



# Town of Medley

Financial Management Number: 435754-2-22-01

## Freight Mobility Improvement Plan

The demand for manufacturing, importing and exporting goods into and out of South Florida is rapidly growing. Accordingly, the Florida Department of Transportation (FDOT) continues to make infrastructure investments to optimize how freight moves throughout the region and to minimize impacts to passenger travel. Between FY16 and FY20, FDOT will be carrying out 7 mobility studies that collectively will comprehensively address optimizing freight movement in South Florida. The first of the 7 studies, TOWN OF MEDLEY FREIGHT PLAN, is now under way.



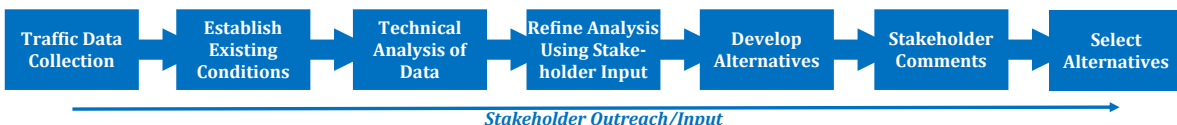
**Background:** The Town of Medley, an 8-square mile municipality in northwest Miami-Dade County, is essential to South Florida's economic prosperity. The Town is home to over 1,800 businesses, a large majority of which are warehouse and products distribution centers. Its location, relative to major freight logistics facilities, such as US-27, Florida's Turnpike Extension, Miami International Airport, Florida East Coast Railway, and PortMiami, highlights its value to goods movement. Due to its ease of access, the Town has established itself as a prime location for industrial development resulting in a high concentration of industrial and freight-logistic related activities. As a result, congestion is high and is taking a toll on the Town's aging infrastructure.

**Study Area:** The Town is bounded by the Miami Canal to the north, Florida's Turnpike Extension to the west, NW 74th Street to the south and West 12th Avenue to the east. The study area is within the limits of the Town; however the study will consider

the impacts of an area of influence within a 2-mile buffer of the Town's limits.

**Study Description:** The purpose of the study is to improve freight movement and circulation within [and around] the Town's existing transportation system, investigate freight corridors within the Medley area and develop a plan of viable alternatives to enhance freight connectivity and minimize conflicts. The Consultant Team, under the guidance of FDOT's District VI, will assess current conditions by reviewing previous and on-going studies, identifying existing infrastructure and collecting and analyzing traffic data and documenting and referencing stakeholders' input. Additionally, the Consultant Team will follow the FDOT Efficient Transportation Decision-Making (ETDM) process as required by the Office of Environmental Management. The end products will be identification of definitive necessary improvements, conceptual designs, purpose and need and program requirements.

**Schedule:** The Consultant Team received the Notice to Proceed (NTP) on April 1, 2016 and began gathering data and conducting analysis. The Draft Recommendations Report is due April 5, 2017 and the Final Recommendations Report is due May 3, 2017.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.



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**Recommendations:** The following recommendations were developed based on the alternatives analysis conducted for the Town of Medley by considering different growth scenarios in the region and their impacts on freight movement in Town of Medley, based on communications with stakeholders identified for the study. The recommendations below also incorporate relevant projects identified in the adopted Miami-Dade LRTP. The recommendations are categorized as short-term, mid-term, and long-term with respect to their implementation schedules. The consideration of the need for right of way acquisition and National Environmental Policy Act (NEPA) compliance played significant roles in determining the time period the proposed improvements can be practically implemented.

Included in the recommendations is an item (No. 33) to implement the findings of the currently in process *Town of Medley Multimodal Mobility Plan*. The Freight Plan's study team has coordinated with the study team of the *Town of Medley Mobility Plan* and recognizes the value in making commuter modal choices more attractive as a strategy of congestion management. Reducing single occupant vehicle trips within the Town of Medley for the relatively large amount of persons employed within the Town will also benefit local freight mobility and connectivity with the regional freight network.

