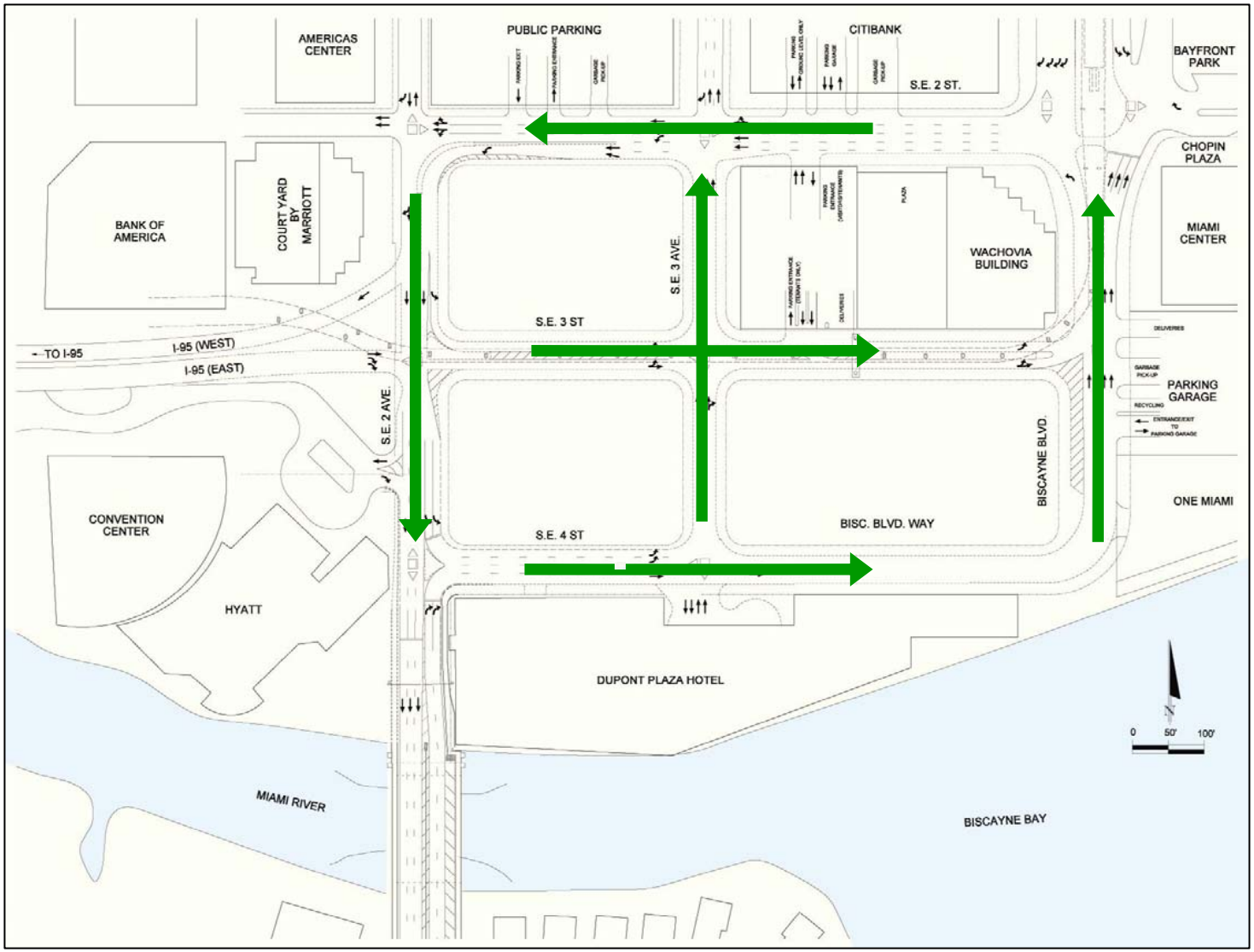
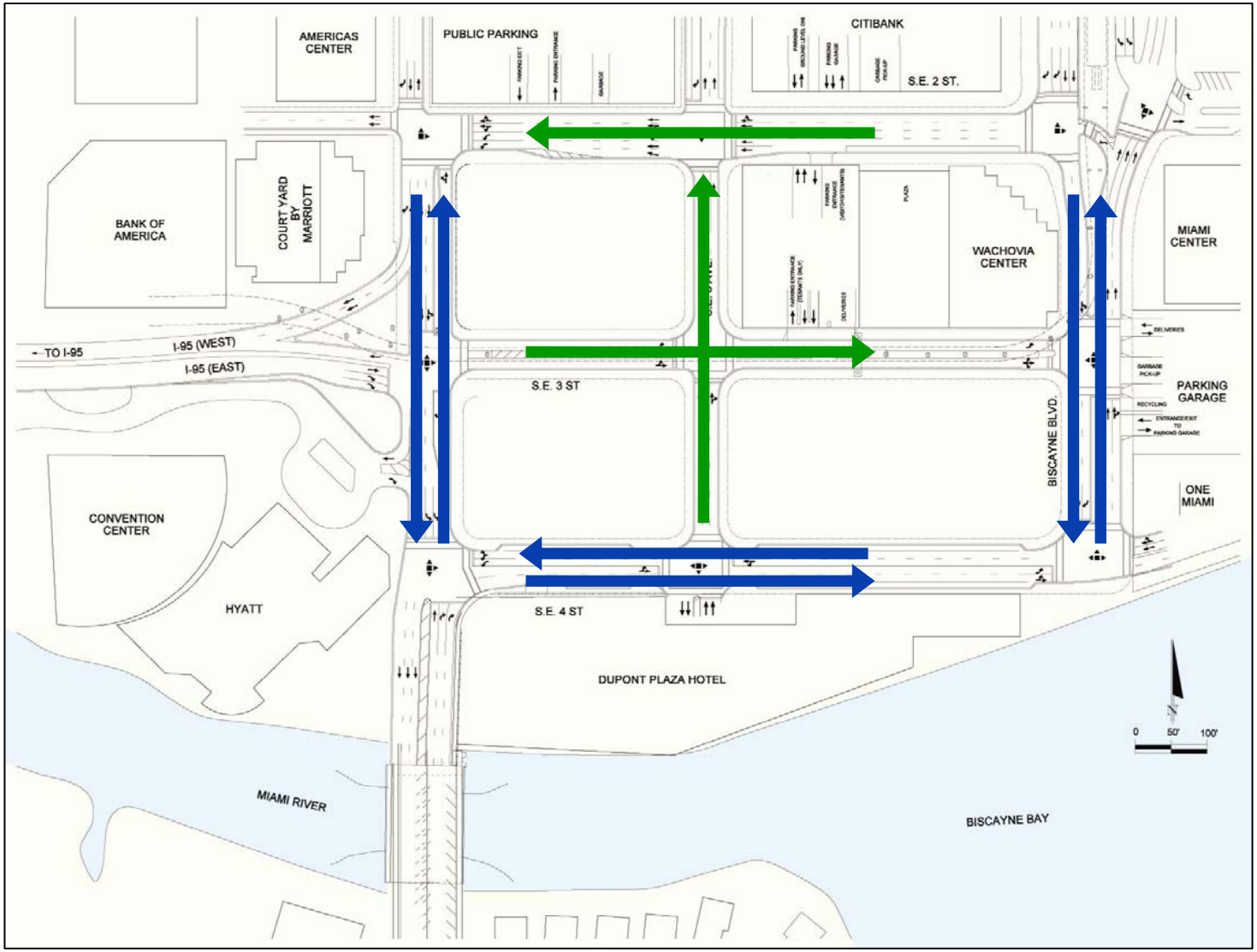
