

April 26, 2013



2040 LRTP

Agenda

- ▶ Introductions
- ▶ 2040 Goals and Objectives follow-up
- ▶ Measures
 - Measures of Effectiveness
 - Goal scales
 - Goal elements analysis
- ▶ LRTP Website
- ▶ Existing plus Committed (E+C) network definition
- ▶ Meeting Adjournment



Goals and Objectives Changes Since Last Meeting

- Southeast Florida Regional Climate Action Plan review
- Florida State Health Improvement Plan 2012-2015 review
- Changed the MOE for Objective 1.7 from “Number of transit transfers” to “Transit travel time for key travel markets”
- Changed wording of Objective 2.4 from “Implement Safe Routes to School” to “Develop and implement Safe Routes to School”
- Added Objective 8.10 “Achieve and maintain a state of good repair for evacuation corridors”



Goals and Objectives Changes Since Last Meeting

- Changed MOE for Objective 6.6 to reflect all modes (highway, freight rail, and transit) “Percentage of funding dedicated to SIS hubs, corridors, and connectors by mode (freight rail, transit, and highway)”
- Added MOE to Objective 8.1 to include transit “Transit route miles on managed lanes”
- Made language referring to Managed Lanes consistent throughout Goals, Objectives, and Measures
- Changed wording of Objective 8.9 to clarify. Changed “Fix existing infrastructure first” to “Repair and maintain existing infrastructure first”



2035 LRTP Goals

1. Improve Transportation System and **Travel**.
2. Increase the **Safety** of the Transportation System for Motorized and Non-Motorized Users.
3. Increase the **Security** of the Transportation System for Motorized and Non-Motorized Users.
4. Support **Economic** Vitality.
5. Protect and Preserve the **Environment** and Quality of Life and Promote Energy Conservation.
6. Enhance the Integration and **Connectivity** of the Transportation System, Across and Between Modes, for People and Freight.
7. Optimize **Sound Investment** Strategies for System Improvement and Management/Operation.
8. Maximize and **Preserve** the Existing Transportation System.



Plans Reviewed

LRTP and Federal Plans

- 2035 Long Range Transportation Plan (2009)
- MAP-21 National Goals (2012)
- 2035 Regional Long Range Transportation Plan (2009)
- Creating Equitable, Healthy, and Sustainable Communities [EPA] (2013)

State Plans

- Florida Strategic Highway Safety Plan (2012)
- 2060 Florida Transportation Plan (2010)
- Florida Strategic Intermodal System Strategic Plan (2010)
- Six Pillars 20-Year Strategic Plan (2012)
- Florida State Health Improvement Plan 2012-2015

Local/Regional Plans

- One Community One Goal Strategic Plan (2012)
- Comprehensive Development Master Plan (2011, Amended)
- Port of Miami 2035 Master Plan (2011)
- Greenprint: Our Design for a Sustainable Future (2010)
- Southeast Florida Regional Climate Action Plan



Goal 1 – Improve Transportation System and Travel

1. Improve accessibility to major health care, recreation, education, employment and cultural facilities
2. Enhance mobility for people and freight
3. Reduce Congestion
4. Maximize multimodal travel options and provide travel choices
5. Fill transit service gaps
6. Promote ~~transit~~ system reliability

(Change from transit to system to address MAP-21 National Performance Goal. Add MOE for highway reliability.)

7. Improve transportation facilities' and services' regional connectivity

Goal 1 – Improve Transportation System and Travel

8. Include provisions for non-motorized modes in new projects and in reconstructions
9. Promote new non-motorized (bicycle, pedestrian, greenways) projects through new projects or reconstructions
10. Increase reverse commute opportunities for disadvantaged communities
11. Promote transportation improvements that provide for the needs of the elderly and disabled
- ~~12. Improve transit services that provide access to educational facilities~~
(This is addressed by Objective 1.1)

Goal 2 – Increase the Safety of the Transportation System for Motorized and Non-Motorized Users