It should be noted that the planned improvements to Okeechobee Road as part of their PD&E study provide considerable enhancement to capacity and level of service along this corridor. Many of the deficiencies identified during the study can be addressed by the proposed improvements. The recommendations provided below assume that all planned improvements to Okeechobee Road will be implemented, and the identified projects represent additional improvements needed for the study area.

FM No. 435754-2-22-01: Town of Medley Freight Improvement Plan Recommendations

Term	No.	Corridor	State Road	Limits	Description	Cost Estimate (000s)
Short	1	NW 121 <sup>st</sup> Way	N/A	South River Drive to NW 102 <sup>nd</sup> Road	Resurfacing to fix potholes/slippery pavement when wet.	TBD
Short	2	NW 138 <sup>th</sup> Street	N/A	At NW 115 <sup>th</sup> Avenue	Resurfacing to fix flood retention issues during raining conditions.	TBD
Short	3	NW 105 <sup>th</sup> Way	SR-25	At US-27/Okeechobee Road	Widen turning radius.	TBD
Short	4	NW 106 <sup>th</sup> Street/ NW 116 <sup>th</sup> Way/Hialeah Gardens Boulevard	N/A	SR-821/HEFT to US-27/Okeechobee Road	Transportation Systems Management and Operations (TSM&O).	TBD
Short	5	NW 138 <sup>th</sup> Street	N/A	US-27/Okeechobee Road to NW 115 <sup>th</sup> Avenue	Access management, operational, and drainage improvements.	TBD
Short	6	NW 72 <sup>nd</sup> Avenue	SR-969	At SR-934/Hialeah Expressway	Operational improvements.	TBD
Short	7	NW 116 <sup>th</sup> Way	N/A	US-27/Okeechobee Road to South River Drive	Signal re-timing and coordination.	TBD
Short	8	NW 74 <sup>th</sup> Street	SR-934	NW 84 <sup>th</sup> Avenue to NW 74 <sup>th</sup> Avenue	Merge and close some access points on the south side of NW 74 <sup>th</sup> Street if possible. Provide advance signage WB lane drops after NW 79 <sup>th</sup> Place and other congestion management strategies.	TBD
Short	9	US-27/Okeechobee Road	SR-25	SR-821/HEFT to NW 74 <sup>th</sup> Street	Use of Traffic Adaptive Signal System throughout the corridor.	TBD
Short	10	NW 106 <sup>th</sup> Street/ NW 116 <sup>th</sup> Way/Hialeah Gardens Boulevard	N/A	SR-821/HEFT to I-75/NW 138 <sup>th</sup> Street	Use of Traffic Adaptive Signal System throughout the corridor.	TBD
Short	11	NW 74 <sup>th</sup> Street	SR-934	SR-821/HEFT to US-27/Okeechobee Road	Use of Traffic Adaptive Signal System throughout the corridor.	TBD
Short	12	NW 138 <sup>th</sup> Street	N/A	US-27/Okeechobee Road to SR-826/Palmetto Expressway	Use of Traffic Adaptive Signal System throughout the corridor.	TBD
Short	13	NW 122 <sup>nd</sup> Street	N/A	US-27/Okeechobee Road to SR-826/Palmetto Expressway	Use of Traffic Adaptive Signal System throughout the corridor.	TBD
Short	14	NW 103 <sup>rd</sup> Street	SR-932	US-27/Okeechobee Road to SR-826/Palmetto Expressway	Use of Traffic Adaptive Signal System throughout the corridor.	TBD



