstructed N.W. 7th Avenue from N.W. 79th Street to 36th Street (S.R. 25). North of 36th Street, 7th Avenue is designated S.R. 7 (or U.S. 441) and was constructed out of Federal Aid Primary Funds. It was rebuilt on a 70-foot right-of-way with sidewalk, curb, gutter, 57-foot asphaltic concrete pavement and positive drainage. Sanitary sewers and white-way lighting were installed at the time by the City of Miami.

Since then, there have been numerous requests to extend 7th Avenue south to N.W. 5th Street. It too is eligible for Federal Aid Funds and at one time was recommended by Dade County to be included in a State Road Department Primary Budget. Before the advent of the Expressway System, most plans for this section of 7th Avenue hinged on the one-way pair theory. N.W. 7th Avenue and 6th Avenue were to be a one-way couplet. However, the North-South Expressway is in close proximity to the right-of-way of the present N.W. 6th Avenue, making such plans obsolete.

North of N.W. 36th Street, N.W. 7th Avenue has become highly congested even though it has been modernized. The major

intersections have reached their capacity and thru traffic encounters many delays the entire length. Relief will be offered to 7th Avenue by the North-South Expressway. The Expressway will have more noticeable effect on 7th Avenue than any other street in the City, since it is adjacent to and practically parallel to 7th Avenue. Many thru vehicles will use the Expressway and leave 7th Avenue more available for local traffic.

Construction of the 36th Street interchange involves relocation of 7th Avenue from 38th to 43rd Streets. The new center line will be in an arc east of its present location. All necessary right-of-way is included in the interchange right-of-way and the State Road Department has already acquired the land. City of Miami Fire Station No. 6, the Fire Training Division, and Moore Park are located between 36th Street and 39th Street, and the interchange right-of-way will include some property from Moore Park, but will not make a substantial decrease in the area.

N.W. 7th Avenue is commercial its entire distance. North of 36th Street it is zoned 80 feet, even though built on a 70-foot right-of-way.

South of 36th Street to the Miami River, N.W. 7th Avenue is zoned 70 feet. It too is commercial the entire distance. It traditionally has served as a dividing line between the Central

Negro District to the east, and the residential areas to the west.

South of 36th Street there is sidewalk, curb and gutter its entire length, but only 52 feet of patchwork pavement. It is one of the last remaining streets in Miami still having evidence of trolley car tracks. The original path of the tracks has been patched by asphaltic concrete and is noticeable the entire length. Positive storm drainage exists as far north as N.W. 17 Street. North of that there is no storm sewer and such facilities must be provided.

The City of Miami Right-of-Way Section through the years has acquired 70 feet of right-of-way almost the entire length. It was not obtained as a concentrated effort but only on a piecework basis.

Utilities, such as the Miami Transit Company Maintenance Shops, Florida Power & Light Storage Yards, Seaboard Airline Railway Terminal, and others abut7th Avenue.

At N.W. 5th Street, the present bascule bridge over the Miami River diagonally connects N.W. 7th Avenue to N.W. 8th Avenue, south of the River. This bridge is highly congested and in poor condition, and has only 13 feet of vertical clearance.

The need for a new bridge is very evident, but it seems unlikely that the estimated $4 million necessary to construct a 6-lane bascule bridge will be available in the near future. The City of Miami has rebuilt the approach slabs to the bridge and a step like this foretells the improbability of constructing a new bridge. There have been other proposals to construct a bridge across the Miami River in the vicinity of N.W. 7th Street, making N.W. 7th Street a thru street. The proposed bridge would be capable of handling traffic from West 7th and 8th Avenues and north 5th and 7th Streets, but is only a future idea. It is unlikely that any Federal aid will be given to N.W. 7th Avenue in this section because the Expressway System will be consuming most of the available money.

South of the Miami River, West 8th Avenue from N.W 4th Street to S.W. 8th Street is zoned 70 feet, but presently has 50 feet of right-of-way. It was repaved several years ago with asphaltic concrete pavement 36 feet wide, as a part of Highway Improvement District H-518. The surface is excellent and there is sidewalk, curb and gutter almost throughout. Also positive storm sewers and sanitary sewers serve the street. Widening of the roadway is needed but may not be assessable because of the excellent condition of the existing pavement.

It traverses a mixed residential, commercial area. The City of Miami owns Riverside Park located between S.W. 3rd and S.W. 4th Streets on West 8th Avenue.

This entire artery is built to primary standards, rather than residential standards. It is highly congested its entire length. The maximum practical width that could be expected is rebuilding or widening on a 60-foot right-of-way. Many buildings encroach. Relief could be given by pairing 8th Avenue with 7th Avenue, but it is not the most practical or desirable plan.

STREET STORY

N.W. 7TH STREET EXTENTION AND TAMIAMI CANAL ROAD CONNECTION TO WEST FLAGLER STREET

Miami International Airport, Central Shopping Plaza, West Flagler Kennel Club, Palmetto Expressway, the proposed LeJeune Golf Course - all located in or near the extreme western section of the City of Miami - have become traffic generators of the first magnitude. Combined with the rapid residential expansion of the outlying sectors, these new facilities have placed a greater burden on our present arterial system of roads. The expansion of street and highway facilities in this area is of utmost importance. Existing roads should be modernized and complete new highways built where needed to provide an adequate arterial system.

Such a vitally needed artery in the western end of town is the connection between the terminus of recently rebuilt N.W. 7th Street at 42nd Avenue (LeJeune Road) and West Flagler Street. A natural path has already been established for this extension. Three existing roadways would be utilized. West, from 42nd Avenue, N.W. 7th Street would be rebuilt to 57th Avenue. Although there is right-of-way on N.W. 7th Street from 57th to 61st Avenues, no road exists. Complete new

construction would be necessary in this section. To complete the extension, a strip of 70-foot right-of-way has been acquired by the City of Miami in order to connect 7th Street at 61st Avenue to Tamiami Canal Road, which terminates on 62nd Avenue about 500 feet southwest of 7th Street. Veering southwesterly, Tamiami Canal Road parallels the Tamiami Calal to the road's other terminus at 69th Avenue. For reconstruction purposes, Tamiami Canal Road would be utilized only to N.W. 67th Avenue. At 67th Avenue, the roadway would then be built due south to Flagler Street, completing the highway. Presently, 67th Avenue is County-maintained.

Subsoil conditions have created a problem on N.W. 7th Street from LeJeune Road to Red Road. The pavement was constructed over a muck base, causing changes in profile as loads increased. Heavy arterial traffic has created a washboard surface. Potholes, patches, poor shoulders and narrow width make it imperative to replace the existing road. Asphaltic concrete and pea rock compose the 21-foot wide pavement in this stretch of 7th Street, which has sidewalk in a few locations on the south side. The only changes that have been made on this road in the last few years have been temporary. At 45th Avenue, a bus pullout was constructed; at 47th Avenue a bypass lane was provided. At LeJeune Road the entrance to

7th Street was widened for a distance of approximately 200 feet. Skin patching has been done by our Department of Public Service, but cannot be continued because the condition of the street is deteriorating too rapidly.

Its existing right-of-way varies from 50 to 70 feet. Our Right-of-Way Section has acquired several parcels of right-of-way in this sparsely populated portion of 7th Street. Lined mostly by undeveloped land on the north and only a few homes and businesses on the south, this segment of 7th Street could qualify for inclusion in the State Secondary System because it lies between two State Roads, N.W. 42nd Avenue (LeJeune Road) and 57th Avenue (Red Road).

It is not likely that the State will undertake this project because Dade County has included the rebuilding of 7th Street as a part of its $46 Million dollar bond issue approved in May, 1960. If the money holds out and this work goes forward, at a cost of approximately $1 million, the segment from LeJeune Road to Red Road will become a divided highway with two 12-foot lanes in each direction. The present right-of-way width will be increased to 110 feet. Making the project extremely costly will be the fact that the muck bed beneath the present road will have to be removed and replaced by a stable road bed.

Another item on the Dade County Bond Program allocates $225,000 for extending 7th Street from 57th Avenue west to 61st Avenue, then along Tamiami Canal Road and 67th Avenue to Flagler Street. Two 12-foot lanes will be provided in an 80-foot right-of-way.

The few residents on 7th Street between 57th and 61st Avenues have asked for improvements of the primitive conditions which now exist. There is a dirt trail accommodating only one lane of traffic from 57th Avenue to the Tamiami Canal. Dust conditions have been created. There is no sidewalk or lighting; there is no mail service; there are no street signs; and it is surrounded by palmetto, underbrush, and sawgrass.

The City has acquired 65 feet of right-of-way on 7th Street from 57th to 61st Avenue. To provide the missing link, it has also acquired 70 feet of right-of-way which connects the end of N.W. 7th Street with the beginning of Tamiami Canal Road. This is approximately 500 feet of full width right-of-way. Any further increment would probably have to be purchased by the County as a part of its program.

Tamiami Canal Road itself has 70 feet of right-of-way with good asphaltic concrete and pea rock pavement, sidewalk, Curb and parkway. It traverses a strictly residential neighborhood. Property owners might object to any proposed improvement

that would route heavy arterial traffic through their suburban area.

The final leg of the proposed extension will utilize 67th Avenue which now has an existing 65-foot right-of-way. It too is lined by homes. There are sidewalks the entire length. The pavement is part asphaltic concrete and part sand and oil.

Positive drainage should be provided the entire length of this proposed extension. The close proximity of the Tamiami Canal and of several rockpits should facilitate inclusion of a positive system. The poor soil conditions of the area, however, are detrimental to building any underground structures. Such conditions would very likely increase the construction cost of a drainage system.

This section will be the last part of the City of Miami to have sanitary sewers. It will be at least 1980 before sanitary sewers will be constructed under any normal Capital Improvement Program. Street lights should be provided the entire length, but high intensity lighting would not be desirable for a residential area such as now exists along Tamiami Canal Road.

STREET STORY

SOUTH 7TH STREET FROM BRICKELL AVENUE TO S.W. 37TH AVENUE

South 7th Street presently is a residential street in arterial use. It was resurfaced from Brickell Avenue to S.W. 17th Avenue in 1955 and was rebuilt from 17th to 19th Avenues the same year. It originally dead-ended at the Florida East Coast Railway tracks and again just west of Beacom Boulevard. The City of Miami provided the crossing of the railway tracks and a recent subdivision improvement opened the street from Beacom Boulevard to S.W. 27th Avenue. It is now a thru street from the Coral Gables City limits at S.W. 37th Avenue to Brickell Avenue (S.R.5).

A highly controversial plan for pairing 7th Street with the Tamiami Trail as a one-way couplet could make this street eligible for Federal Aid Funds, if the plan is found acceptable. The plan calls for 7th Street to be the westbound street of this pair. Parking was eliminated on one side of the Street, and at one time the plan came close to being a reality. Property owners on 8th Street objected so violently because they feared the loss of business, that the idea was shelved. With Federal Aid Funds, it has been proposed to rebuild 7th Street ona 60-foot basis. Presently 7th Street

has 50 to 60 feet of right-of-way (most of which is 50-foot). Sixty feet will provide 49 feet of pavement, curb and gutter, and 5-foot sidewalks. Now, it seems unlikely that this will be possible in the near future. There is opposition not only by property owners on 8th Street but property owners on 7th Street who do not want to have their residential street turned into a traffic artery.

The State Road Department recently completed turn lanes on Brickell Avenue. They were finished before a radius corner was obtained on S.E. 7th Street by the City of Miami. The radius right-of-way will be held for future use to provide a 35-foot turning radius from Brickell Avenue to S.E. 7th Street.

This street is residential throughout. Only major intersections are commercialized and homes and apartments dominate the rest of the way. It has sidewalk, curb and gutter almost its entire length with the exception of several blocks between 35th and 37th Avenues and 27th and 32nd Avenues. Up to 27th Avenue it is almost entirely surfaced with asphaltic concrete. West of this, the pavement is sand and oil, with little curb or gutter.

Two dangerous intersections on 7th Street have been helped by good traffic engineering. One is at S.W. 8th Avenue and the other at S.W. 16th Avenue. Several deaths have resulted from traffic accidents at these locations. The City of Miami constructed a right turn lane at S.W. 17th Avenue to prepare for greater use of 7th Street by arterial traffic, and to eliminate a jog in the center lines.

There are no storm sewers existing on 7th Street now. Sanitary sewers extend as far west as S.W. 17th Avenue. Future projects will provide for the construction of sanitary sewers in Bryan District which extends to S.W. 27th Avenue. This will probably not be earlier than 1971. It is not expected that 7th Street will come in for immediate Federal Aid Funds except where the North-South Expressway will cross 7th Street. There will be a land bridge carrying traffic over 7th Street, although the exact location is not known at this time; it is the policy of theState Road Department to improve cross streets in their right-of-way.

STREET STORY

S.W. 8TH STREET

The main highway that connects Miami to Tampa and the west coast of Florida is the Tamiami Trail. Known as S.W. 8th Street in the City limits, this road is also a major arterial street linking downtown Miami with towns and unincorporated areas to the west of Miami. Officially designated as State Road 90, 8th Street is included in the State Primary System and is maintained solely by the State. It is also U.S. Highway 41 and an improved Federal aid route.