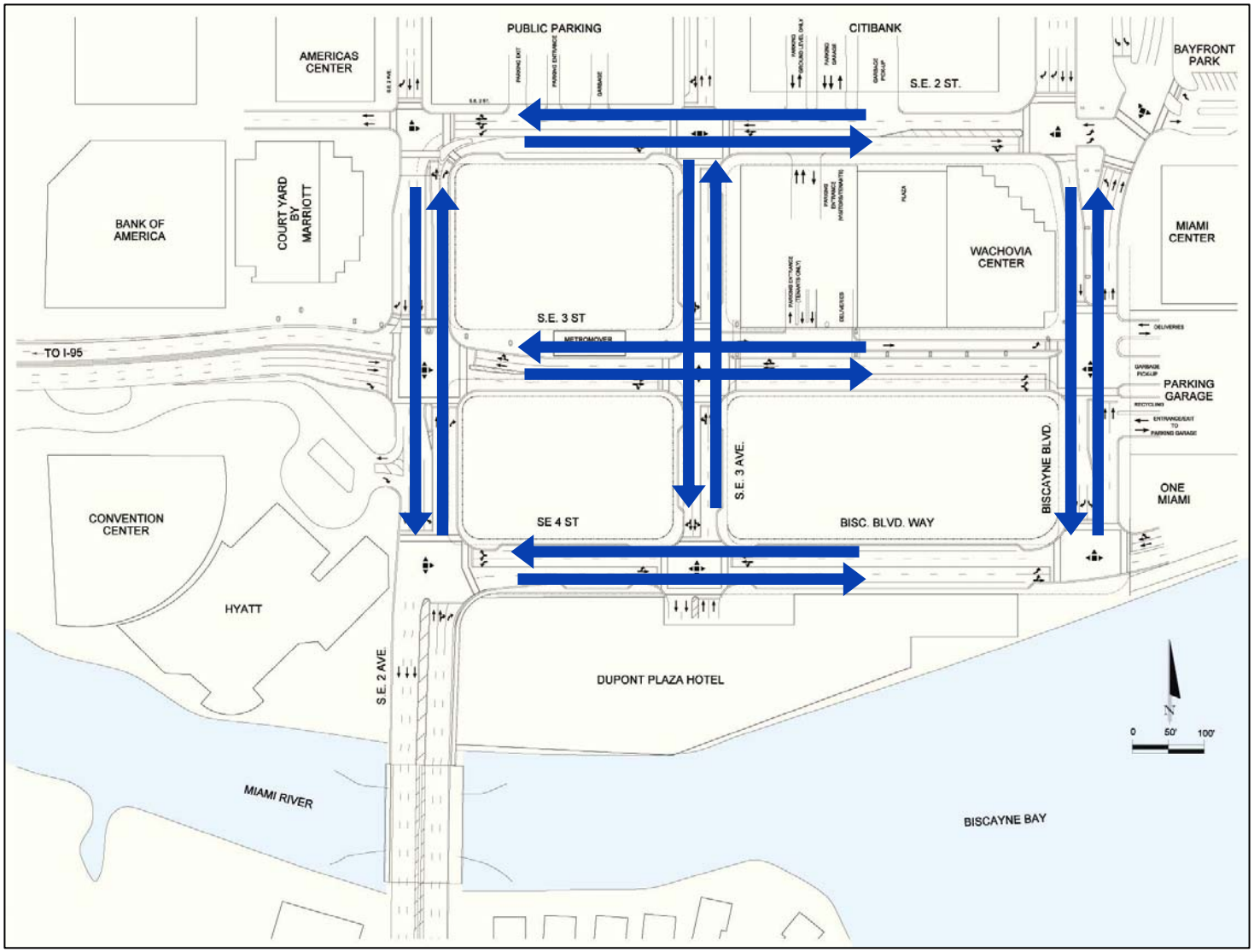
DuPont Plaza Traffic Circulation PD&E Study