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Term	No.	Corridor	State Road	Limits	Description	Cost Estimate (000s)
Mid	15	NW 121 <sup>st</sup> Way	N/A	South River Drive to NW 102 <sup>nd</sup> Road	Widen from 2 to 4 lanes.	TBD
Mid	16	NW 106 <sup>th</sup> Street	N/A	South River Drive to NW 116 <sup>th</sup> Way	Widen from 2 to 4 lanes.	TBD
Mid	17	NW 102 <sup>nd</sup> Road	N/A	NW 116 <sup>th</sup> Way to NW 121 <sup>st</sup> Way	Widen from 2 to 4 lanes.	TBD
Mid	18	NW 100 <sup>th</sup> Road	N/A	NW 116 <sup>th</sup> Way to NW 121 <sup>st</sup> Way	Acquire Right-of-Way and construct roadway.	TBD
Mid	19	NW 90 <sup>th</sup> Street	N/A	NW 87 <sup>th</sup> Avenue to NW 97 <sup>th</sup> Avenue	Acquire Right-of-Way and construct roadway.	TBD
Mid	20	NW 97 <sup>th</sup> Avenue	N/A	North of NW 74 <sup>th</sup> Street to NW 90 <sup>th</sup> Street	Acquire Right-of-Way and construct roadway.	TBD
Mid	21	NW 97 <sup>th</sup> Avenue	N/A	North of NW 90 <sup>th</sup> Street to NW 106 <sup>th</sup> Street	Acquire Right-of-Way and construct roadway.	TBD
Mid	22	NW 107 <sup>th</sup> Avenue	N/A	South of NW 122 <sup>nd</sup> Street to NW 106 <sup>th</sup> Street	Acquire Right-of-Way and construct roadway.	TBD
Mid	23	NW South River Drive	N/A	NW 107 <sup>th</sup> Avenue to NW 74 <sup>th</sup> Avenue	Roadway and operational improvements; add dedicated left turn lane(s) that can accommodate truck movements.	TBD
Mid	24	NW 107 <sup>th</sup> Avenue	N/A	US-27/Okeechobee Road to 1,000 feet North of NW 122 <sup>nd</sup> Street	Widen Bridge over Miami Canal, re-time and improve signal coordination.	TBD
Mid	25	SR-826 Palmetto Express Bus (East)	SR-826	Palmetto Intermodal Terminal to Golden Glades Interchange	Implement express bus service on managed lanes between terminals.	TBD
Mid	26	SR-826 Palmetto Express Bus (North)	SR-826	Palmetto Intermodal Terminal to I-75/NW 138 <sup>th</sup> Street Interchange	Express commuter transit service.	TBD
Mid - Long	27	US-27/Okeechobee Road	SR-25	Entire corridor within the Town of Medley.	Implement Active Arterial Management Techniques, including dynamic message sign system, CCTV coverage and detection systems that can collect traffic data.	TBD
Mid - Long	28	Citywide	N/A	N/A	Implementation of a Virtual Freight Network (VFN) that identifies operational strategies using intelligent transportation technology to improve freight mobility within the area.	TBD
Mid - Long	29	Citywide	N/A	N/A	Dynamic routing of freight vehicles.	TBD
Long	30	US-27/Okeechobee Road	SR-25	SR-826/Palmetto Expressway to Palm Beach County Line	Build truck only lane.	TBD
Long	31	Palmetto Intermodal Terminal	SR-826	SR-826/Palmetto Expressway Managed Lanes to Palmetto Intermodal Center	Direct access ramps for transit. Coordinate with multimodal study.	TBD
Long	32	Okeechobee Enhanced Bus Intermodal Terminal	SR-821	SR-821/HEFT to Miami Intermodal Center	Implement limited stop enhanced bus service.	TBD
Other	33	Citywide (Policy)	N/A	At-grade railroad crossings	Monitor rail movements along the Florida East Coast (FEC) railroad corridor in the study area on an annual basis.	TBD
Other	34	Citywide (Coordination)	N/A	Multimodal Project per Multimodal Mobility Plan	Recommendations from the Town of Medley Mobility plan (including TDM strategies) that reduce the demand for local automobile travel, specifically for employees (i.e. bus circulator, bicycle/pedestrian facilities).	TBD
Other	35	Citywide (Policy)	N/A	At-grade railroad crossings	Evaluate the need for rail grade separations at affected locations.	TBD