This street is definitely in need of improvement. Nowhere is the existing pavement greater than 55 feet in width. Where parking is permitted on both sides, the street can carry effectively only two moving lanes of traffic. Driving is hazardous throughout. At the major intersections traffic backs up for blocks. The number of vehicles using 8th Street long ago exceeded its capacity.

The problem has become so acute that there was discussion of reconstructing 8th Street on a 100-foot right-of-way. Although basically a sound idea, the widening of 8th Street, which is a business zone almost its entire length inside the City limits, is highly impractical because of

prohibitive right-of-way costs. To solve the problem of increasing the capacity of the street, a recommendation was made to pair 8th Street and 7th Street, from Brickell Avenue (U.S. 1) to S.W. 37th Avenue. Eastbound traffic would utilize S.W. 8th Street and westbound vehicles would use 7th Street. This is the status of these two as designated in Miami's official arterial street plan.

A change of traffic patterns in business districts is a highly controversial matter. Opposition arises from those affected who fear economic loss because of rerouting. Such is the case on 8th Street. Merchants have opposed any and all plans offered. They have even obtained legal aid. Complicating this plan is the opposition of property owners on residential 7th Street who do not want their street turned into a traffic artery.

Temporary relief has been gained during peak morning and evening hours by restricting parking to only one part of the street. In the morning there is no parking on the south side of the street. In the evening, parking is prohibited on the north side. The existing right-of-way varies from 50 to 85 feet in the City limits.

For the most part, 70-foot right-of-way is available where 8th Street is entirely in the City limits, although it varies in spots from 50 to 85 feet. 8th Street is zoned 70 feet where it lies within the City. Where the center line of 8th Street is the dividing line between Miami, Coral Gables, or Dade County, it is zoned 35 feet north of the center line.

Near its eastern end, 8th Street will be bridged by the North-South Expressway which will generally parallel the Florida East Coast Railway right-of-way. It is expected to be crossed in the vicinity of 1st Avenue. There will be no access to the Expressway from 8th Street, in keeping with the Federal Government's policy of placing interchanges and ramps as far apart as possible.

Recently the State Road Department completed the construction of turn lanes on Brickell Avenue. These lanes allow easier turning movement at the junction of 8th Street (S.R. No. 90) and Brickell Avenue (S.R. No. 5). This should also aid the increase expected in traffic at this intersection which will result from more intensive development of this area.

East of Brickell Avenue, S.E. 8th Street continues another 550 feet to a dead-end of about 125 feet from Biscayne Bay. In this section, a new group of high-rise apartments is

planned by private developers. Bayshore Drive, a new road, will be constructed from 8th Street to 12th Street, if some of the proposed plans materialize.

This segment of 8th Street east of Brickell is presently constructed on a 70-foot right-of-way. The roadway consists of two 20-foot lanes divided by a 14-foot traffic separator island. It also has sidewalks, curb and gutter, but its existing sand and oil pavement is in poor condition, and will have to be improved if it is to carry vehicles to and from the Bayshore area. If improvement is to be made on 8th Street east of Brickell, it will have to be by the City of Miami because State Road Department right-of-way terminates at Brickell Avenue.

Businesses of all types line 8th Street for its entire length in the City of Miami. Although most of 8th Street has sidewalk, only a few blocks on each side of major intersections have curb and gutter. On the remainder of the street, there is an unpaved area between the edge of the pavement and the sidewalk. This dirt area floods during heavy rains and creates a dust problem during dry spells. It is too narrow and unsuitable for use as adequate parking for a commercial area.

The Tamiami Trail is under the jurisdiction of three municipalities: Miami, Coral Gables, and Dade County. It is also abutted by West Miami. At 37th Avenue, the City of Coral Gables has 8th Street entirely within its boundaries. Up to 39th Avenue, it is a part of the northern salient of Coral Gables, bounded on three sides by the City of Miami. At 40th Avenue, divided jurisdiction begins. The City of Miami and Dade County meet at the center line. This continues to 47th Avenue where Dade County ends on the south side and Coral Gables resumes. West of 57th Avenue, the City limit line and the south right-of-way line coincide. Abutting the street on the south from 57th to 67th Avenues is the municipality of West Miami. Dade County shares the street with Miami from 67th Avenue to the west City limits at 77th Avenue.

Within the limits of State Road Department maintenance on 8th Street there is excellent asphaltic concrete pavement to 57th Avenue, and pearock pavement to 77th Avenue, but inadequate drainage. There is some positive and some local drainage, but not enough to handle excessive rain. There are numerous points in the low-lying western end of 8th Street that become inundated with just a light rainfall. Because so many stores have built up to the base building line, many

merchants have water to their doors when it rains. Despite the need for storm sewers, it is doubtful that a positive system will ever be constructed unless the State Road Department rebuilds 8th Street. The only practical way positive drainage could be accomplished is in connection with a rebuilding program. The present policy of the State Road Department is to include positive drainage in its road projects.

West of 27th Avenue, 8th Street is in an area that will be one of the last sections of the City to be sewered. It is desirable that sewer pipes be laid under the street before any reconstruction takes place. Since the sewer program that will include 8th Street is so far in the future, no definite program can be determined at this time.

The Palmetto Expressway crosses S.W. 8th Street just outside the City limits of 77th Avenue. An interchange allows access to the Expressway from 8th Street. The State Road Department plans to resurface the existing pea rock surface with asphaltic concrete pavement from the Expressway east to S.W. 57th Avenue. This will be done in anticipation of the increase in vehicles using the Trail as an entrance to the Expressway. No date has been set for this project, which has an estimated cost of $45,000. This is the only improvement expected to be made on 8th Street in the near future.

The Florida East Coast Railway and the Seaboard Air Line Railway have crossings on 8th Street between 69th and 71st Avenues. These crossings are not protected with adequate signalization. As a safety factor, crossing gates or signal lights should be installed. There have been several accidents on these tracks.

The City of Miami will not undertake any reconstruction of 8th Street because it is a State Road. The City is reluctant to acquire right-of-way for State Roads. Funds for the much needed improvement of 8th Street should come from the State or from the County.

STREET STORY

N.E. 10TH AVENUE FROM 79TH STREET TO THE CITY LIMITS AT N.E. 87TH STREET

N.E. 10th Avenue is a residential street becoming heavily used by arterial traffic wanting to avoid biscayne boulevard. Vehicles coming off the 79th Street Causeway find it convenient to turn north at N.E. 10th Avenue, which intersects Biscayne Boulevard at N.E. 98th Street. It is primarily used as a cut-off, and as such, funnels a large amount of traffic into a residential neighborhood.

Presently, N.E. 10th Avenue is zoned 70' from the Little River Canal to the City limits at the intersection of East Dixie Highway and N.E. 87th Street. North of this line, the street lies in an unincorporated part of Dade County. The existing right-of-way within Miami varies from 50 to 70 feet. Acquisition of right-of-way needed for a 70-foot width is now under way.

Increased use of this street has caused a base failure in the pavement, resulting in a washboard appearance in its sand and oil surface. The pavement is narrow, a maximum of 20' wide, out-of-grade, and is not to proper cross section, especially where it has been trenched for sewers. There is

very little sidewalk, and poor street lighting.

The biggest bottleneck is a narrow concrete bridge across the Ademar Canal, located between N.E. 83rd and N.E. 84th Streets. The bridge will be increased to a width of 30 feet by addition 10 feet on the west side. This project will be done in connection with the Shorecrest Canitary Sewer District. Piling for the bridge construction will be installed as part of the sewer contract. Such a procedure is necessary because the sanitary sewer line on 10th Avenue must cross the Canal and be encased in concrete; future installation of pilings might damage the line. This improvement is scheduled to be financed out of the present G.O. Bond Program.

Positive storm sewers on 10th Avenuehave recently been constructed as part of East Shorecrest Storm Sewer District. This District provides positive storm drainage on N.E. 10th Avenue from N.E. 79th Street to the Ademar Creek Canal.

Future full width development of the street will probably be necessary, but there will be right-of-way problems north of 87th Street. N.E. 10th Avenue could possibly qualify for State Road Department aid as it connects N.E. 79th Street (State Road 828) and Biscayne Boulevard (State Road 5). At present it is entirely residential, except at the 79th

Street intersection. The street is landscaped, lined by trees and homes. There will probably be objections by the property owners to full width development as an arterial street.

However, if widening is feasible, 10th Avenue should be developed on a 70' right-of-way with sidewalk, curb, gutter, positive storm sewers from the canal north to 87th Street, and much needed better street lighting.

Widening of the bridge at this time is contingent upon the construction of the sewer district, but eventually the bridge may be increased to 57' if the street is to be built upon a 70' right-of-way.

STREET STORY

N.W. 10TH AVENUE FROM 8TH STREET ROAD TO 23RD STREET

N.W. 10th Avenue although not a major traffic artery is highly congested in the area around the Civic Center and Jackson Memorial Hospital. Before the construction of N.W. 12th Avenue, the only access to Jackson Memorial Hospital was from 10th Avenue. It has become so congested that the segment from N.W. 14th to N.W. 20th Streets was recently zoned to 70 feet, instead of 50 feet. This was brought about by the recent construction of new medical facilities that encroach upon the old zoned right-of-way line and do nothave the proper setback.

The pavement in this section of the street is poor and out of grade, and there are several spots having drainage problems. Through the years there has been much consideration given to the improvement of 10th Avenue. From a traffic standpoint at this time, the need is primarily to relieve the congestion and not to provide a better artery, since emphasis is now on N.W. 12th Avenue.

The section from N.W. 8 Street Road to N.W. 23rd Street has recently been discussed for early improvement. N.W. 10th Avenue, N.W. 8th Street Road, and also N.W. 17th Street may be thought of as one project but constructed in several

sections. Studies are being made to determine the feasibility of reconstructing this street and of finding the best method of accomplishing this. This is an old residential section which has just recently been zoned commercial. Because portions of this area are inhabited by low income groups, adjacent property owners may oppose any improvement that will impose special assessments against their property.

One plan under consideration is to rebuild N.W. 10th Avenue from 14th to 20th Street on a 70-foot right-of-way. Such a project would provide sidewalk, curb, gutter and white-way lighting. Positive storm drainage will be a problem because of the underground utilities in the 10th Avenue right-of-way. This complicates the problem of finding the most suitable means of improving this street.

The City of Miami once owned property on the east side known as Highland Park, but that was transferred to Dade County for use as a hospital facility. Buildings and land used by the Department of Public Service are located on the west side between N.W. 19th and N.W. 20th Street. Jackson Memorial Hospital occupies much of the remaining property on the west side, as far south as 14th Street. Otherfacilities such as medical buildings and the University of Miami Medical School

abut the street also. Under a Local Improvement District Dade County would be assessed for part of the cost. So far no inquiries have been made as to the County's willingness to participate in this manner.

North of N.W. 23rd Street there is full width pavement with sidewalk, curb and gutter, to about 26th Street. From 20th to 23rd Streets the crossing of Seaboard Railroad tracks must be improved and signalized as this is adjacent to the location of the passenger terminal.

On the south section of the Avenue, N.W. 8th Street Road connects 10th Avenue with N.W. 7th Avenue diagonally. The possibility of reconstructing this street has also been contemplated, but there are existing sanitary sewer pipes underground which will create a construction problem, and be an expensive job.

Several buildings might have to be cut back on 10th Avenue, so right-of-way costs would be high. Improvement of 10th Avenue will relieve the congestion in the hospital area and also N.W. 12th Avenue.

STREET STORY

12TH AVENUE
FROM SOUTH DIXIE HIGHWAY TO NORTH
CITY LIMITS AT NORTH 71ST STREET

Recent channelization of S.W. 3rd Avenue has aided in making 12th Avenue a thru north-south artery. From Dixie Highway to N.W. 71st Street. When combined with 3rd Avenue, this street acts as a crosstown route serving the new Civic Center from both north and south directions. Once 12th Avenue was separated into north and south segments by the old Miami Country Club property. No road existed between N.W. 11th and 20th Streets, but the State Road Department constructed an entirely new highway. West 12th Avenue is especially valuable since it lies midway between N.W. 7th and 17th Avenues and crosses the Miami River.

Now that 12th Avenue is a through street, growth of the Civic Center makes its improvement a necessity. The section south of N.W. 20th Street has been developed to a great extent in recent years, but north of N.W. 20th Street, 12th Avenue is in a primitive state as compared to arterial standards.

Beginning at the newly constructec crossing of the Florida East Coast Railway at Dixie Highway, S.W. 3rd Avenue was channelized and whiteway lighting installed by theCity of

Miami. Construction was on a 120-foot right-of-way accommodating a landscaped median strip which divides the pavement into dual traffic lanes. Parking is allowed and two lanes of traffic in each direction are carried on its good asphaltic concrete surface. Where S.W. 3rd Avenue meets S.W. 12th Avenue at Coral Way, the intersection not only has been channelized, but also controlled by electronic signalization.

At this intersection, 12th Avenue begins its north-south route. From Coral Way to S.W. 8th Street, the street is abutted almost entirely by homes. In this section there is sidewalk, curb and some gutter, and a minimum of 35 feet of asphaltic concrete pavement. Sanitary sewers are installed except on the east side between S.W. 13th Street and Coral Way. In keeping with the residential nature of this area, the new City of Miami Fire Station, located on 13th Street, was constructed to resemble a home rather than a Fire Station.