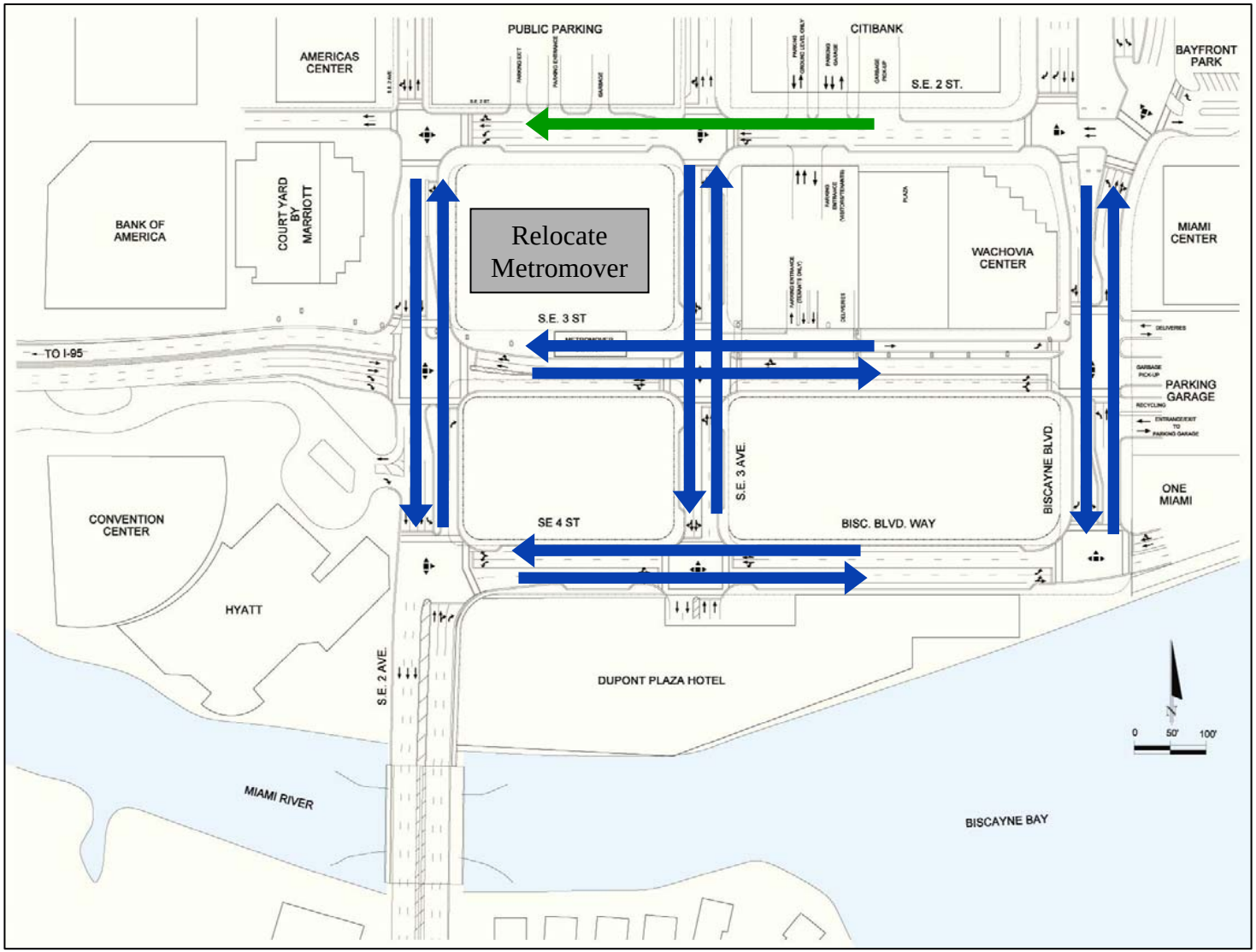
Alternative I
No Build



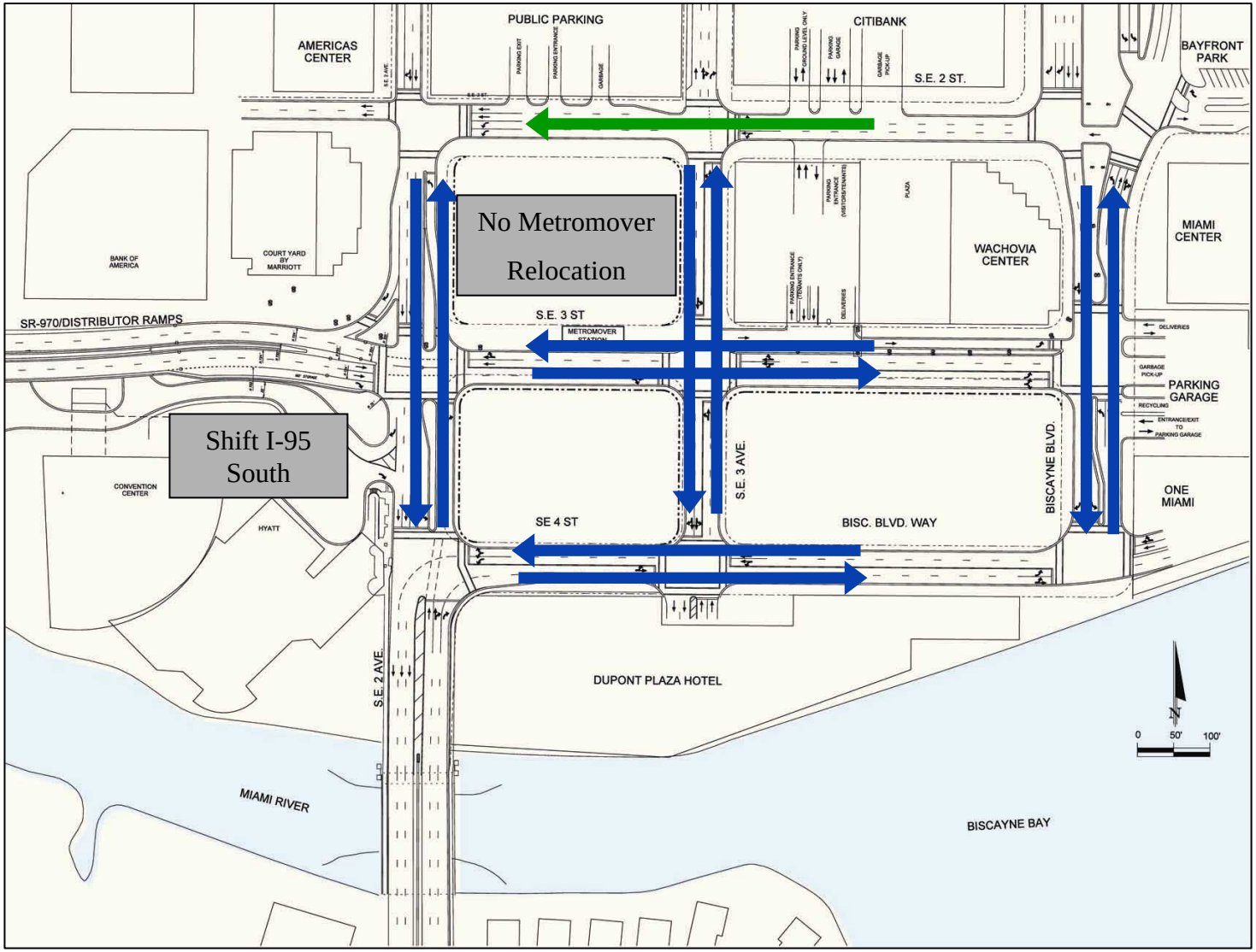
Alternative II
Partial Two-way Operations