1. Improve safety on facilities and in operations
2. Reduce roadway and multi-modal crashes
3. Increase safety at transit stops and intermodal stations and connections
4. Develop and Implement safe route to schools
5. Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other nonmotorized vehicles)
(from State Highway Safety Plan)
6. Accommodate the safe and convenient movement of pedestrians and non-motorized vehicles
(from Comprehensive Development Master Plan)

Goal 3 – Increase the Security of the Transportation System for Motorized and Non-Motorized Users

1. Enhance the capacity of evacuation corridors
2. Improve transportation security for facilities and in operations
3. Ensure transportation options are available during emergency evacuations for the elderly and persons with disabilities
4. Ensure security at ports, airports, and major intermodal centers/terminals

Goal 4 – Support Economic Vitality

1. Increase access to employment sites
2. Enhance tourist travel and access opportunities
3. Increase and improve passenger and good access to airports and seaports
4. Augment multimodal access to major activity centers
5. Enhance the efficient movement of freight and goods
6. Implement projects that support economic development and redevelopment areas
7. Plan and develop transportation systems to provide adequate connectivity to economically productive rural areas
(from 2060 Florida Transportation Plan)

Goal 4 – Support Economic Vitality

8. Invest in Port Miami infrastructure to further increase competitiveness for Post Panamax traffic
(from One Community One Goal)
9. Expand cargo-handling and related intermodal facilities to the optimum extent
(from Comprehensive Development Master Plan)

Goal 5 – Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation

1. Minimize and mitigate air and water quality impacts of transportation facilities, services, and operations
2. Reduce fossil fuels use
3. Promote projects that support urban infill and densification
4. Minimize adverse impacts to established neighborhoods
5. Promote transportation improvements that are consistent with adopted comprehensive development master plans
6. Prioritize funding to favor intra-urban (within UDB) improvements
- ~~7. Promote the use of alternative vehicle technologies~~
(This is addressed by Objective 2)
8. Apply transportation and land use planning techniques, such as transit-oriented development, that support intermodal connections and coordination

Goal 5 – Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation

9. Coordinate transportation and land use decisions to support livable rural and urban communities
(from 2060 Florida Transportation Plan)
10. Protect the ~~natural environment and~~ historic areas
(from 2035 Regional LRTP)
11. Coordinate transportation investments with other public and private decisions to foster livable communities
(from 2060 Florida Transportation Plan)

Goal 6 – Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight.

1. Improve connectivity to Strategic Intermodal System (SIS) and intermodal facilities
2. Provide multi-modal options consistent with the local government comprehensive plan
3. ~~Facilitate connections between transportation modes~~ Integrate modal infrastructure, technologies, and payments systems to provide seamless connectivity for passenger and freight trips from origin to destination (from 2060 Florida Transportation Plan)
4. Improve goods movement by enhanced intermodal access and other infrastructure that serve major freight origins and destinations in Miami-Dade County

Goal 6 – Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight.

5. Improve freight movement operations and reliability by promoting expedient and cooperative practices across all modes
6. Reinforce and transform Florida's Strategic Intermodal System facilities to provide multimodal options for moving people and freight
(from 2060 Florida Transportation Plan)

Goal 7 – Optimize Sound Investment Strategies for System Improvement and Management/Operation

1. Optimize benefits of capital expenditures
2. Optimize operations and maintenance expenses
3. Optimize applications of People's Transportation Plan funding
4. Maximize use of State, Federal, and private sector funding sources
- ~~5. Maximize use of State and Federal funding sources~~
(Combine with Objective 4.)
6. Promote local improvement projects within the systems improvement context
7. County will establish strong regional linkages with Southeast Florida governments to plan for infrastructure
(from Comprehensive Development Master Plan)

Goal 8 – Maximize and Preserve the Existing Transportation System

1. Continue to examine the provision and utilization of ~~special-use~~ managed lanes on the existing system
2. Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system
3. Identify and reserve corridors and right-of-way (on roadways, railways, and waterways) for future transportation facilities and services
4. Expand the use of Transportation Demand Management (TDM) strategies
5. Achieve and maintain a state of good repair for transportation assets for all modes

