

Dr. Lawrence S. Feldman, Chair

**SUBJECT: TRANSITWAY ACCESS**

**COMMITTEE: INNOVATION, GOVERNMENTAL RELATIONS, AND  
COMMUNITY ENGAGEMENT**

**LINK TO STRATEGIC  
BLUEPRINT: SAFE, HEALTHY AND SUPPORTIVE LEARNING  
ENVIRONMENT**

The South Dade Transitway is a traffic lane dedicated to transit solely by sanctioned vehicles, such as county buses and emergency vehicles. Running parallel to U.S. 1, the South Dade Transitway travels from the northernmost point at Dadeland Station, south to 344th Street in Florida City.

South Dade residents, commuters, and business entities can attest to increasingly heavy traffic and congestion on U.S. 1 causing delayed travel times and frustration. Most recently, *The Miami Herald* covered aspects of traffic and the role of zoning and urbanization along the U.S. 1 corridor. The news article cited national standards that grade roadways using an A to F scale and noted that “stretches of U.S. 1 in South Dade get grades of D, E, or F”. Further, according to the Miami-Dade Transportation Planning Organization, traffic gets an ‘F’ during the morning rush hour. Needless to say, Miami-Dade County Public Schools (M-DCPS) buses transporting students along this roadway during the morning and afternoon rush hours are not only negatively impacted and subject to these traffic conditions but add to the burden placed upon all drivers in terms of travel and wait times, congestion, travel and windshield times.

Recently, collaborative efforts between Commissioner Daniella Levine Cava, the South Dade Economic Redevelopment Council, and my office have yielded possible solutions that address traffic congestion for our communities, while simultaneously benefiting students and families through expedited travel times, as well as, reducing our carbon footprint, greenhouse emissions, wear and tear on bus tires, and maintenance and associated costs. One such solution is the proposed county access to the Transitway for M-DCPS buses. Access to the Transitway would effectively remove the school bus fleet from U.S. 1 and congested peripheral roadways, thereby easing congestion during peak traffic hours in the morning and afternoon. For students and families, the added benefit of reaching their schools, ready and energized, and their homes earlier to begin afterschool activities is immeasurable.

Based on current routes, 120 buses could potentially benefit from access to the Transitway. As many as 40 M-DCPS buses approach the Dadeland Metrorail Station, north of Killian Parkway (104 Street SW). Another 80 routes would benefit from using portions of the busway south of Killian Parkway. Preliminary estimates propose an estimated reduction in travel time from 15 to 45 minutes for approximately 500 students.

Miami-Dade County Commissioner Daniella Levine-Cava has filed Legislative Item Number 17452, a Resolution seeking to analyze the potential benefits of allowing M-DCPS buses to utilize the South Dade Transitway to transport students to and from school or school-related events. It is the intent of this item to authorize the Superintendent to assist in providing data, as necessary and appropriate, to the County for the purpose of this analysis. } Revised

This item has been reviewed and approved by the School Board Attorney's office as to form and legal sufficiency.

**ACTION PROPOSED BY  
DR. LAWRENCE S. FELDMAN:**

That The School Board of Miami-Dade County Public Schools authorize the Superintendent to provide data, as necessary and appropriate, to Miami-Dade County for the purpose of this analysis. } Revised