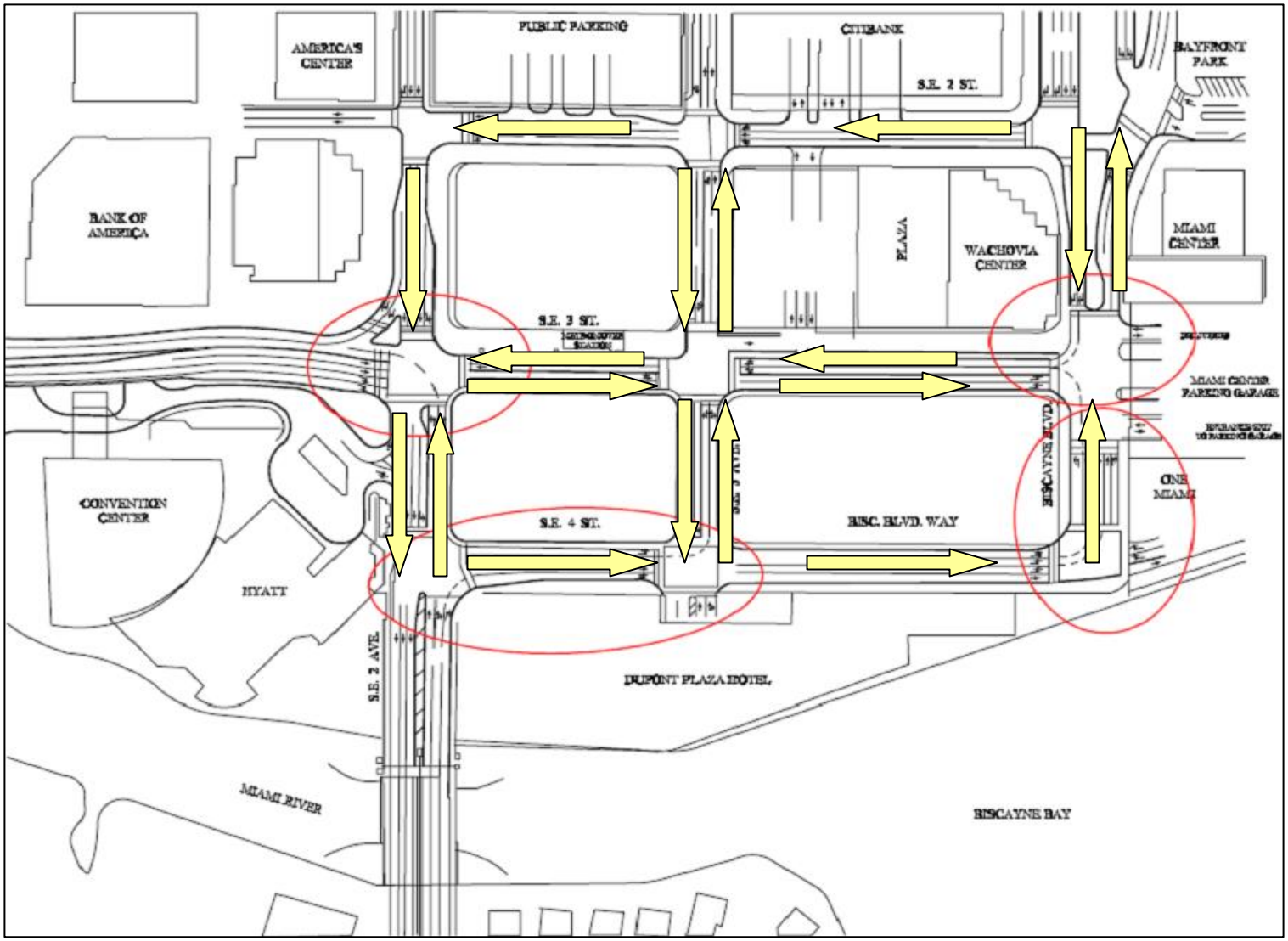
Alternative III
Two-way Operations



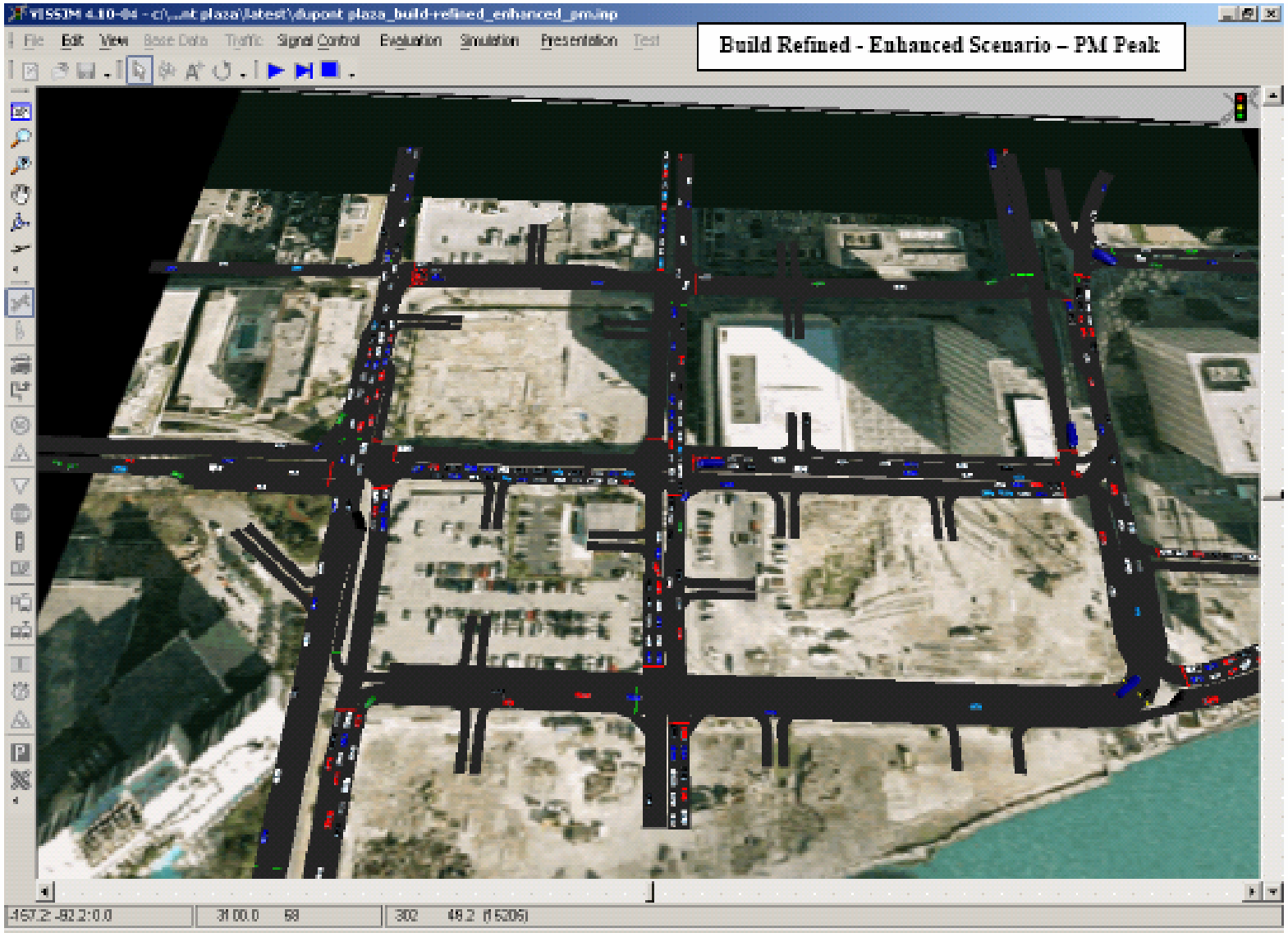
Alternative IV
Modified Two-way Operations - Relocated Metromover



Alternative V
Modified Two-way Operations - No Metromover Relocation

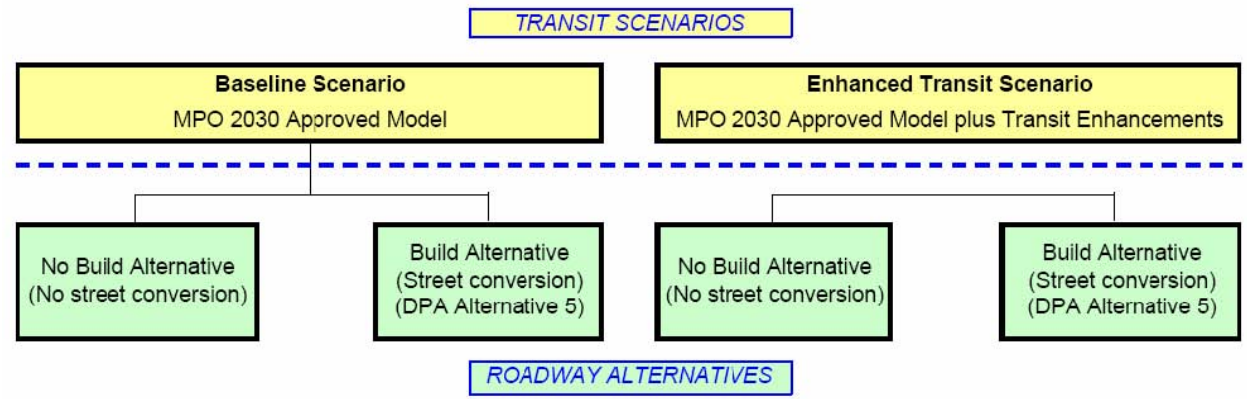


Refined Alternative



VISSIM Model Snapshot

The following schematic graphically depicts the previously explained transit scenarios and roadway alternatives considered within this study.