(from 2060 Florida Transportation Plan)

Goal 8 – Maximize and Preserve the Existing Transportation System

6. Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate trends and events
(from 2060 Florida Transportation Plan)
7. Minimize damage to infrastructure from transportation vehicles
(from 2060 Florida Transportation Plan)
8. Ensure necessary supporting infrastructure (water, sewage, drainage) capacity is available for new projects and improvements
(from Comprehensive Development Master Plan)
9. Repair and maintain existing infrastructure first
(from Creating Equitable, Healthy, Sustainable Communities)
10. Achieve and maintain a state of good repair for evacuation corridors

Goals and Objectives - Measures

- Measures of Effectiveness (System)
 - ✓ Used to assess the performance of scenarios (E+C, Needs, CFP)
 - ✓ Important indicator of plan performance
- Goal Scales and Weights (Projects)
 - ✓ Used to assess projects against goals and objectives
 - ✓ Qualitative methodology
- Goal Elements Analysis (Projects)
 - ✓ Used to assess projects against goals and objectives
 - ✓ Quantitative methodology

Measures of Effectiveness Variables (System application)

Unit of Measure	Objective
Investment (\$s)	7.4
Expenditure/Travel Time Savings	7.1, 7.2, 7.3
Highway lane and centerline miles	1.1, 1.7, 4.2, 4.3, 4.4, 4.6, 4.7, 5.3, 5.6, 5.10, 6.1, 6.4, 8.1, 8.6, 8.7
Hours of delay	1.3, 1.6
Managed lane miles	1.4
Level of investment	2.1
Non-motorized facility miles	1.9
Non-motorized trips	1.9
Number of accidents	2.5, 2.6
Number of Projects	1.5, 1.7, 1.9, 5.8, 7.6, 8.4
Percentage of funding	4.4, 4.9, 6.6, 8.5

Unit of Measure	Objective
Percentage of sidewalks/trails	5.11
Qualitative	1.9, 2.3, 2.4, 3.2, 3.4, 4.5, 5.2, 5.4, 5.5, 5.9, 6.2, 6.3, 6.5, 7.7, 8.2, 8.3, 8.8, 8.9
Surface coverage on acres of wetlands	5.1
Tons of emissions	5.1
Total lane miles	3.1
Transit travel time	1.7
Transit passengers	1.2, 4.3
Transit Service Coverage	1.5
Transit service route miles	1.1, 1.4, 1.7, 1.10, 3.3, 4.2, 4.3, 4.4, 4.6, 5.2, 5.3, 5.6, 5.11, 8.1
Travel Time	1.2, 1.11, 4.1, 6.4
Vehicle Miles Traveled	5.2

Goal Scales – Goal 1: Improve Transportation System and Travel

Low (1): The project does not improve mobility or intermodal connectivity within the existing system.

Medium (2): The project addresses mobility and intermodal connectivity within the existing system.

High (3): The project addresses mobility and intermodal connectivity while enhancing accessibility to elderly/disadvantaged communities and/or educational facilities.

Goal Scales – Goal 2: Increase the Safety of the Transportation System for Motorized and Non-motorized Users

Low (1): The project does not address the safety of the transportation system.

Medium (2): The project indirectly addresses safety as part of a larger project and is designed in such a way as to reduce roadway and/or multimodal crashes.

High (3): The project's primary purpose is to improve safety for non-motorized, and/or multimodal facilities and decreases roadway and/or multimodal crashes.

Goal Scales – Goal 3: Increase the Security of the Transportation System for Motorized and Non-motorized Users

Low (1): The project neither enhances the capacity of evacuation corridors nor multimodal, airport, or seaport operational security.

Medium (2): The project improves evacuation corridors, and, if multimodal, airport, or seaport facilities are involved, improves security features.

High (3): The project increases the capacity of evacuation corridors that serve elderly and/or disadvantaged populations. If multimodal, airport, or seaport facilities are involved, the project improves security features.