North of S.W. 8th Street (SR 90), 12th Avenue is partly residential and partly commercial. It remains so until it reaches N.W. 7th Street. There are positive storm drainage, sanitary sewers, good asphaltic concrete pavement and adequate lighting. This segment of the street is used heavily by normal traffic and becomes highly congested during events at the Orange Bowl.

The existing 4-lane bascule bridge over the Miami River is in excellent condition and has the highest vertical clearance of any City-owned bridge. The great volume of traffic using the bridge has created a problem at the N.W. 7th Street intersection. A right-turn lane has now been constructed by the City at N.W. 7th Street for southbound traffic leaving the bridge and wishing to turn westbound. The necessary right-of-way was obtained by condemnation.

North of the River, the Civic Center is bisected by 12th Avenue. From N.W. 11th to N.W. 20th Streets, this artery was constructed by the State Road Department out of Secondary Road Funds. It was built on a 100-foot right-of-way which included curb, gutter, twin 30-foot asphaltic concrete pavements divided by a median strip, and a bridge over Wagner Creek.

The City of Miami installed sanitary sewers and whiteway lighting to serve proposed facilities that are now becoming realities. In this area are the Municipal Justice Building of the City of Miami, the State Agency Building, Jackson Memorial Hospital, City of Miami Incinerator No. 1, and the Department of Public Service's Property Maintenance Shops. The entire area has many other civic and medical facilities and similar structures are planned for the unoccupied land remaining.

This will generate much more traffic than is now using 12th Avenue.

The greatest need for improvement is north of N.W. 20th Street. The public market section lies between N.W. 20th and 23rd Streets and is the focal point of many trucks which daily serve this area. There are no sidewalks and several buildings encroach on the existing 60-foot right-of-way. Should the street be widened in this area, these buildings will have to be cut back, making acquisition of right-of-way expensive. The pavement is in poor condition and consists of asphalt, sand and oil, and some Portland cement concrete. Some improvement was made in this area when positive storm sewers were constructed as part of Braddock Storm Sewer District.

The pavement narrows at 23rd Street, just north of the Seaboard Airline Railway tracks. Here is a narrow sand and oil, 20-foot wide surface, often out of grade and showing base failure. Conditions similar to this extend as far north as N.W. 62nd Street. There is no positive drainage. Although a few local drainage structures have been built, there is often ponding in wet weather. North of 23rd Street the character of the area changes from commercial to generally residential, except at the major intersections where there is a return to

business use for about a block on each side of the intersection. Existing right-of-way on this segment varies from 45-foot to more than 70-foot in width.

From N.W. 62nd Street to the City limits at 71st Street there is 120 foot of right-of-way but only 24 feet of pavement. Good asphaltic concrete pavement occupies the eastern half of the right-of-way. There is a service road several feet west of the main route. This supplement serves the Liberty Square Housing Project of the Miami Housing Authority. Twelfth Avenue dead-ends at N.W. 71st Street, and for the most part accommodates only local traffic in this Negro residential section.

The City of Miami had plans to rebuild 12th Avenue from N.W. 23rd to N.W. 62nd Streets. The project was designated Highway Improvement District H-4167, and consisted of rebuilding with 24-foot asphaltic concrete pavement, local drainage, and bus pullouts where needed. Plans were drawn but the State Road Department signified its intention of rebuilding 12th Avenue on a full width basis to N.W. 79th Street out of State Road Department Secondary Funds. The Right-of-Way Section began acquiring right-of-way for the State project. However, deeds were returned to the property owners when no action was taken by the State Road Department.

Since then, nothing further has happened, although Dade County intended to rebuild 12th Avenue from N.W. 20th to N.W. 41st Streets on an 80-foot right-of-way. It was designated an Airport Tollway support street and was part of its proposed $100 million Bond Issue. The estimated cost of rebuilding was $1 million but the program was never presented to the voters.

The City of Miami remacadamized 12th Avenue from N.W. 62nd to N.W. 71st Streets as a part of District H-4110. It was an assessable project which greatly aided the street in the Liberty City Negro area. The residents of 12th Avenue generally do not approve of plans making 12th Avenue a fully developed artery because they fear the neighborhood will be disrupted and property values will decline. However, they will probably favor a program by any government agency which will not result in any assessment. This is evidenced by the fact that they were willing to deed land to the State in return for no assessment.

Zoned width on 12th Avenue vary from 70 feet to 100 feet. The extreme southern section is zoned 81 feet, then varies between 75, 70, 100 and back to 70 feet. Some right-of-way may be obtained by dedication if no assessment will be levied on the adjacent property owners. There are parcels that will have to be purchased where buildings encroach.

The Expressway System affects 12th Avenue in the vicinity of N.W. 38th Street. The 36th Street Tollway joins the 36th Street interchange at 12th Avenue. Thru traffic is carried over 12th Avenue, but there will be access to the Expressway from 12th Avenue. A future proposed East-West Expressway will bridge 12th Avenue in the Civic Center section. An interchange will be provided but its exact nature and location are now known at this time.

There are no sanitary sewers north of 36th Street. Adequate street lighting should be installed the entire length of the street, if it is ever rebuilt on a full width basis. Positive drainage is also necessary, and is usually included by the State in its rebuilding projects. There is very little possibility that the City will now undertake the reconstruction of 12th Avenue. The City should construct sanitary sewers prior to construction if other agencies rebuild 12th Avenue.

STREET STORY

17TH AVENUE FROM DIXIE HIGHWAY TO N.W. 71ST STREET

17th Avenue is a midtown connecting route between five State Highways: Dixie Highway (S.R. 5), S.W. 8th Street (S.R. 90), N.W. 36th Street (S.R. 25), N.W. 54th Street (S.R. 25-A), and N.W. 79th Street (S.R. 828). It has always been an important north-south artery on both sides of the Miami River.

The major bottleneck on 17th Avenue lies between Flagler Street and North River Drive. Even though there is a bridge over the Miami River, there is no direct route between the Bridge and Flagler Street. Through a routing scheme, traffic has access to the Bridge by way of N.W. 16th and 17th Avenues south of N.W. 7th Street and S.W. 17th Avenue and S.W. 17th Court north of 7th Street. Although this plan makes use of one-way couplets, it is not the most desirable arrangement because of the numerous jogs.

From Dixie Highway to ~~Flagler~~ SW 8TH Street, remacadamizing has improved the original sheet asphalt pavement. There is now 30 feet of excellent asphaltic concrete pavement. Curb and gutter is in place in some sections. No sanitary sewers

have been installed south of Coral Way. Right-of-way in this residential portion, from Dixie Highway to 8th Street, remains almost a constant 60 feet. The street is constructed to residential standards south of 8th Street and to primary standards from 8th Street to Flagler Street.

The pavement is too narrow in the block between Flagler and S.W. 1st Streets for the amount of traffic turning off Flagler Street and/or headed north. Complicated striping schemes have provided some relief at this intersection, but the traffic congestion remains.

16th Avenue, which pairs with 17th Avenue from S.W. 8th Street to N.W. 7th Street, has been reconstructed to its full 50-foot width. Traffic is heaviest from S.W. 1st to N.W. 7th Streets. Reconstruction of 16th Avenue also aided the circulation of traffic in the vicinity of the Orange Bowl. Northbound vehicles use 16th Avenue; 17th Avenue is restricted to southbound vehicles.

17th Avenue from Flagler Street to N.W. 3rd Street is paved with rock asphalt which is in poor condition; 25-foot right-of-way is too narrow to justify rebuilding or remacadamizing on that basis. Widening this section would require acquisition of right-of-way the entire distance. Cutting back several

encroaching buildings would further add to right-of-way expenditures. From N.W. 3rd to N.W. 7th Streets, asphaltic concrete pavement 24 feet wide serves two lanes of southbound traffic. The right-of-way widens to 50 feet in this section. The City owns a large tract of land abutting 17th Avenue between N.W. 4th and 5th Streets. This is the location of a motor vehicle inspection station; during Orange Bowl events, the land is used as a revenue-producing parking lot. Both 16th and 17th Avenues are abutted primarily by residential property between Flagler and 7th Streets.

Northbound traffic is forced to make a 350-foot jog along N.W. 7 Street from 16th Avenue to 17th Avenue in order to make a final approach to the bridge. Southbound traffic leaving the bridge must make a 150-foot jog from 17th Court to 17th Avenue along N.W. 7th Street. Both N.W. 17th Avenue and N.W. 17th Court were recently rebuilt by the City of Miami as part of Highway Improvement District H-4066. Fifty feet of right-of-way was utilized for 17th Avenue and 40 feet for 17th Court. Both now have permanent asphaltic concrete pavement, sidewalk, curb and gutter, and positive storm drainage. This pair of streets traverses a residential section. These two branches of 17th Avenue join just south of the bridge on a

70-foot right-of-way. Traffic merges or diverges on the south bridge ramp.

From the bridge to N.W. 7th Street, 17th Avenue has no special zoned width. South of 7th Street, 17th Avenue has a zoned with of 70 feet to Dixie Highway; north of the River, 17th Avenue has a zoned width of 70 feet.

The proposed East-West Expressway is scheduled to pass over 17th Avenue at the point where the street branches out south of the River. As proposed, there will be no access to the Expressway from 17th Avenue.

There is a sharp contrast between residential 17th Avenue south of the River, and commercial 17th Avenue north of the River to the City limits at 71st Street. Presently, 17th Avenue is abutted from the River to the City limits almost exclusively bybusiness establishments. Included in this stretch are the Allapattah Business District and the Liberty City Negro area. There is sidewalk, curb, gutter, and 48 feet of badly cracked sheet asphalt pavement from the River to N.W. 38th Street; Sanitary Sewers and some local drainage structures have been installed.

North of 38th Street, the roadway was built to serve residential uses, but serves a commercial area. There

is 30 feet of poor sheet asphalt pavement, badly cracked. There is no positive drainage, and local drainage structures have not proven adequate. Sidewalk has been constructed on both sides almost to the north City limits. There is no curb or gutter but only a concrete header which borders both sides of the pavement to N.W. 62nd Street. Several years ago the City of Miami remacadamized the segment between N.W. 54th and N.W. 62nd Streets. Asphaltic concrete was placed over the existing sheet asphalt but the surface is cracking in the same pattern now as the original pattern of the sheet asphalt. The last stretch of N.W. 17th Avenue in the City, from N.W. 62nd to N.W. 71st Streets is an important thoroughfare for the Liberty City Negro Section but it a pea rock surface in poor condition. It is out of grade with base failure and drainage problems.

There have been numerous plans to make 17th Avenue a part of a one-way pair of streets, utilizing such other north-south streets as 16th Avenue south of the River, N.W. 18th Avenue or N.W. 19th Avenue north of the River. Construction of the 36th Street Tollway has almost ended all possibility of such plans because 18th and 19th Avenues are now blocked off. The Right-of-Way Section has obtained ~~most~~ much of the

necessary 70-foot right-of-way north of the River. ~~with only a few small parcels remaining.~~ This was done when the State Road Department included 17th Avenue in its secondary road program for 1958-59, to be rebuilt from N.W. 38th to N.W. 79th Streets. Presently, it seems that either Dade County or the State Road Department should rebuild 17th Avenue because such a program is of a County-wide scope and funds should come from gas tax money. The present bascule bridge over the Miami River is in adequate condition, and has one of the highest vertical clearances of any City-owned bridge. It is not anticipated that replacement of the bridge is needed.

STREET STORY

N.W. 20TH STREET

North 20th Street is a major east-west arterial crossing the City fromN.E. 2nd Avenue to the City limits at N.W. 27th Avenue. It was the first thru east-west street constructed north of the Miami River. Long ago, the capacity of its maximum 36-foot pavement was reached. One trip on 20th Street would convince anyone of the necessity of its improvement. Driving is hazardous in the existing 9-foot lanes. Heavy trucks serving the industrial areas abutting 20th Street crowd other vehicles the entire length of the street.

Presently, this street between N.W. 7th Avenue and 27th Avenue is one of the few in Miami constructed with Portland cement concrete. This was done over thirty years ago and the eastern portion is still in good condition. However, base failure is evident near the western extremity, and asphaltic concrete has been placed over the original pavement. Because the Portland cement pavement was only 30 feet wide, the Department of Public Service increased the width by adding three feet of asphaltic concrete pavement to each side of the existing pavement. This is only a temporary measure of relief and is ineffective at the N.W. 17th Avenue intersection

where there are several encroachments.

The intersection of N.W. 20th Street, N.W. 27th Avenue, and N.W. North River Drive is the most congested in the City. Heavy traffic converges from four directions, taxing the existing facilities to their limit. Electronic control of the intersection has aided,but not solved the problem. A grade separation here would be the most effective means of eliminating the congestion, but is a costly remedy. In the past, there had been talk of a highway following the north bank of the Miami River, connecting downtown Miami with the Miami Airport. It was to be called the Riverside Thruway and was to intersect 20th Street at 27th Avenue. Plans were shelved, but in the future it might become a realyt. A grade separation would be required.

Between 23rd and 25th Avenues on the south side of the street, the City of Miami owns Gerry Curtis Park, developed early in the 1950's. Farther east, between N.W. 14th and 10th Avenues, are other City-owned tracts, known as the "20th Street Properties." Here is located the Department of Public Service, Property Maintenance Building, Incinerator No. 1, and the City Auto Pound.