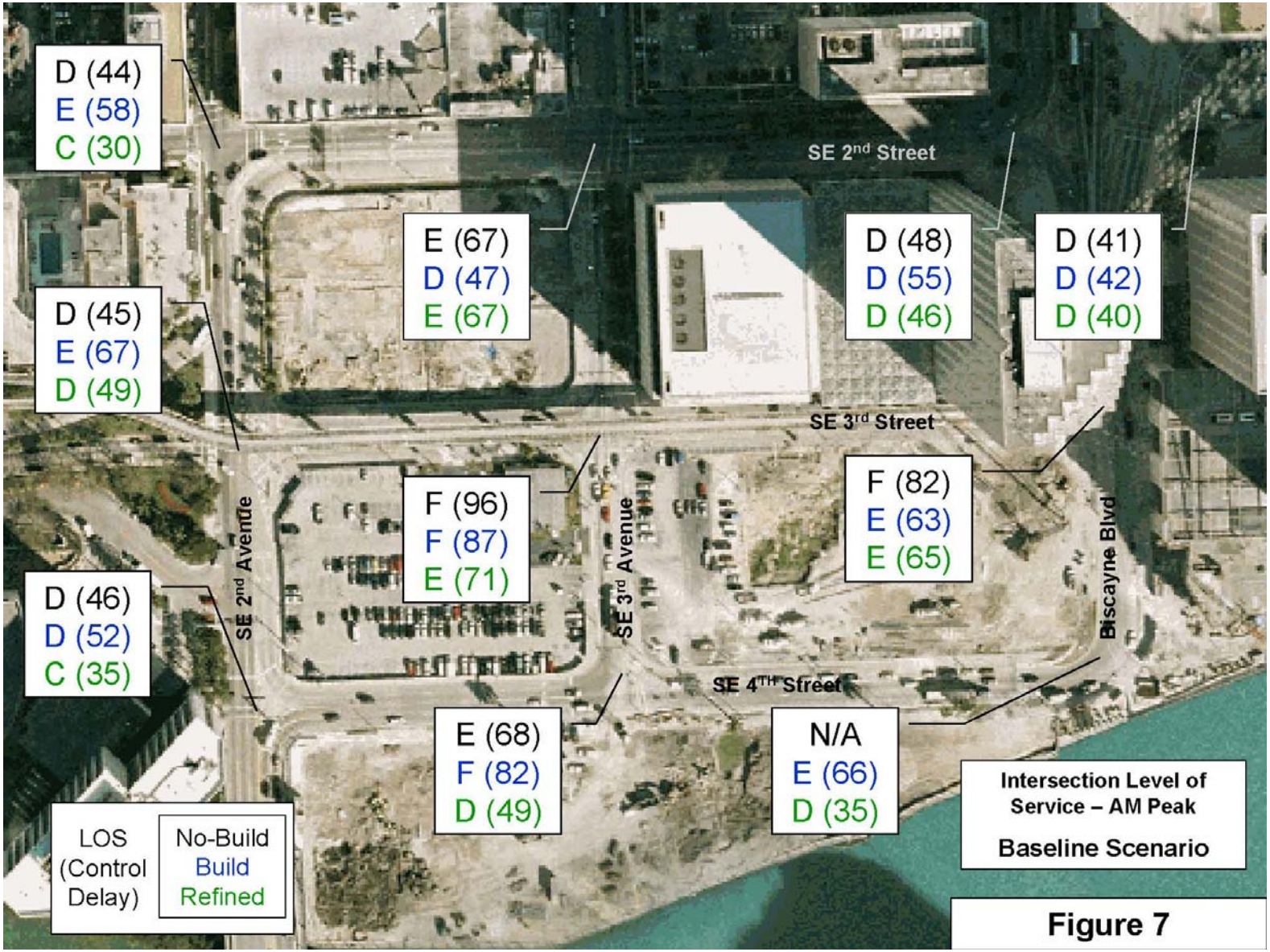
In this way four (4) FSUTMS models were produced to obtain traffic projections for each of the alternatives reviewed under each transit scenario. Each model reflected a combination of a particular street geometry within the study area and transit characteristics accordingly with the alternative and scenario evaluated. The output obtained from these models consisted of Peak Season Weekday Average Daily Traffic (PSWADT) and turning movements at each street within the study area.

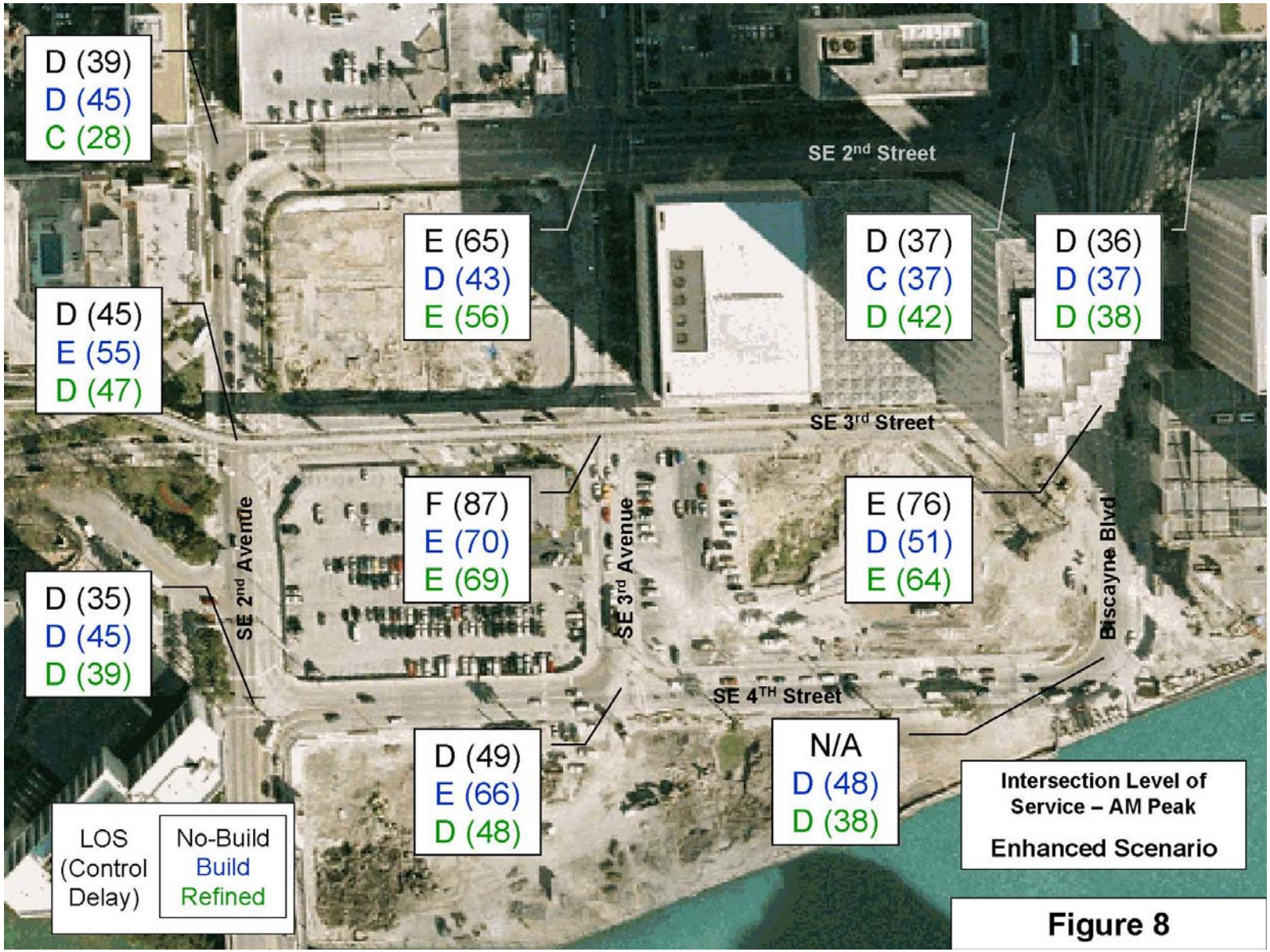
It should be stressed that the study area is in the heart of the Miami Central Business District (CBD) and it is currently undergoing a significant growth with several commercial, office and residential projects already approved and/or under construction (see Picture 1). Therefore, and as a control measure, an attempt was made to verify the conservativeness of the peak hour vehicle volumes generated with the travel demand forecast tool FSUTMS within the study area. For this purpose, using information provided by the City of Miami regarding the type and extension of some of the projected developments (as shown in Figure 2 and Appendix A), trip estimates were calculated following the methodology established in the 7th edition of the ITE Trip Generation manual from the Institute of Transportation Engineers (ITE) [3]. It was determined that the results obtained using FSUTMS were of a conservative nature.