Goal Scales – Goal 4: Support Economic Vitality

Low (1): The project does not improve access to existing/developing employment areas, tourist attractions, economically productive rural areas or freight centers/facilities.

Medium (2): The project improves access to existing/developing employment areas, tourist attractions, and/or economically productive rural areas.

High (3): The project improves multimodal access to redevelopment areas, tourist attractions , economically productive rural areas, and/or freight centers/facilities and/or improves capacity at the Port of Miami.

Goal Scales – Goal 5: Protect and Preserve the Environment and Quality of Life and Promote Energy Conservation

Low (1): The project promotes development outside the urban development boundary (UDB) or negatively impacts historic districts/sites.

Medium (2): The project does not promote development outside the UDB but supports non-single occupancy vehicle (SOV) modes of transportation.

High (3): The project improves livability by supporting infill and/or transit oriented development and promoting/developing alternative modes of transportation or alternative vehicle technologies.

Goal Scales – Goal 6: Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes, for People and Freight

Low (1): The project does not address or improve multimodal or intermodal facilities or operations.

Medium (2): The project supports multimodal options that facilitate greater movement of people and goods.

High (3): The project provides for or improves intermodal connectivity to SIS facilities and facilitates greater and more reliable access between modes, or to freight centers.

Goal Scales – Goal 7: Optimize Sound Investment Strategies for System Improvement and Management/Operation

Low (1): The project relies solely on local public funding sources.

Medium (2): The project is eligible for Federal or State funding sources in addition to local public funding.

High (3): The project applies private sector funding sources , in addition to Federal or State, PTP and/or comprises a portion of a regional project that can be partially funded by neighboring jurisdictions.

Goal Scales – Goal 8: Maximize and Preserve the Existing Transportation System

Low (1): The project is not focused on maintenance of the existing transportation system but rather provides for system expansion.

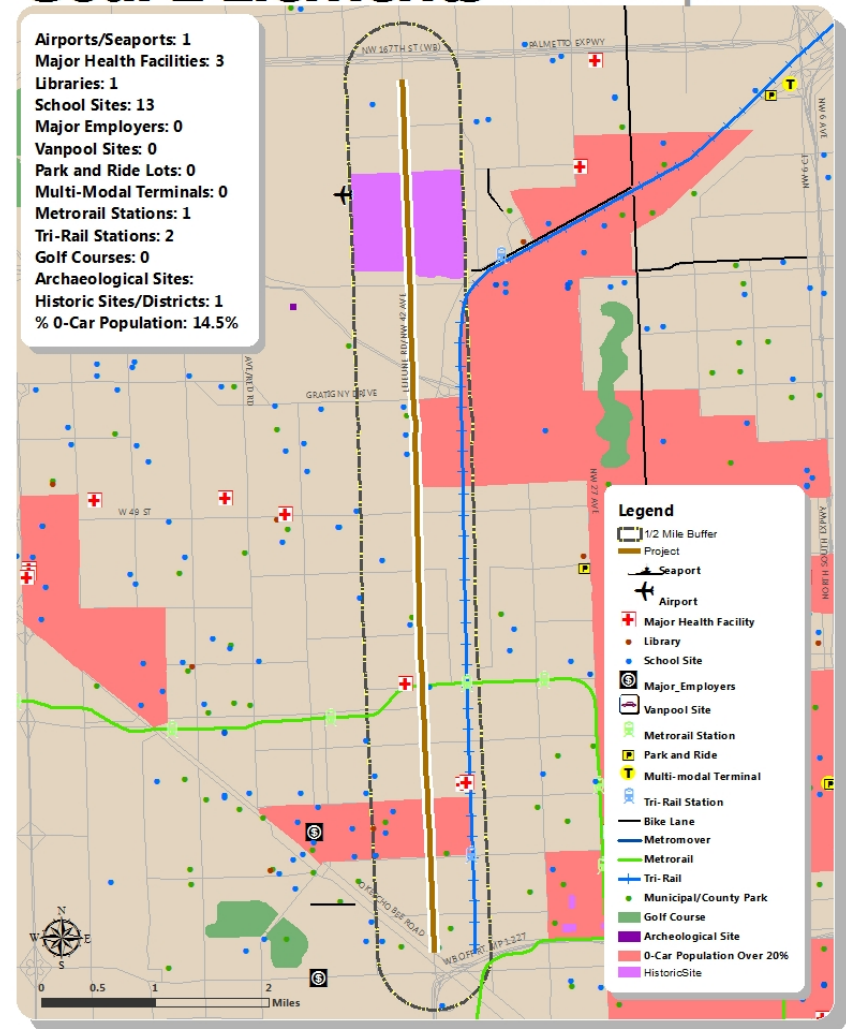
Medium (2): The project increases the overall efficiency and capacity of the existing system without a system expansion focus.