The City of Miami is one of the heaviest users of 20th Street. City-owned vehicles of all types are continually arriving and departing from the 20th Street Properties.

This street is also a main access road to the rapidly developing Civic Center located south of 20th Street between N.W. 10th and 14th Avenues. Hospitals, government buildings, and schools in this area are served by 20th Street.

This section of 20th Street has sanitary sewers. Positive drainage is not now available except at a few locations. There is sidewalk in spots but not completely on both sides.

East of N.W. 7th Avenue to N.W. 2nd Avenue there is 36 feet of good asphaltic concrete pavement. Sidewalk, curb and gutter, storm and sanitary sewers have already been provided so that the main shortcoming is the narrow pavement. Miscellaneous small business establishments and old frame houses abutt the street along here.

From N.W. 2nd Avenue to N.E. 2nd Avenue, light industries line 20th Street. Most of the structures encroach into the 70-foot zoned width and will make acquisition of right-of-way costly. There are two severe jogs in the alignment of 20th Street. One is at N.W. 2nd Avenue and the other

at North Miami Avenue. The City purchased property in order to partially eliminate the jog at N.W. 2nd Avenue, but the Miami Avenue intersection needs improvements. Just east of Miami Avenue is the Florida East Coast Railway right-of-way. Trains using the many sets of track often act as a barricade delaying traffic for long periods of time. Between Miami Avenue and N.E. 2nd Avenue, where 20th Street terminates as an arterial, the pavement narrows to less than 36 feet. There are some old dwellings and light industries in this section. Obtaining sufficient right-of-way here will also prove to be expensive.

For many years, 20th Street has been under consideration for improvement. In 1950 the City of Miami drew up preliminary plans for the State Road Department to widen 20th Street to a zoned width of 70 feet. This was possible because 20th Street could be included in the State Primary System. However, no action was taken on 20th Street, although right-of-way acquisition was begun by the City of Miami. When Dade County zoned the street 100 feet, this was stopped. Because the right-of-way for the street varied betwedn 35 and 70 feet, the City did not have the funds to expand to 100 feet. No improvements are expected on 20th Street in the near future.

The coming North-South Expressway will effect 20th Street primarily around 6th Avenue where traffic will have an entrance to the Expressway. N.W. 6th Avenue will be rebuilt from N.W. 29th to N.W. 20th Streets and feed traffic to the Expressway. When the North-South Expressway is continued south, it will be carried over 20th Street on a land bridge. Egress and ingress to the Expressway will be possible from 20th Street.

Dade County included the rebuilding of 20th Street from North Miami Avenue to N.W. 27th Avenue in its 1959 proposed $100 million Bond Program. The estimated cost of construction of 20th Street on 110 foot right-of-way was $1,700,000, but this program was never presented to the voters. The street is in need of improvement. It is unlikely the City will undertake a major project such as this. However, better street lighting could be installed the entire length of 20th Street by the City. It would decrease the driving hazard on this narrow street at night and could also help in the Negro section where the crime rate is high. The present lighting is inadequate for arterial use.

STREET STORY

22ND AVENUE FROM SOUTH DIXIE HIGHWAY TO CITY LIMITS AT NORTH 38TH STREET

Improvement of 22nd Avenue has long been under consideration in order to relieve traffic from now overcrowded 17th Avenue and 27th Avenue. When N.W. 27th Avenue was completed, few people realized that its capacity would be reached in so short a time. Now another North-South arterial route is necessary to relieve this congestion.

Some traffic plans are based upon developing 37th Avenue and 22nd Avenue to relieve 27th Avenue.

The closest and most discussed route is 22nd Avenue. However, there is one major drawback. At this time, there is no bridge crossing the Miami River at 22nd Avenue. Construction of a bridge and widening of the street would provide a north-south artery from Dixie Highway (S.R. 5) to the North City limits at N.W. 38th Street, just south of the 36th Street Tollway (S.R. 25).

The City of Miami, realizing the need for another artery, prepared a right-of-way map which was turned over to the State Road Department. It plotted reconstruction of 22nd Avenue on a 70-foot right-of-way, but the State failed to

proceed with the project. However, Dade County recommended that 22nd Avenue be included in the State Road Department Primary Road Construction Program for 1958-59. Also included was a bridge over the Miami River. The entire project was later removed from the budget so that funds could be used to improve other streets. It was suggested by the Miami City Commission that 22nd Avenue be given a higher priority that it presently holds.

Some opposition to the improvement of 22nd Avenue has come from adjacent property owners of the residential areas abutting 22nd Avenue. Fearing that their quiet neighborhood would become congested with traffic similar to 27th Avenue, the property owners have opposed plans for improvement of 22nd Avenue and construction of a bridge. At one time a toll bridge over Miami was proposed. Proponents of the plan prepared a tentative feasibility study which indicated the construction of a toll bridge across the Miami River might be sound financially.

Presently 22nd Avenue is zoned 80 feet its entire length, but any rebuilding will probably be on a 70-foot basis. The Right-of-Way Section has been highly successful in obtaining right-of-way be dedication. Of the almost 400 parcels that were needed for the project only 67 remained undedicated,

primarily because of building alterations which would be necessary. The approaches to the proposed 22nd Avenue Bridge across the Miami River should be constructed on an 80-foot basis, but the remainder of the street should be constructed to high urban standards with sidewalk, curb, gutter, positive storm drainage, white-way lighting, and 57-foot asphaltic concrete pavement, in a 70-foot right-of-way.

The pavement on S.W. 22nd Avenue in the residential section from Dixie Highway to S.W. 8th Street is a pea rock, out-of-grade type with an average width of 30 feet. There are sidewalks most of the way and some curb and gutter in the more highly developed residential sections south of Coral Way. Positive storm drainage facilities are served by a covered ditch from S.W. 19th Street south to Biscayne Bay, underlying the center line of 22nd Avenue. At S.W. 19th Street there is a sanitary sewer Pump Station adjacent to Shenandoah Pool and Park, owned by the City of Miami. Silver Crest Sanitary Sewer District extends south to Coral Way. The construction of sanitary sewers from Coral Way to Dixie Highway under future G.O. Bond Programs may be many years in the future.

At Tamiami Trail (S.R. 90), 22nd Avenue assumes a more commercial nature and the pavement is 25 feet of fair asphaltic concrete which extends to Flagler Street. Sanitary

sewers have not been installed in this section but will be eventually constructed as part of Bryant Sanitary Sewer Improvement District, in our G.O. Bond Program.

From Flagler Street to N.W. 11th Street there is pea rock pavement. This is an old residential section. At N.W. 11th Street, the approach ramps of the new bridge over the South Fork of the Miami River were constructed by the City of Miami of asphaltic concrete pavement. The bridge floor is Portland cement concrete; although presently two lanes wide, it was designed for future expansion to four lanes. This bridge replaced the dilapidated one-lane bridge which formerly existed. The old bridge was undermined by the Houston Gas Corporation during the installation of its gas transmission main on N.W. 22nd Avenue. Funds for the new bridge partially came from the Houston Corporation. The remaining 75% was put up by the City. Needed in this area are sanitary sewers from Flagler Street to the River.

N.W. 22nd Avenue abruptly ends at N.W. 14th Street. From N.W. 14th Street to the Miami River, a distance of about six hundred feet, marine interests abut the right-of-way of 22nd Avenue. The approach ramps to the bridge will necessitate the acquisition of 80-foot right-of-way. If the bridge is

constructed, the approach ramps on the opposite side of the River will be the same width. The proposed bridge should be a high level bascule providing at least six lanes of traffic.

North of the River, sand and oil pavement forms the surface of 22nd Avenue to N.W. 20th Street. There are sanitary sewers, but no positive storm drainage in this residential area. From N.W. 20th Street north to N.W. 36th Street, the Department of Public Service recently surfaced 22nd Avenue with pea rock. This treatment is not highly desirable, and the pavement is still out of grade. It has proven to be only a temporary aid.

In the remaining two blocks in the City limits from N.W. 36th Street (S.R. 25) to N.W. 38th Street, there is a 30-foot wide sand and oil pavement in fair condition. These two blocks are mostly in commercial use. The 36th Street Tollway will discharge traffic onto 22nd Avenue just north of the City limits at 38th Street. In 1959 Dade County included the rebuilding of 22nd Avenue from N.W. 28th to N.W. 46th Streets in a proposed highway program. It was planned on an 80-foot right-of-way, providing four lanes at an estimated cost of $400,000. However, this bond issue was never presented to the voters. Substantial improvements must be made to 22nd Avenue if it is to adequately carry traffic to and from the 36th Street Tollway.

The Houston Corporation constructed the transmission gas main in the 22nd Avenue right-of-way from S.W. 9th Street across the Miami River to N.W. 28th Street and provided a few additional feet of paving above its trench.

Adequate street lighting should be installed if 22nd Avenue is properly developed.

Sanitary Sewers are needed from N.W. 33rd to N.W. 38th Streets. These will have to be constructed under a future G.O. Bond program.

The proposed East-West Expressway will cross 22nd Avenue in the vicinity of N.W. 11th Street, but its exact location is not known. The proposedDixie Expressway will eventually overpass 22nd Avenue.

STREET STORY

27TH AVENUE FROM NW 38TH STREET
TO SOUTH BAYSHORE DRIVE

In 1954 the State Road Department completed reconstruction of West 27th Avenue, (S.R. 9) from Opa Locka to South Dixie Highway (State Road 5). It was constructed within Miami on a 100-foot right-of-way, to high urban standards. Included in this right-of-way were sidewalk, gutter and curb, dual 30-foot asphaltic concrete pavements separated by a median strip, and positive drainage. New bridges were built across the Tamiami Canal and Comfort Canal and the ramps to the bascule bridge crossing the Miami River were widened. However, there was no additional improvement to the existing bridge. The bridge still is in excellent condition, although it can only accommodate 4 lanes of traffic. In the course of construction the City of Miami installed sanitary sewers and white-way lighting as is customary on State Road Department projects.

Presently 27th Avenue has reached its capacity. It has only become a better place for traffic congestion and during peak hours does not move traffic rapidly. This is true especially near the NW 20th Street intersection, which is the most congested in the City. Electronic signalization has aided, but has failed

to solve the problem completely. On the Miami River bridge, traffic is forced into two narrow lanes in each direction, creating a bottleneck which backs up vehicles many blocks on each side of the river. Partial relief could be obtained by widening the bridge. It is maintained by the State Road Department along with the rest of the road, which is part of the State primary system. Funds for such an improvement must come out of gasoline tax money.

As shown on the Wilbur Smith plan, the proposed East-West Expressway will cross 27th Avenue between NW 11th Street and NW 13th Street. There will be egress and ingress for this Expressway at 27th Avenue. The proposed future Dixie Expressway will overpass 27th Avenue. Traffic will have no access to the proposed Dixie Expressway at 27th Avenue, but will utilize SW 29th Avenue instead.

South of Dixie Highway, 27th Avenue is becoming increasingly important; it is in deplorable condition. Increased civic and recreational facilities at Dinner Key act as a generator for traffic on this section of 27th Avenue. The City of Miami offices at Dinner Key and the Coconut Grove business center also generate an increasing amount of traffic. At peak hours 27th Avenue is used far beyond its design capacity for this Section.

The present pavement is pearock, less than 30 feet wide; there are no sidewalks. It is out-of-grade, and in poor condition, and lacks a positive drainage system. Beneath the pavement is a storm drainage trench which serves as an outfall for the State Road Department drainage systems on 27th Avenue and Dixie Highway.

The street has a zoned width of 100 feet, but the actual right-of-way line is very irregular. Through the years, the City has acquired a few parcels on a 100-foot basis. This street goes through a portion of Coconut Grove originally lines by trees and old homes. There is resistance to change in zoning, but multi-unit apartments are rapidly being constructed wherever land is available.

South of Dixie Highway this artery should be reconstructed on a 100-foot basis, or if that is not possible, at least on a 70-foot right-of-way with 57 foot of permanent pavement. The Dixie, Bird and South Bayshore Drive intersections should be suitably channelized. Before any reconstruction is started, sanitary sewers should be installed to avoid opening the pavement after the street is rebuilt. This is necessary because Coconut Grove may not have sanitary sewers for many years. A positive storm sewer system is feasible because of the storm trench now existing.

Residents in this area may be against an improvement of this type. Not only would this change the nature of the street, but it would result in a high assessment for adjacent property owners. Widening to 100 feet would require the removal of several building fronts which now encroach. Nevertheless this artery definitely should be improved to provide a smooth flow of traffic from Dixie Highway to Dinner Key and downtown Coconut Grove.

STREET STORY

NORTH 28TH STREET FROM N.W. 7TH AVENUE TO N.W. 27TH AVENUE

N.W. 28th Street is a minor east-west artery running from N.W. 7th Avenue to N.W. North River Drive. It is rapidly increasing in importance as the two nearest east-west arteries, N.W. 20th Street and N.W. 36th Street, become overtaxed. Several years ago the need for improving 28th Street became evident. Requests from motorists, traffic analysts, police, engineers, and others prompted an investigation by the Department of Engineering.