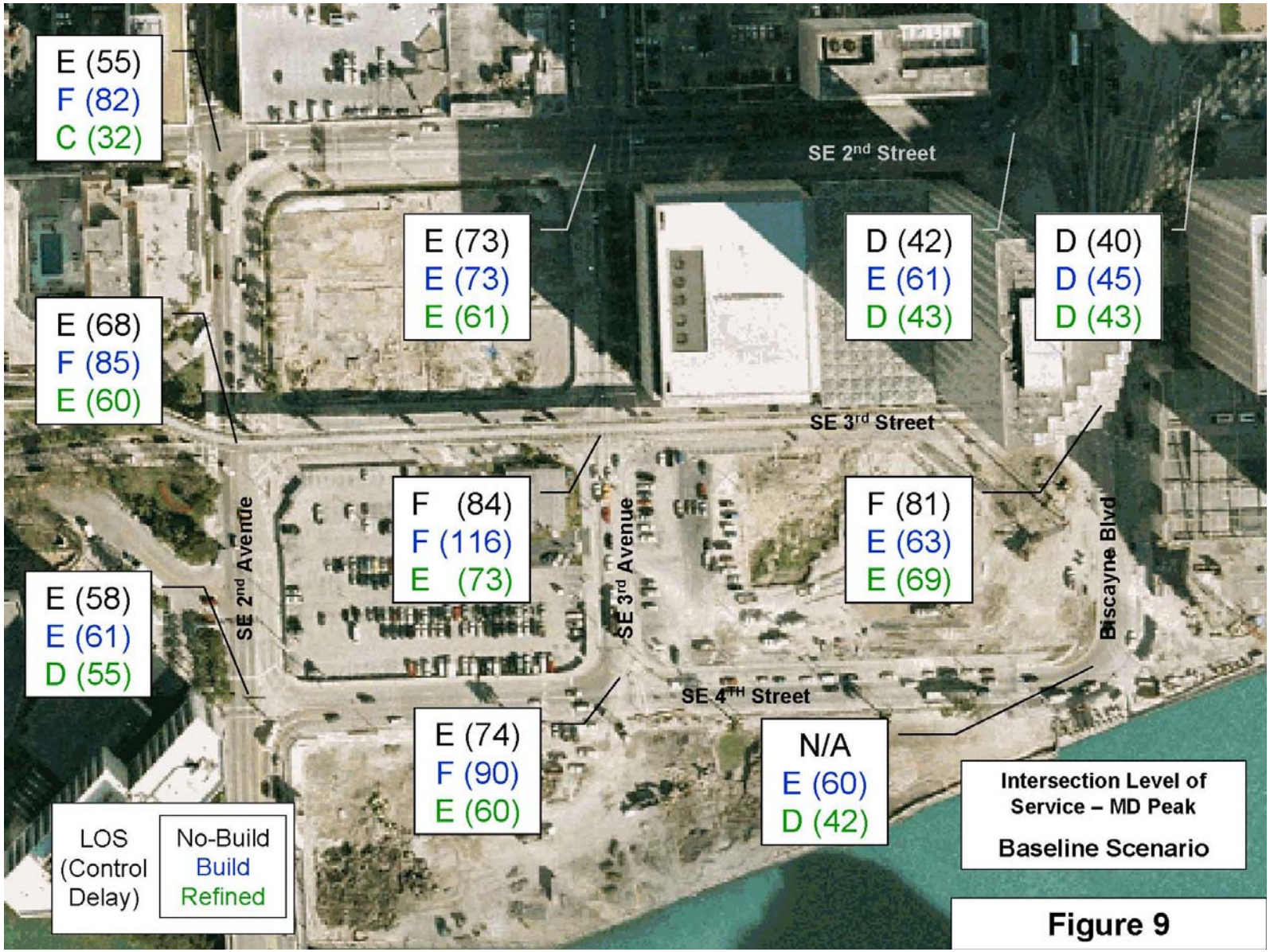
3.2. Peak Hour Volume Development

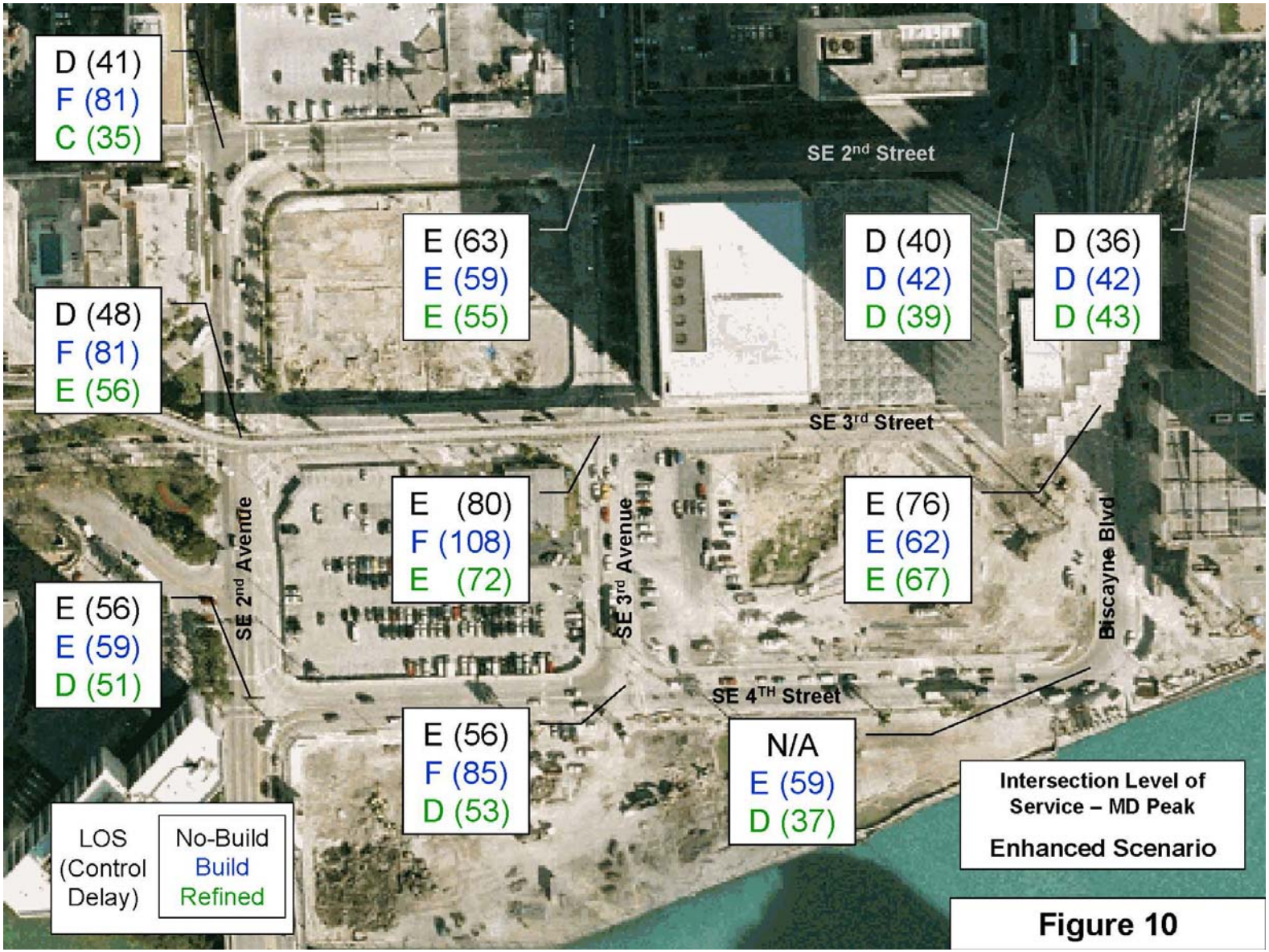
The PSWADT (Peak Season Weekday Average Daily Traffic) projections yielded by the FSUTMS models (included in Appendix B) were converted initially to Annual Average Daily Traffic (AADT) values using a Model Output Conversion Factor (MOCF) factor of

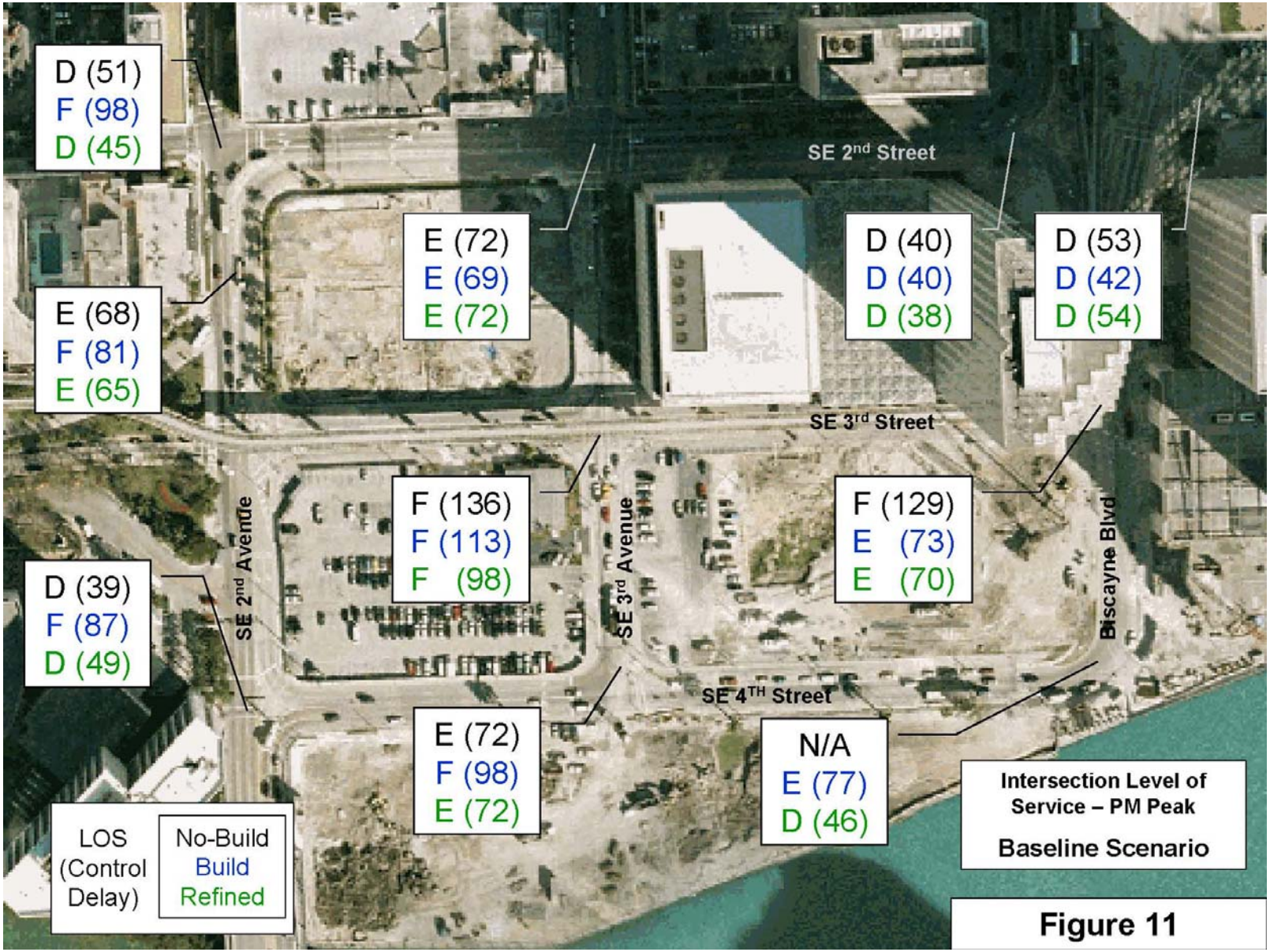
0.98 extracted from the Florida Traffic Information (FTI) CD 2004 [4]. Parsons Brinckerhoff, Inc.


D (44)
E (58)
C (30)
E (67)
D (47)
E (67)
D (48)
D (55)
D (46)
D (41)
D (42)
D (40)
D (45)
E (67)
D (49)
SE 2nd Street
SE 3rd Street
F (96)
F (87)
E (71)
F (82)
E (63)
E (65)
SE 2nd Avenue
SE 3rd Avenue
Biscayne Blvd
D (46)
D (52)
C (35)
SE 4TH Street
E (68)
F (82)
D (49)
N/A
E (66)
D (35)
LOS (Control Delay)
No-Build
Build
Refined
Intersection Level of Service – AM Peak
Baseline Scenario
Figure 7


D (39)
D (45)
C (28)
SE 2nd Street
E (65)
D (43)
E (56)
D (37)
C (37)
D (42)
D (36)
D (37)
D (38)
D (45)
E (55)
D (47)
SE 3rd Street
F (87)
E (70)
E (69)
E (76)
D (51)
E (64)
SE 2nd Avenue
SE 3rd Avenue
Biscayne Blvd
D (35)
D (45)
D (39)
SE 4TH Street
D (49)
E (66)
D (48)
N/A
D (48)
D (38)
LOS (Control Delay)
No-Build
Build
Refined
Intersection Level of Service – AM Peak
Enhanced Scenario
Figure 8


E (55)
F (82)
C (32)
E (73)
E (73)
E (61)
D (42)
E (61)
D (43)
D (40)
D (45)
D (43)
E (68)
F (85)
E (60)
SE 2nd Street
SE 3rd Street
F (84)
F (116)
E (73)
F (81)
E (63)
E (69)
SE 2nd Avenue
SE 3rd Avenue
Biscayne Blvd
E (58)
E (61)
D (55)
SE 4TH Street
E (74)
F (90)
E (60)
N/A
E (60)
D (42)
LOS
(Control
Delay)
No-Build
Build
Refined
Intersection Level of Service – MD Peak
Baseline Scenario
Figure 9