The street was investigated from N.W. 5th Avenue to the City limits at N.W. 27th Avenue. It was found to have narrow, out-of-grade, 20-foot sand and oil pavement with base failure showing throughout. Storm drainage was lacking and the street had a washboard appearance. It was agreed that action was necessary with the most pressing need on the segment from N.W. 27th Avenue to N.W. 17th Avenue. East of this, emphasis should have been placed on N.W. 29th Street which is a through street all the way to N.E. 2nd Avenue. In addition, future construction for sanitary sewers in Braddock and Lincoln Districts ruled out the possibility of rebuilding the section of 28th Street from N.W. 17th to N.W. 5th Avenues.

Plans for rebuilding N.W. 28th Street from 27th to 17th Avenues were drawn and the project was designated Highway Improvement District H-4065. The street was to be rebuilt with 24-foot asphaltic concrete pavement, grassed valley gutters, and local drainage structures where necessary. Two problems caused the District to be rescinded after bids had been received.

The poor subsoil condition in this area resulted in engineering complications which raised the estimated cost of construction. The low bid was $86,000, a figure that would have led to a high assessment for adjacent property owners, who objected strenously.

North 28th Street also traverses an old, established, residential neighborhood. Schools and playgrounds are close by. Residents feared for the safety of their children if 28th Street were to become a major through street.

For these two reasons, abutting property owners objected strongly and the District was rescinded. No further action has been taken on 28th Street. Traffic has steadily increased and the condition of the street is getting worse.

Presently, N.W. 28th Street has a zoned width of 70 feet; the right-of-way is available almost throughout. Sidewalks are built practically the whole length of 28th Street on

this 70-foot basis. Commercial interests are located at the major intersections, but the remainder of the street is mostly residential. An exception to this is the property Dade County owns abutting 28th Street between N.W. 7th and 10th Avenues. The Dade County Armory, Yough Hall and Court, and the Nurses Home are located on this tract. At 23rd Street, on N.W. 10th Avenue, is a City of Miami owned structure, Miami Stadium. It can be seen that N.W. 28th Street is increasing in importance as an access road to these civic facilities.

Homes predominate on 29th Street most of the remaining distance, to N.W. 27th Avenue but there are two blocks on each side of 17th Avenue in which there are some business facilities. At 18th Avenue, the YMCA pool and playground are located on the north side of the street.

Here is the beginning of Wagner Creek. This Creek drains the muck land which underlies 28th Street in this area. The whole section was once a farming area and is very unsuitable for highway construction. On the land between 18th and 19th Avenues, once occupied by a flower nursery, the Miami Housing Authority will construct a low-rent housing project. In this stretch of 28th Street there is an avenue of royal palms on both sides of the street. West of here, the street is abutted

by residential dwellings.

Some transition should be made between N.W. 28th Street and 29th Street in the vicinity of 17th Avenue, as 29th Street is a major thru street which continues to N.E. 2nd Avenue. However, N.W. 17th Avenue should not be utilized for this purpose because of the left turn problems involved.

Sanitary sewers are practically complete on 28th Street with the exception of a few blocks between N.W. 17th and N.W. 21st Avenues and between N.W. 25th and N.W. 27th Avenues. It is hoped that sewers will be constructed in these areas before any future highway rebuilding programs, in order to prevent opening of the pavement to install new sewers. There are no storm sewers on 28th Street; a positive storm sewer system may be feasible with an outfall to Wagner Creek. Minor construction has taken place between 25th and 27th Avenues where a right-turn lane was constructed. The Houston Corporation constructed a transmission gas main under N.W. 28th Street from 22nd to 27th Avenues. In doing so, the street was widened with a strip of asphalt several feet wide over the main. However, this has not made an appreciable difference in the capacity of 28th Street.

This entire street should be rebuilt. The nature of the subsoil on 28th Street makes reconstruction costly.

East of N.W. 7th Avenue to 5th Avenue, the exact status of 28th Street is unknown at this time because of the North-South Expressway. When the Expressway is continued south it may overpass 28th Street or 28th Street may dead-end in the vicinity of 6th Avenue. This will be decided at a later date.

STREET STORY

NORTH 29TH STREET FROM N.E. 2ND AVENUE TO N.W. 18TH AVENUE

Completion of the North-South Expressway and 36th Street Interchange which terminates at N.W. 29th Street between N.W. 6th and N.W. 7th Avenues, will place a great burden on North 29th Street. The Expressway will feed traffic directly to N.W. 29th Street making it a connector to north-south arterials such as N.W. 7th Avenue, North Miami Avenue and N.E. 2nd Avenue, which lead into downtown Miami. To aid 29th Street and to support the Expressway, N.W. 6th Avenue should be rebuilt from N.W. 29th to N.W. 20th Streets.

Presently North 29th Street is constructed from N.E. 2nd Avenue to N.W. 17th Avenue on an 80-foot right-of-way. It extends one block further to N.W. 18th Avenue where it terminates. In this block the right-of-way is only 50 feet wide. East of N.E. 2nd Avenue it extends to Biscayne Bay, but here the right-of-way narrows to 55 feet, with a jog in the center lines at N.E. 2nd Avenue.

The most heavily used part of 20th Street lies within the limits of the 80-foot right-of-way. On this right-of-way there is sidewalk with curb and gutter from N.E. 2nd to N.W.

7th Avenues. Although this is the most highly developed section of the street, it has 57 feet of badly cracked sheet asphalt pavement which was constructed years ago. There is sidewalk west of N.W. 7th Avenue to N.W. 17th Avenue, but the 20 feet of sand and oil pavement is out of grade and in poor condition. The width of the street is sufficient to handle the expected increase in traffic east of N.W. 7th Avenue, but the pavement must be improved. The surface of 29th Street west of 7th Avenue is so bad that Dade County had originally planned to rebuild this part as a support street for the North-South Expressway at an estimated cost of $200,000. This was planned as part of a program financed by a $100 million bond issue.

This street has not been fully developed as a commercial thoroughfare although it is in a transition from residential to commercial at the present time.

The Florida East Coast Railway has its maintenance yard located north of 29th Street, occupying the tract of land between N.W. 29th and 36th Streets, and lying between N.E. 2nd Avenue and North Miami Avenue. The many sets of tracks crossing 29th Street between North Miami Avenue and N.E. 2nd Avenue are part of the railway's marshalling yards. Motorists have many long delays because of train movements in this area. The

proposed relocation of the Floride East Coast Passenger Terminal to this site will place an added burden on 29th Street.

There are sanitary sewers on 29th Street as far west as N.W. 17th Avenue. If the street is reconstructed or improved there would be no need for future openings of the pavement to install sewers. Storm drainage is needed on 29th Street. Some relief may be possible in the area between N.W. 8th and N.W. 12th Avenues, which is a part of the proposed Morris Park Storm Sewer District.

There is an extremely bad dust condition on 29th Street west of N.W. 7th Avenue created by the ungrassed area between the edge of pavement and the sidewalk. It is in need of immediate improvement, but should not be undertaken unless the whole street is reconstructed.

West of N.W. 17th Avenue there should be a connection between North 29th Street and North 28th Street, a through arterial all the way to N.E. North River Drive. These streets should be joined in some manner but N.W. 17th Avenue should not be used as a connector because of left turn problem involved.

When the North-South Expressway is continued south it will overpass 29th Street. Possibly the State Road Department

will improve the area from 29th Street immediately adjacent to the Expressway terminus, but no further plans have been announced. This street is in need of improvement if it is to handle the expected increase in traffic generated by the Expressways and the new Railroad Station. The City could undertake a resurfacing project on 29th Street from N.W. 7th Avenue to N.E. 2nd Avenue where the existing sheet asphalt pavement is badly cracked. The sand and oil pavement west of N.W. 7th Avenue should definitely be removed and an entirely new roadway built.

STREET STORY

36TH STREET

36th Street has long been the main artery serving Miami International Airport. For years, it was the only through street to the old 36th Street Terminal and was heavily utilized by eastbound and westbound vehicles with either north and northeast Dade County or the Airport as destinations.

Many years ago, 36th Street reached its saturation point, carrying over 25,000 vehicles per day. Recent completion of the Julia Tuttle Causeway has added a greater burden to 36th Street, giving Miami Beach venicles a direct route to and from Miami International Airport. Soon, relief will be offered to 36th Street by the new expressway system. The 36th Street Tollway will be parallel to and approximately two blocks north of 36th Street. It will connect directly to the new airport terminal at N.W. 20th Street by turning south on LeJeune Road.

By the end of 1961 it is expected that this tollway will be complete and in operation. It will extend from the airport to N.W. 12th Avenue where it will join the 36th Street Interchange of the North-South Expressway and will be linked to the Julia Tuttle Causeway, providing a high speed route to and from the Airport. The Tollway portion is being constructed

for the County by the S.R.D. from bond funds based upon future tolls and pledging secondary gas taxes

It is designated as S.R. 25, the same designation 36th Street now holds. The 36th Street interchange will give north and southbound traffic access to the Tollway and thence to the Airport. This may relieve N.W. 36th Street of thousands of vehicles a day and aid the movement of traffic from the Airport to downtown Miami and Miami Beach. But 36th Street may still be saturated by local traffic.

The design of the 36th Street interchange makes relocation of N.W. 36th Street necessary between N.W. 6th Avenue and N.W. 7th Avenue. The center line of the street will be curved slightly south of its present location. Property along N.W. 36th Street will be taken by the S.R.D. for the interchange.

Although it lies within the Miami City limits from Biscayne Bay to N.W. 38th Avenue, 36th Street is part of the State primary system and also a Federal Aid route known as U.S. 27. From Biscayne Bay to Biscayne Boulevard, 36th Street was rebuilt, with a right of way width of 60 feet, by the S.R.D. as a ramp for the Julia Tuttle Causeway, a part of Interstate Highway #95.

An early plan, backed by the City of Miami, called for 36th Street to be used with 35th Street as a one-way pair from Biscayne Boulevard to N.W. North River Drive. This plan has been postponed due to the advent of the expressways and may never be carried out. At the time the plan was conceived, a serious obstacle was the F.E.C. Railroad yards extending from 36th Street to 29th Street and lying between N.E. 2nd Avenue and N. Miami Avenue. No decrease in importance is expected of 36th Street in this area because the present F.E.C. maintenance yard is scheduled to become the new location for the F.E.C. passenger terminal.

Through the years, 36th Street has been paved with several different surfaces. Originally it had 45 feet of sheet asphalt pavement from Biscayne Boulevard to N.W. 18th Avenue. From 18th Avenue to the west City limits at N.W. 38th Avenue, it was constructed in 1936 with 36 feet of portland cement concrete pavement. Asphaltic concrete pavement has been placed over some of the sheet asphalt. The portland cement concrete pavement is still in good condition.

Sidewalk, curb, and gutter were also constructed to 18th Avenue, as part of the original improvement. Sidewalks west of 18th Avenue were constructed later by including them

in City of Miami sidewalk districts. There was a valley gutter between the edge of the concrete pavement and the sidewalk; dust conditions and drainage problems existed west of N.W. 18th Avenue. To eliminate these annoyances and to provide more parking facilities along 36th Street, the valley gutters were paved by the State with asphaltic concrete several years ago. There is a positive storm sewer system existing west of 19th Avenue to the City limits line. It was built by the State.

Another problem on 36th Street is the lack of positive storm drainage between Miami Avenue and N.W. 19 Avenue. The slightest rainfall creates ponds at almost every intersection. Water occasionally stands two feet deep, creating traffic hazards and flooding adjacent property. Merchants in this area are constantly requesting aid, but this is a State road and relief will have to come from the S.R.D.

Early in its history, 36th Street began to be developed as a business street which led to a solid line of business establishments of all types. Starting out in the vicinity of N.E. 2nd Avenue, in the little village of Buena Vista, 36th Street developed westward to Allapattah at N.W. 17th Avenue. From these two nuclei, growth spread further west, and creation and expansion of the airport gave final impetus to the complete commercializing of 36th Street.

Although the west City limits follow 27th Avenue (S.R.#9) from the Miami River to N.W. 38th Street, in the boundary there is a salient extending to N.W. 38th Avenue which consists only of 36th Street itself and property 1/2 block north and south of the right of way of the street. This juts west from 27th Avenue and appears as a long finger on the map of Miami. It is terminated by the Seaboard Railroad right of way at N.W. 38th Avenue. Located south of N.W. 36th Street on N.W. 37th Avenue, inside the City limits of this extension is the Miami Jai Alai Fronton, oldest in the country.

Presently zoned 70 feet, N.W. 36th Street has 70 feet of right of way available most of the distance west of N.W. 27th Avenue. East of 27th Avenue 60 feet of right of way predominates.

The City of Miami owns a large tract of land on the north side of 36th Street between N.W. 7th and 10th Avenues. Fire Station No. 6 is located at the 7th Avenue intersection and a pumping station of the Water Department is at N.W. 10th Avenue. Moore Park lies between these two structures.

Sanitary sewers are installed on 36th Street to N.W. 19th Avenue. Extension of these sewers westward to the City limits is not expected at an early date, due to financing

difficulties.

Better street lighting should also be installed. There still will be a large amount of local traffic using 36th Street, and high-intensity lighting would aid its appeal as a business district.

STREET STORY

37TH AVENUE (DOUGLAS ROAD) - ARTERIAL.
FROM INGRAHAM HIGHWAY TO THE CITY LIMITS AT NW 20TH STREET

37th Avenue, commonly known as Douglas Road, is a north-south artery that has approximately six miles of its length running thru the City of Miami. From S.W. 26th Terrace to Flagler Street, the west half of the street is in Coral Gables. The character of the street undergoes many changes in its length in the City.

Starting at the intersection of Park Avenue and Ingraham Highway, Douglas Road runs through one of the oldest sections of Miami, Coconut Grove. The street is narrow and without curb and gutter. Trees overhang both sides of the pavement in a residential area that has resisted change for many years. At the limits of the higher-class residential area at Franklin Avenue, Douglas Road becomes one of the main streets of the Coconut Grove Negro District. It continues through this section to Dixie Highway.

At this point Douglas becomes a major north-south arterial. A light industrial complex lines the few blocks from Dixie Highway to Bird Road. Then a residential area is encountered north of Bird Road to S.W. 24th Street, both in

Miami and Coral Gables. Business occupies the property on Douglas between S.W. 24th Street and S.W. 20th Street. At the entrance to Coral Gables on Miracle Mile and at the location of Sears Department Store, Douglas becomes a thoroughfare for one of the larger shopping districts in the County. North of S.W. 20th Street on the Miami side, Douglas fronts a combination business and residential area. Residences predominate on the Coral Gables Side.

At S.W. 8th Street (Tamiami Trail), business is again encountered. North of 8th Street is a semi-residential section which crosses Flagler Street and continues to N.W. 7th Street.

Two new developments at 7th Street are acting as traffic generators for the whole street. Central Shopping Plaza was recently opened and a new plant was constructed for West Flagler Kennel Club.

The street resumes its residential appearance north of N.W. 11th Street. A small 25-foot wide bridge crosses the Comfort Canal just south of N.W. 14th Street. Grapeland Heights Park and the LeJeune Golf Course abut 37th Street. Just north of the City limits, Douglad Road dead-ends at Tamiami Canal.

The quality of the street goes from bad to poor over its entire distance. Sidewalk, most of which is in bad condition,

now lines approximately 70% of the street. Many types of pavement compose the surface. Sand and oil, pearock, and asphaltic concrete pavement were used on Douglas Road. Most of the pavement is out-of-grade and the average width is only about 30 feet.

Right-of-way varies from 30 feet to 70 feet. In the Coconut Grove area, narrow right-of-way is predominate and there is little hope of dedication from the adjacent property owners. For the rest of the distance, most of the right-of-way is from 60 to 70 feet. The street presently has a zoned width of 70 feet.

This artery should be rebuilt as a four-lane divided highway, from U.S. No. 1 to the City limits at N.W. 20th Street. Outside the City limits, a bridge would span the Tamiami Canal and a new road built northeasterly crossing the Miami River in the vicinity of 32nd Avenue. From N.W. 32nd Avenue and N.W. North River Drive to 79th Street and possibly 103rd Street, 32nd Avenue should be rebuilt to a similar standard.

If this is not feasible, Douglas should be rebuilt on a 70-foot right-of-way basis from Dixie Highway to N.W. 20th Street, using 6½-foot combination sidewalks and curb, and 57-foot pavement. Such a program should be undertaken by Dade County or the State Road Department since the City of Miami

shares much of 37th Avenue with Coral Gables. For most of the distance between S.W. 26th Terrace and West Flagler Street, the west half of 37th Avenue lies in Coral Gables. The fact that this street is under divided jurisdiction has prevented any rebuilding program in the past. On October 7th, 1959, the City Commission passed a Resolution stating the need for rebuilding 37th Avenue and asking Dade County to rebuild it or to request the State Road Department to include it in its budget.

There is increasing need for a new artery to relieve 27th Avenue and 42nd Avenue, which have reached the limits of their capacity. Expansion of the airport and shopping centers have over-burdened the existing facilities. It is therefore evident that an additional thoroughfare should be provided between and parallel to these streets. Douglas Road is a logical choice.

Future Expressway Systems will affect Douglas Road. The proposed east-west expressway will pass over Douglad Road in the vicinity of Comfort Canal. There will be access facilities to the Expressway at this location from Douglas Road. Dixie Expressway, when constructed, will overpass 37th Avenue in the vicinity of Dixie Highway.

Miami's Sanitary Sewer System has not yet been extended to the areas west of 27th Avenue. Douglas Road may be one of the last sections of the City to be sewered. To avoid having to construct sanitary sewers after completion of the new highway, consideration should be given to constructing them prior to any rebuilding program. Since Coral Gables and Miami each has its own sanitary sewer system, there should be no need for pipe crossings on 37th Avenue, between 26th Terrace and Flagler Street. Side line sewers will be used in that area.

A storm sewer system must be provided essentially for the full length. Drainage on South Dixie Highway provides practically no aid in this particular area. There is a drainage system on N.W. 7th Street, with an outfall along 37th Avenue extending approximately 2500 feet north to the Comfort Canal.

The narrow bridge over the Comfort Canal should either be widened, or replaced under a rebuilding program. A bridge should also be provided over the Tamiami Canal to make Douglas an effective through arterial.

South of Dixie Highway through the colored area, Douglas should be developed on a 70-foot basis. This project could be undertaken by the City. Approximately 55% of the right-of-way has been acquired. Only 5% of sidewalk exists here, and it is

based on a 70-foot right-of-way. Pavement is poor and out-of-grade in this area. Sanitary and storm sewers would also be needed as a part of a rebuilding program.

South of Grand Avenue, to Park Avenue, there would be objections by the residents to the improvements. It has a zoned width of 70 feet. Most of the existing right-of-way is between 30 and 40 feet in width. If enough right-of-way could be acquired, a minimum 40-foot pavement, with intersection improvements at Main Highway and Ingraham Highway would surfice. No curbs, gutters nor sidewalks would be provided. The property owners think that any such improvements would disturb the tranquility of their neighborhood. No sewer system, sanitary or storm, exists at present. It is unlikely that sanitary sewers will be constructed in this area in the near future, because of lack of funds.

STREET STORY

42ND AVENUE (LE JEUNE ROAD)
FROM S.W. 8TH STREET TO N.W. 20TH STREET

In 1957, the State Road Department completed reconstruction of LeJeune Road from N.W. 36th Street to S.W. 8th Street. The portion of this reconstruction with Miami lies between the Tamiami Canal at N.W. 20th Street and the center line of S.W. 8th Street. Thus, 42nd Avenue has been developed on a 100-foot basis its entire length in the City.

From N.W. 36th Street to N.W. 7th Street, LeJeune Road was built to high rural standards on a 100-foot right-of-way with 72 feet of asphaltic concrete pavement. Between N.W. 7th Street and S.W. 8th Street (S.R. 90), LeJeune Road was built to high urban standards on a 100-foot right-of-way with sidewalk, curb, gutter and divided 32-foot asphaltic concrete pavements separated by a 14-foot median strip. Positive drainage was included by the State Road Department. White-way lighting was installed by the City of Miami.

Reconstruction of this road was necessary for direct access to the expanding Miami International Airport. Recent completion of the new air terminal has increased traffic, but as built, LeJeune Road can handle large quantities in the future. Access to the

terminal is through an overpass and cloverleaf arrangement which was constructed at 20th Street. This is just north of the City limits.

A bridge over the Tamiami Canal lies partly in the City of Miami and partly in Dade County. It was constructed by the State Road Department along with another bridge over Comfort Canal at N.W. 14th Street. Between Comfort Canal and Tamiami Canal lies LeJeune Golf Course, a City-owned tract of land.

At N.W. 14th Street, the future East-West Expressway will have a cloverleaf interchange. Here the proposed LeJeune Expressway will begin and continue to the 36th Street Tollway. The LeJeune Expressway from the 36th Street Tollway to the 20th Street entrance to the Airport is now being designed. Recent completion of a bridge over the Miami Canal north of 36th Street has increased the importance of LeJeune Road as a north-south arterial.

The State Road Department has plans to reconstruct LeJeune Road south of S.W. 8th Street thru the City of Coral Gables to Dixie Highway. This was included in the 1960 Primary Roads Budget as S.R. No. 828, but it is now proposed to speed up construction by using secondary gas tax funds.

At the time of its reconstruction, sanitary sewer pipes were not installed on LeJeune Road by the City, as is customary

on State Road Department projects. There are no immediate plans for construction of sanitary sewers because this is a section of Miami which will be one of the last areas to have sewers.

LeJeune Road has a direct connection with downtown Miami by way of N.W. 7th Street, which was rebuilt by the State Road Department on a 70-foot right-of-way and links downtown Miami to the Airport. West of LeJeune Road, N.W. 7th Street is to be reconstructed by Dade County, and will provide a direct link to West Miami from the Airport via N.W. 7th Street and Tamiami Canal Road, and 67th Avenue.

LeJeune Road is abutted primarily by residential properties from S.W. 8th Street to West Flagler Street. North of Flagler Street, there is commercial development, which is expected to continue because of future expansion of the Airport.

STREET STORY

NORTH 46TH STREET

Like several other streets in Miami, 46th Street has recently developed into a traffic artery. Originally it was a minor thru street between N.E. 2nd Avenue and Okeechobee Road (U.S. 27) in Hialeah. Now it has become a main route for motorists who find N.W. 36th Street too crowded and N.W. 54th Street too far north for convenience. It is also used by commercial vehicles as an east-west route into the industrial section of southeast Hialeah. The unique fact about 46th Street is that there has been no increase in the commercial development which almost always parallels a roadway's traffic growth. Only at the major intersections are there any kind of business establishments and these front on the avenues rather than on 46th Street. This street is a residential street its entire length within the City limits from N.E. 2nd Avenue to N.W. 19th Avenue.

Although 46th Street has a zoned width of 70 feet, its right-of-way varies between 50 and 77 feet. Near the eastern end, 46th Street has between 50 and 60 feet of right-of-way. Further west there is 60 to 77 feet of right-of-way available. At N.W. 17th Avenue, the right-of-way again narrows to 50 feet and remains that width to the west City limits at N.W. 19th Avenue.

Sand and oil, pearock, and small sections of asphaltic concrete pavement comprise the existing roadway. Most of the present 20-foot pavement is only temporary and has rapidly deteriorated under the increasing loads of arterial traffic. The capacity of 46th Street is limited because of the width of the pavement. Two lanes of traffic is the maximum that can be accommodated on such a narrow pavement.

There are sidewalk and curb on both sides of 46th Street, between N.E. 2nd Avenue and North Miami Avenue (also sanitary sewers). Sidewalk and curb continue to N.W. 2nd Avenue. Here the curb terminates, but there is sidewalk on both sides of 46th Street to N.W. 17th Avenue.

Homes and duplexes abut 46th Street on both sides with the exception of two large adjacent tracts of land on the north side of 46th Street between N.W. 12th and N.W. 15th Avenues. One tract is the site of Allapattah Elementary and Junior High Schools. The other tract is part of Manor Park. Miami Fire Station No. 12 is located in this Park, abutting 46th Street.

The base of this street is of sufficient quality to support a permanent-type pavement. The Department of Engineering, early in 1960, proposed remacadamizing 46th Street as part of a Highway Improvement District, along with N.W. 10th Avenue. It was

later learned that the Department of Public Service had plans to pave N.W. 10th Avenue with a pea rock surface, so plans for the proposed District were dropped.

The North-South Expressway overpasses 46th Street between N.W. 6th and 7th Avenues. There will be no access to the Expressway at 46th Street. The surface of 46th Street has been improved and widened within the limits of the State Road Department's right-of-way on 46th Street as part of our Sanitary Sewer Modification Program for Expressways, financed by G.O. Bond Funds.

The portion of 46th Street between Miami Avenue and N.W. 7th Avenue will be part of future Columbia Sanitary Sewer District. West of N.W. 7th Avenue there are no immediate plans for sanitary sewers. There is no positive storm drainage system on 46th Street at this time, although it is needed. Local drainage structures have been built, but for proper handling of storm water, positive drainage should be constructed. This is not likely to be done unless the street is rebuilt entirely.

Lighting should be improved on N.W. 46th Street because of the increase in traffic. Since this is a residential area, there is no white-way lighting on 46th Street. High intensity white-way lighting should be provided if the street is ever rebuilt as a major arterial. Lighting should be improved immediately for safety purposes.

STREET STORY

54TH STREET FROM BISCAYNE BOULEVARD TO N.W. 19TH AVENUE

In 1957 North 54th Street was rebuilt by the State Road Department. It was constructed from Biscayne Boulevard (U.S. No. 1) to Okeechobee Road (U.S. No. 27) in Hialeah and is designated as State Road No. 25-A. In the City of Miami, construction was on a 70-foot right-of-way with the exception of the portion between N.W. 11th Avenue and N.W. 12th Avenue where it was rebuilt on an 85-foot basis because the right-of-way was available.

As constructed by the State Road Department, 54th Street has sidewalk, curb and gutter, asphaltic concrete pavement, and positive storm drainage. It is 57 feet between curbs. A sanitary sewer system was installed, at the time of construction, by the City of Miami. This was done to prevent future openings of the pavement for sewer construction. Also, the City of Miami installed modern street lights. 54th Street is maintained by the State as part of the State Primary System.