D (41)
F (81)
C (35)
E (63)
E (59)
E (55)
D (40)
D (42)
D (39)
D (36)
D (42)
D (43)
D (48)
F (81)
E (56)
SE 2nd Street
SE 3rd Street
SE 2nd Avenue
SE 3rd Avenue
Biscayne Blvd
E (80)
F (108)
E (72)
E (76)
E (62)
E (67)
E (56)
E (59)
D (51)
SE 4TH Street
E (56)
F (85)
D (53)
N/A
E (59)
D (37)
LOS (Control Delay)
No-Build
Build
Refined
Intersection Level of Service – MD Peak
Enhanced Scenario
Figure 10


D (51)
F (98)
D (45)
E (72)
E (69)
E (72)
D (40)
D (40)
D (38)
D (53)
D (42)
D (54)
E (68)
F (81)
E (65)
SE 2nd Street
SE 3rd Street
SE 2nd Avenue
SE 3rd Avenue
Biscayne Blvd
F (136)
F (113)
F (98)
F (129)
E (73)
E (70)
D (39)
F (87)
D (49)
SE 4TH Street
E (72)
F (98)
E (72)
N/A
E (77)
D (46)
LOS (Control Delay)
No-Build
Build
Refined
Intersection Level of Service – PM Peak
Baseline Scenario
Figure 11

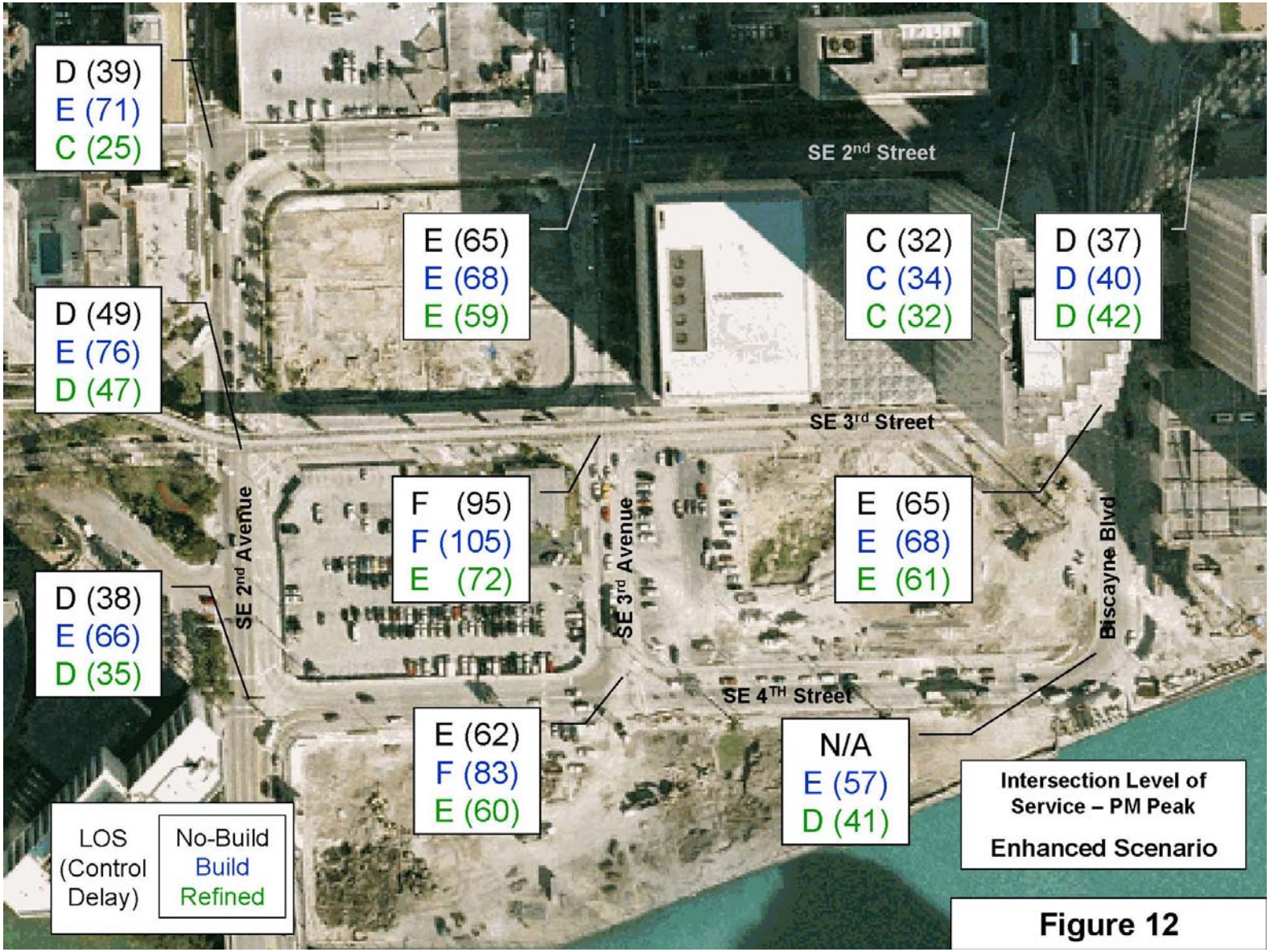

D (39)
E (71)
C (25)
SE 2nd Street
E (65)
E (68)
E (59)
C (32)
C (34)
C (32)
D (37)
D (40)
D (42)
D (49)
E (76)
D (47)
SE 3rd Street
SE 2nd Avenue
F (95)
F (105)
E (72)
SE 3rd Avenue
E (65)
E (68)
E (61)
Biscayne Blvd
D (38)
E (66)
D (35)
SE 4TH Street
E (62)
F (83)
E (60)
N/A
E (57)
D (41)
LOS (Control Delay)
No-Build
Build
Refined
Intersection Level of Service – PM Peak
Enhanced Scenario

Figure 12

REFINED ALTERNATIVE – BENEFITS TO THE DUPONT AREA

- PROVIDES LOCAL ACCESSIBILITY WHILE MAINTAINING ACCEPTABLE MOBILITY THROUGHOUT THE AREA
- PROPER LANE BALANCING THROUGHOUT THE ROADWAY NETWORK ALLOWS GREATER VOLUMES TO BE PROCESSED
- IMPROVES LEVEL OF SERVICE AND REDUCES DELAYS DURING BRIDGE OPENINGS
- PROVIDES MORE ACCESSIBILITY FOR LOCAL TRAFFIC VIA TWO-WAY CONVERSION OF SE 3RD STREET
- PROVIDES ADDITIONAL ACCESS TO I-95 FROM BRICKELL AVENUE/SE 2ND AVENUE AND FROM BISCAYNE BOULEVARD VIA SE 3RD STREET

Next Steps

- Final TAC Meeting for Endorsement of the Refined Alternative
- Public Hearing – Date To Be Determined following Final TAC Meeting
- Petition Metropolitan Planning Organization (MPO) to include project in funded TIP and LRTP
- Proceed with design phase in 2007
- Begin Construction phase in 2008 pending funding
- $16.6 Million of City Street Bond Funds for design and partial construction phase (Total Project Cost is approximately $30 Million)