Originally, 54th Street was to be paired with 53rd Street as a "one-way pair", from Biscayne Boulevard to N.W. 19th Avenue. These two streets were designated in this manner in Miami's Official Arterial Street Program.

Oneother plan proposed the widening of the entrance to 54th Street at Biscayne Boulevard. This widening was to be from Biscayne Boulevard to N.E. 2nd Avenue and was to be 100-foot wide, but would entail a right-of-way problem because of the close proximity of the Sable Palms Subdivision located between Federal Highway and N.E. 2nd Avenue.

The North-South Expressway crosses 54th Street between 6th Avenue and 6th Court. North-south traffic crosses 54th Street on an overpass. There will be access for both north and southbound vehicles at 54th Street to the Expressway. The Expressway also overpasses 53rd Street. This makes a "one-way pair" possible at this point, in the future.

STREET STORY

WEST 57TH AVENUE (RED ROAD)
FROM S.W. 8TH ST. TO TAMIAMI CANAL

West 57th Avenue, commonly known as Red Road, extends from southern Dade County to Perimeter Road of Miami International Airport, where it dead-ends. On the north side of the Miami River, in the City of Hialeah, Red Road resumes and continues north to the County line. The segment of Red Road in the Miami City Limits lies between S.W. 8th Street (S.R. 90) and the north bank of the Tamiami Canal. Red Road (S.R. 819) is a County maintained highway in the State Secondary System.

There is a narrow two-lane bridge over the Tamiami Canal. Although this bridge lies entirely in Miami, it is County maintained and operated. Dade County has a new bridge under design to replace the existing span. The proposed 4-lane structure will have nine feet of vertical clearance and new approach ramps.

Replacement of the Tamiami Canal Bridge will increase the importance of Red Road. Expansion of the Airport has made more access roads necessary. Red Road is a vital connection between the Airport, N.W. 7th Street, Flagler Street, S.W. 8th Street, and other main arteries to the south. Upon completion of the Tamiami Canal Road extension and reconstruction of N.W. 7th

Street, traffic on Red Road will increase, especially in the 3,000 feet from N.W. 7th Street to Perimeter Road.

Dade County included Red Road in its proposed $100 million dollar bond issue, but this program was not presented to the voters. There are now no other plans for its improvement. Since it is much needed and a part of the State Secondary System, it should be constructed by the State from gas tax funds.

Red Road has 20 to 35 feet of asphaltic concrete pavement. The pavement is wider near S.W. 8th Street, but becomes progressively narrower as it approaches the Tamiami Canal. There is sidewalk, on both sides of Red Road, at irregular intervals. There are none near the northern limits.

No positive storm drainage has been installed on 57th Avenue, but there are some local drainage structures. In the event that 57th Avenue is rebuilt, storm sewers should be constructed. It is possible to do so because of the nearness of bodies of water to which an outfall could be laid. Red Road lies in an area of the City that cannot expect sanitary sewers for many years. It is unlikely that sewer pipes would be installed in anticipation of future sewer districts, if Red Road were rebuilt in the near future.

Street lighting is lacking on Red Road and makes driving at night extremely hazardous. The entire undeveloped area surrounding Red Road is extremely dark at night; street lights for this artery are needed.

Starting at the Tamiami Trail intersection, Red Road changes from a commercial street to residential. At Flagler Street it reverts back to commercial. North of Flagler Street the road changes slowly from residential to undeveloped just south of the City limits. Rockpits, concrete industries, and underbrush line the street in this area. These industries cause a great many heavy vehicles to use Red Road.

Traffic on Red Road is so heavy that the City of Miami constructed turn lanes and channelized the 7th Street intersection. This junction has several commercial buildings now, and will ultimately be an important business crossroads.

Red Road has a zoned width of 70 feet in the City of Miami and 100 feet in Dade County. The existing right of way from S.W. 8th to Flagler Street is 70 feet and narrows to 65 feet at the north City limits. Right of way for future widening or improvement of Red Road will have to be acquired by either Dade County of the S.R.D. The City of Miami has no plans to improve Red Road.

STREET STORY

62ND STREET FROM N.E. 2ND AVENUE TO N.W. 17TH AVENUE

In 1927, the City of Miami constructed 62nd Street out of Portland cement concrete pavement, 30 feet wide. The pavement has withstood over thirty years of wear and is in good condition, but its width has proved insufficient for present day use. When built, it extended from N.E. 2nd Avenue to N.W. 19th Avenue. The present City limits lie just west of 17th Avenue.

62nd Street is a major crosstown artery that provides a direct link between N.E. 2nd Avenue and Okeechobee Road (U.S. 27) in Hialeah. If N.E. 61st Street is utilized in conjunction with 62nd Street, from N.E. 2nd Avenue to Biscayne Boulevard (U.S. No. 1), this street could be considered a municipal connection between U.S. No. 1 and U.S. No. 27, and be included in the State Primary System. It is also a connector to N.W. 7th Avenue (U.S. No. 441).

To increase the capacity of 62nd Street, the Department of Public Service has paved a three-foot asphaltic concrete strip on each side of the existing concrete pavement, providing 36 feet of roadway. With the exception of the 7th Avenue intersection, these strips extend the length of the street. As new striped,

this allows four 9-foot driving lanes. This has not solved the problem on 62nd Street. Nine-foot driving lanes do not provide good driving conditions. As the street approaches 7th Avenue from the east, it narrows to a point where four lanes of traffic are channeled into two lanes. Parking has been restricted at this vital intersection.

West of 7th Avenue to the City limits, there is 70 feet of right-of-way available. Since there is sufficient right-of-way here, only construction costs would have to be met in widening the street. This segment has sidewalk on both sides. There is curb and gutter only at the intersection of 7th Avenue. The City paved the valley gutters just west of 7th Avenue several years ago, providing some parking for Edison Center.

Change is taking place on the street. It has become a main street of the Liberty City Negro District. Liberty Square, a public housing project for Negroes, abuts the north side of 62nd Street between 12th and 15th Avenues, Small commercial establishments are located along 62 Street in this vicinity.

East of 7th Avenue, the right-of-way narrows for several blocks to 50 and 55 feet, and then varies between 55 and 70 feet to N.E. 2nd Avenue. Driving is hazardous in this section because of the narrow pavement width.

Between N.W. 6th Avenue and N.W. 5th Court, the North-South Expressway overpasses 62nd Street. Some widening will be done in the State Road Department's right-of-way beneath the Expressway, and the pavement will be improved. Between N.W. 5th Court and N.W. 4th Avenue, Edison Center Park and the Edison Center Public Library abut 62nd Street. Just east of the Park is the Edison Courts Housing Project of the Miami Housing Authority. This is a housing project for whites and extends to N.W. 2nd Court. On the south side of the street, Miami Edison Junior and Senior High Schools occupy the entire distance from 5th Avenue to N.W. 1st Place. From N.W. 2nd Avenue to N.E. 2nd Avenue is a mixed commercial-residential section. Notre Dame Academy for Girls occupies the two blocks from N.E. 1st Avenue to N.E. 2nd Avenue on the south side of 62nd Street.

Since N.E. 62nd Street does not have a crossing of the Florida East Coast tracks, a more suitable thru route could be formed by using 61st Street, which has a crossing. Because there is a 150-foot jog between 62nd and 61st Streets at N.E. 2nd Avenue, some re-alignment would be very desirable. Several different plans have been prepared to achieve this but the cost of right-of-way has always caused postponement.

From N.E. 2nd Avenue to the west City limits, this street has a zoned width of 70 feet. East of 7th Avenue, the City has acquired a few parcels by dedication, but at the critical intersection of N.W. 7th Avenue and 62nd Street, heart of the Edison Center Business District, acquisition of sufficient right-of-way would be costly.

There is no positive storm drainage system on 62nd Street. Sanitary sewers extend as far west as N.W. 15th Avenue. There are no immediate plans for inclusion of the remainder of 62nd Street in sanitary sewer districts, or for providing positive storm drainage. Local drainage facilities have been constructed in the several areas which flood in wet weather.

Should 62nd Street be rebuilt, its present base could be utilized for resurfacing, and the existing dirt areas between the edge of pavement and sidewalk be paved. This should diminish the cost of any improvement. Storm drainage must be provided for the entire street. Better street lighting is needed; 62nd Street traverses a section with a high crime rate and it should be brightly lighted.

STREET STORY

71ST STREET
FROM BISCAYNE BOULEVARD TO N.W. 7TH AVENUE

71st Street is a major east-west artery that should be reconstructed from Biscayne Boulevard to N.W. 17th Avenue. It is the only thru street between 54th Street and 79th Street crossing the Florida East Coast Railway tracks. West of 7th Avenue, the south right-of-way line of 71st Street defines the City limits, so 71st Street lies outside the Miami City limits west of 7th Avenue. Since it is a connection between two State roads, Biscayne Boulevard (State Road No. 5) and N.W. 7th Avenue (State Road No. 7), it could be qualified as part of the State Road System.

For many years, there have been proposals to rebuild 71st Street by various agencies. The latest plan called for rebuilding 71st Street from Biscayne Boulevard to 17th Avenue and was included by Dade County in the proposed $46 million Bond Program, as an Expressway support street. It was later eliminated from the final program submitted to the voters of Dade County. At present, there are no immediate plans by any government to improve 71st Street.

71st Street has been designated as a two-way arterial in Miami's official Arterial Street Program. It has been discussed in many reports and traffic surveys. It is generally agreed by all concerned that 71st Street needs early improvement, but action is not anticipated soon.

There is a right-of-way problem on 71st Street that would cost the City approximately $220,000 to solve. The City of Miami has acquired 70 feet of right-of-way from N.W. 7th Avenue to N.E. 4th Court, with the exception of one minor parcel of land which already has sidewalk built on a 70-foot basis. From 4th Court to Biscayne Boulevard, there is only 40 feet of right-of-way; most of the homes and buildings encroach upon the 70-foot zoned lines. No voluntary dedication is foreseeable in this area; purchase of adequate right-of-way will be costly.

71st Street is in a poor physical condition. The many warehouses and light industries which abut the street west of 4th Court generate heavy truck traffic. The great loads applied to the existing 20-foot pavements, constructed of sand and oil, and pea rock, have caused the pavement to deteriorate to an extent that rebuilding is necessary. If 71st Street is rebuilt, it should be continued west of the City limits to at least 17th Avenue. That portion is also lined with warehouses and light

industries (mostly on the north side of the street).

The Florida East Coast Railway has two separate crossings on 71st Street, located between N.E. 4th Court and 4th Avenue. The eastermmost crossing is the main line of the Florida East Coast and consists of four sets of tracks. Further west are five sets of tracks which are the beginning of the Miami Belt Lines spur of the Florida East Coast. Extensive signalization would be necessary to protect both of these crossings if 71st Street is rebuilt on a 70-foot right-of-way.

If it is decided that it is too expensive to acquire right-of-way east of 4th Court, and the State or County not rebuild 71st Street from the Boulevard to 17th Avenue, then the City should give serious consideration to rebuilding from N.E. 4th Court to N.W. 7th Avenue. The State Road Department has plans to construct N.E. 4th Court to arterial standards, and make it a part of S.R. No. 5. A more suitable connection between 4th Court and 7th Avenue should be provided. With right-of-way available, there would only be construction costs to contend with. If constructed by the City, 71st Street would normally be set up as a Highway District and the abutting property owners assessed.

Sanitary sewers are already constructed east of 4th Court as a part of "Federal District" under our G.O. Bond Program. The proposed "North Pinemount District" of our G.O. Bond Program included 71st Street west of 4th Court, but that District has been deleted from the present program, and will be constructed at a later date when funds are available. Both storm and sanitary sewers should be constructed prior to or as part of any building program to avoid excavation of a newly paved street.

The City is installing sanitary sewers under the right-of-way of the North-South Expressway which overpasses 71st Street between N.W. 6th and 7th Avenues. Access to the Expressways will not be available directly from 71st Street. It is expected that the State will improve the pavement under the Expressway and for a few feet outside of its right-of-way.

On the south side of 71st Street, west of N.W. 7th Avenue, there are warehouses extending to N.W. 10th Avenue. From 10th Avenue to 12th Avenue is occupied by Northwestern Vocational High School. For the remainder of the distance to 17th Avenue, a Negro residential area abuts 71st Street. The pea rock pavement is good in this section which is County-maintained, but there is a dust problem caused by the ungrassed

shoulder areas. Future improvement of N.W. 17th Avenue should give impetus to a similar improvement of 71st Street between N.W. 17th Avenue and N.W. 7th Avenue.

Although 71st Street is one of our busiest arterials, it is one of our poorest. The intersection of 71st Street and N.W. 7th Avenue has become one of the most congested in the City, and signalization has not been entirely sufficient. East of 4th Court, which is entirely a residential area, sidewalk has been constructed on both sides of the street. A few years ago, the City of Miami began a study and plotted preliminary plans for the reconstruction of 71st Street from Biscayne Boulevard to 7th Avenue. No further action was taken other than this, but it is highly desirable that 71st Street be improved.

STREET STORY

75TH STREET FROM BISCAYNE BOULEVARD TO N.W. 7TH AVENUE

Because of the increase in traffic in the Little River area, studies were made to formulate possible solutions to that ever-increasing problem. From these studies, primarily the Little River Traffic Study, 75th Street received consideration as a possible thru-street with a crossing at the Florida East Coast Railway.

The Florida East Coast Railway lies between N.E. 3rd Place and N.E. 4th Court. There is no crossing so 75th Street consists of two dead-end streets.

Until 1957, 75th Street also terminated about 330 feet west of Biscayne Boulevard, blocked by a tract of unplatted land. At that time the property was subdivided, and the owner dedicated 25 feet of his property to be used as a public road. He also put in improvements, providing 19-foot asphaltic concrete pavement, sidewalk, and curb. This 25-foot strip north of the center line is the only connection between the terminus of 75th Street and Biscayne Boulevard. The south 25 feet remain unplatted and undedicated.

As early as 1954, 75th Street was designated as a proposed State Road, from Biscayne Boulevard to N.E. 7th Avenue. Discussions were held and consideration given by the State Road Department to placing 75th Street in its budget for construction. Acting on the basis of the State Road Department's interest in 75th Street, the City of Miami initiated studies for widening 75th Street in excess of its zoned width of 50 feet.

Public hearings were held by the City of Miami Planning Board on the feasibility of 70-foot or 80-foot right-of-way. This plan met strong opposition from the adjacent property owners. This street goes thru a mixed residential district, and the property owners were not interested in allowing a neighborhood street to be turned into a thru-arterial. When the matter was brought before the City Commission, the property owners again raised strenuous objections. It was noted that 75th Street was not a thru-street, as was 71st Street which possessed a crossing at the Florida East Coast Railway tracks. The City Commission then requested that a study be made of 71st Street, which could be utilized as a more logical location for a State Highway.

Since then, the Little River situation has been studied more intimately, and our future plan includes the pairing of 82nd Street with 79th Street. North 71st Street is included as a psoposed two-way arterial in our official arterial street plan.

At the present time, 75th Street is not included as a future State Road, or as part of our arterial street plan. 75th Street could be undertaken as a City project, improved on a 50-foot basis. Such a project would be justified only because of the need for another opening across the Florida East Coast Railway tracks between 71st and 79th Streets.

Reconstruction of 79th Street has been completed by the State Road Department. An opening at 75th Street would reduce the volume of traffic now using 79th Street. Preliminary studies for an opening at 75th Street weremade, but it was not deemed practical to open 75th Street across the Florida East Coast Railway's tracks at this time.

In 1952, plans were drawn up for possible rebuilding of 75th Street by the City of Miami. No further action was taken other than preparation of preliminary plans. Portions of right-of-way other than Florida East Coast Railway property would

have to be acquired to allow a suitable thru-way from N.E. 4th Court to N.E. 2nd Avenue. There are places in this stretch where the right-of-way is as narrow as 25 feet. Right-of-way funds in the amount of $100,000 would have to be spent in this short stretch. An additional $40,000 would have to be spent in paving and signalization of the crossing.

There are a few industrial sites on 75th Street due to the close proximity to the Miami Belt Line spur of the Florida East Coast Railway. This spur runs west between 71st and 75th Streets from the north-south main line.

The Florida East Coast Railway has eight separate tracks in this area, and each set of tracks has a different elevation. This would make a grade crossing extremely difficult without cooperation from the Florida East Coast Railway in adjusting the elevations of its tracks. An overpass is out of the question because of the cost. The Florida East Coast Railway in this section has approximately 180 feet of right-of-way.

These costs do not include paving of the existing street, which is narrow and in poor condition. Presently, it has a sand and oil surface, and portions are not paved at all. There are some sidewalks, but future construction should include full width pavement, sidewalk, curb and gutter, Facilities

such as storm and sanitary sewers are inadequate, and should be included as future projects. Sanitary sewers will be constructed on N.E. 75th Street east of 4th Court by the end of 1960. West of the railway tracks, sanitary sewers had been scheduled for a portion of 75th Street as a part of Pinemount Sanitary Sewer District. However, that District will not be constructed under the current program. 75th Street will be sewered at a future date, dependent upon the availability of funds for sanitary sewer construction.

Storm sewers are inadequate and should be constructed at the same time the rebuilding program is undertaken.

Street lighting should be to an arterial standard if 75th Street is going to be rebuilt on a full width basis. If not, high intensity lighting would not be necessary for this is partly a residential district, as evidenced by the Victory Homes Project for the Miami Housing Authority, adjacent to 75th Street between N.W. 4th and 7th Avenues.

There are some sidewalks on this street; the City has received numerous requests for more sidewalk. These requests were deferred pending rebuilding of 75th Street on a 70-foot or 80-foot right-of-way.

The North-South Expressway System affects 75th Street between 6th and 7th Avenues. 75th Street goes under the Expressway, but there is no access to the Expressway from this street. Sanitary sewers are presently being constructed under the Expressway on 75th Street as part of the sewer modification program for Expressway construction.

West of N.W. 7th Avenue, 75th Street extends for about 300 more feet in the City limits. There has been no plan to rebuild or widen this portion. Existing right-of-way here is 50-foot, as it is throughout, with the exception of the small sections where it ranges from 25 to 40 feet.

If the City rebuilds 75th Street, it would most likely be done as a local improvement with special assessments against the adjacent property. It is unlikely that the zoned width will be increased or that the railway would be crossed. At some future date, it definitely should be reconstructed on a 50-foot basis as part of a rebuilding program, without a railway crossing.

STREET STORY

79TH STREET FROM N.W. 7TH AVENUE TO BISCAYNE BOULEVARD

79th Street was long a bottleneck in Miami's arterial street system. Starting at the 79th Street Causeway, it cuts a direct path through Miami and Northern Dade County to the Hialeah Race Track where it terminates. It is a State Road (S.R. 828) and included in the State Primary System. West of Biscayne Boulevard it is County-maintained, but east of the Boulevard, it is State-maintained.

Originally, the center of the Little River Business District was at N.E. 79th Street and 2nd Avenue. Now, 79th Street has become a business district in itself. Biscayne Shopping Plaza added to the mercantile appearance of the street, and increased the traffic volume. The intersection of 79th Street and Biscayne Boulevard is the busiest intersection in Florida, and one of the busiest in the South.

The State has rebuilt North 79th Street from Biscayne Bay to N.W. 7th Avenue. It was an improvement that took three stages and thirteen years to complete. The first and most complicated portion was constructed in 1947. This is the segment from Biscayne Boulevard east to Biscayne Bay at the approach to the Causeway. Poor soil conditions hindered construction of

pavement and underground structures. The second part to be constructed was from N.W. 7th Avenue to N.E. 2nd Avenue, leaving 135 feet in the City limits unbuilt west of 7th Avenue. This phase was finished in 1953. Finally the last link, N.E. 2nd Avenue to Biscayne Boulevard, was completed in December, 1959.

The City of Miami Right-of-Way Section obtained much of the right-of-way between N.W. 7th Avenue and N.E. 2nd Avenue. The long delay in finishing the road resulted from the problem of acquiring right-of-way. 79th Street east of N.W. 7th Avenue has been built as a 70-foot right-of-way with 59 feet of asphaltic concrete pavement, sidewalk, and curb and gutter. Storm sewers were part of the job and were constructed by the State. Sanitary sewer lines were constructed to avoid future excavation of the street. These sewers were constructed by the City of Miami. White-way lighting has not been installed in the latest section to be rebuilt, although it exists on the other two portions. It very likely will be installed at a later date by the City of Miami. The bridge over the Little River Canal was widened in the last job that was done. At the same time, a new grade crossing was constructed across the Florida East Coast Railway Tracks.

The State Road Department proposes to construct an entirely new artery, N.E. 82nd Street, to parallel 79th Street. These could eventually be used as a one-way pair from North Miami Avenue to Biscayne Boulevard. Westbound traffic would use 82nd Street and eastbound vehicles would utilize 79th Street. Under this plan, vehicles entering Little River from Miami Beach and Biscayne Boulevard would bypass 79th Street.

North-South Expressway traffic will overpass 79th Street between 6th Avenue and 6th Court. There will be access for southbound traffic entering and northbound traffic leaving the Expressway at 79th Street. Northbound traffic entering and southbound traffic leaving the Expressway will do so at 81st Street. This Expressway makes it necessary to modify several parts of the Sanitary Sewer System on 79th Street which were previously constructed.

The 185 feet west of 7th Avenue to the City limits have not been improved. There are no immediate plans for reconstruction of this portion, but should it be rebuilt, it will have to be done by the State or County. Although there is 70-foot right-of-way throughout, east of Biscayne Boulevard, 79th Street is zoned 80-foot; west of 7th Avenue, 79th Street is

zoned 100-foot. In between, it is zoned 70-foot. The improvements made by the State Road Department now allow four moving lanes and two parking lanes of traffic. It has made the street a better artery, but has not entirely solved the traffic problem.

STREET STORY

82ND STREET FROM BISCAYNE BOULEVARD TO NORTH MIAMI AVENUE

Long the subject of discussion, Little River traffic has been surveyed and studied for years. Perhaps the most tangible results yielded by these studies are the proposed construction of N.E. 82nd Street and N.E. 4th Court by the State Road Department.

N.E. 82nd Street is a much needed addition to Miami's Arterial Street System. Presently, the only entrance to the Little River Business District from Biscayne Boulevard and the east is via 79th Street, which although recently rebuilt, is overburdened. It is the only east-west street crossing the Little River Canal.

The main point emphasized in all proposed plans is the necessity for one-way pairs. N.E. 82nd Street is designed on this criteria and can eventually be paired with N.E. 79th Street. Construction and right-of-way plans have been completed for 82nd Street by the State.

Traffic in the Biscayne Shopping Plaza and in the Little River Business District has become very congested. A second route into Little River Business District would begin

at Biscayne Boulevard just north of the Biscayne Shopping Plaza on 82nd Street. This would reroute many vehicles which now have to continue south to utilize 79th Street for access to Little River.

The State Road Department plans call for 82nd Street to be built on a 60-foot right-of-way where 30-foot to 54-foot now exists. From Biscayne Boulevard, just behind the Shopping Plaza, 82nd Street presently dead-ends at the Little River Canal, about 1,100 feet west. This segment through an apartment district, presently has 50-foot right-of-way, with 20 feet of sand and oil pavement in poor condition. There is a 130-foot strip of land between the Canal and the Florida East Coast Railway right-of-way. On this land, no street has been platted. This property is owned by the Central and South Florida Flood Control District, which recently built a dam in the Canal between 82nd Street and 82nd Terrace. It is on this land that the junction of 82nd Street and N.E. 4th Court will take place. A bridge will be necessary across the Canal and is planned by the State Road Department. The Florida East Coast will have a crossing at grade. West of the tracks, there is no existing right-of-way for 220 feet. At one time, there had been a plan to provide an overpass across the Railway tracks and the Canal, but long approach ramps to this overpass would have blighted a

large stretch of adjacent property.

At N.E. 3rd Place, 82nd Street resumes, having 54-foot right-of-way to N.E. 2nd Avenue. Its roadway contains 20 feet of sand and oil or asphaltic concrete pavement and some sidewalk. This is a residential street except at the N.E. 2nd Avenue intersection, where it is commercial and part of the business district.

West of N.E. 2nd Avenue, its right-of-way narrows to 40 feet, and in some places to 30 feet. Presently, it is zoned 40 feet. It has sand and oil pavement in poor condition from 2nd Avenue to N.E. Miami Court where the street terminates in the City limits. A 160-foot interval where no right-of-way exists separates the end of 82nd Street from North Miami Avenue, whose east right-of-way line forms the City limits.

Making 82nd Street a through street necessitates acquiring full-width right-of-way in two places. Between the Little River Canal and N.E. 3rd Place, 60-foot of full-width right-of-way is necessary. Likewise, between N.E. Miami Court and North Miami Avenue.

The State Road Department originally requested the City of Miami to acquire the necessary right-of-way and abstracts for

28 years previous. The City was unable to do this. Beside the expense, it has become a City policy to refrain whenever possible from obtaining right-of-way for State Roads. Presently, Dade County is preparing to acquire the necessary right-of-way. Tentatively, 82nd Street is included in the State Road Department Secondary Road Program for 1960-1961 at a cost of $375,000.

Cross sections of streets built by the State on a 60-foot right-of-way show 48 feet of pavement with sidewalk, curb and gutter on both sides. This allows three moving lanes of traffic and one parking lane. Sanitary sewers will be under the pavement throughout N.E. 82nd Street by the end of 1960. They are being constructed as a part of Oakland and South Shorecrest Sanitary Sewer Improvement Districts of our G.O. Bond Program. If the street is rebuilt, no future excavation will be necessary for sanitary sewers.

It is a policy of the State Road Department to include positive storm drainage in its road projects. Since this is so, N.E. 82nd Street will have a positive storm sewer system with an outfall into the Little River Canal. If 82nd Street is constructed, it may be combined as one job with North Miami Avenue, from 79th to 91st Streets. This will enable storm

drainage to be provided for both streets.

The City of Miami owns a Municipal Parking Lot abutting 82nd Street at N.E. 1st Place. A small portion of this lot encroaches upon the proposed right-of-way line and will have to be taken by the State.

The County has considered future extension of 82nd Street from Miami Avenue to N.W. 19th Avenue. This extension would pass under the North-South Expressway. However, this is not in the immediate future.