High (3): The project applies innovative technology and concepts including TDM strategies and/or managed lanes to augment the efficiency and capacity of the existing system and/or contributes to a “state of good repair” of the system.

Goal Elements Analysis

- A buffer is formed around each project (1/2 Mile shown)
- Selected elements are summarized within each buffer
(e.g., the number of airports/seaports, number of schools, number of recreational sites)
- FDOT Efficient Transportation Decision Making process (ETDM) will be utilized

Goal 1 Elements DRAFT Connect 4Xpress



LRTP Goals and Objectives – Next Steps

- ▶ Public workshops to review and weight G&O (in June)
- ▶ Steering Committee workshop to weight G&O
- ▶ Collect data for and fully develop GIS buffering tool

Vision Statement

Provide mobility options for Miami-Dade County residents and visitors and maximize the efficiency of the existing transportation system while promoting economic competitiveness and protecting the environment and livability of the County.



Vision Statement

Provide **mobility options** for Miami-Dade County residents and visitors and maximize the **efficiency** of the existing transportation system while promoting **economic competitiveness** and protecting the **environment** and **livability** of the County.



2040 LRTP Website

- Three basic sections on homepage
 - Projects
 - Latest News
 - Calender of Events
- Living “document” that will be updated throughout process
- Interactive elements on other pages
 - Mapping tool
 - Other public involvement activities
- www.miamidade2040lrtp.com



MOBILITY OPTIONS

2040

Miami-Dade Transportation Plan

EYES ON THE FUTURE

Follow Us:

Search this website...

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[Get Involved](#)
[Steering Committee](#)
[Mapping Tool](#)
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Photo by Asad Gilani

DID YOU KNOW

Miami-Dade County is the cruise ship capital of the world: 4.1 million passengers in 2010

Featured Plans

Roadways

Miami-Dade's roadway network includes 28 miles of interstate freeways, 111 miles of Turnpike and other freeways, 561 miles of major roadways, and over 5,900 miles of local streets and roads. In all, that's over 6,500 mile that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition there are over 110 bridges in... [\[Read More\]](#)

Public Transit

Miami-Dade Transit (MDT) is the largest public transportation system in Florida, operating a fleet of more than 828 buses as well as Metrorail (the 25-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). MDT's buses travel approximately 2.5 million miles a month, with service throughout Miami-Dade County and commuter express service extending well... [\[Read More\]](#)

Freight

There are over 130 miles of active railroad tracks, one major airport, and one seaport in Miami-Dade County. These represent the infrastructure used to move the highest flow of commodities anywhere in Florida, at more than 120 million tons annually. This infrastructure is critical to the While freight movements represent a small portion of... [\[Read More\]](#)

Bicycle/Pedestrian Facilities

There are more than 450 miles of bicycle pedestrian facilities in Miami-Dade County, including bicycle lanes, paved paths, paved shoulders, and unpaved trails, representing an extensive transportation infrastructure that caters to non-motorized modes of travel within Miami-Dade County.

Miami-Dade 2040 LRTP Kick-off Public Meetings

APRIL 11, 2013

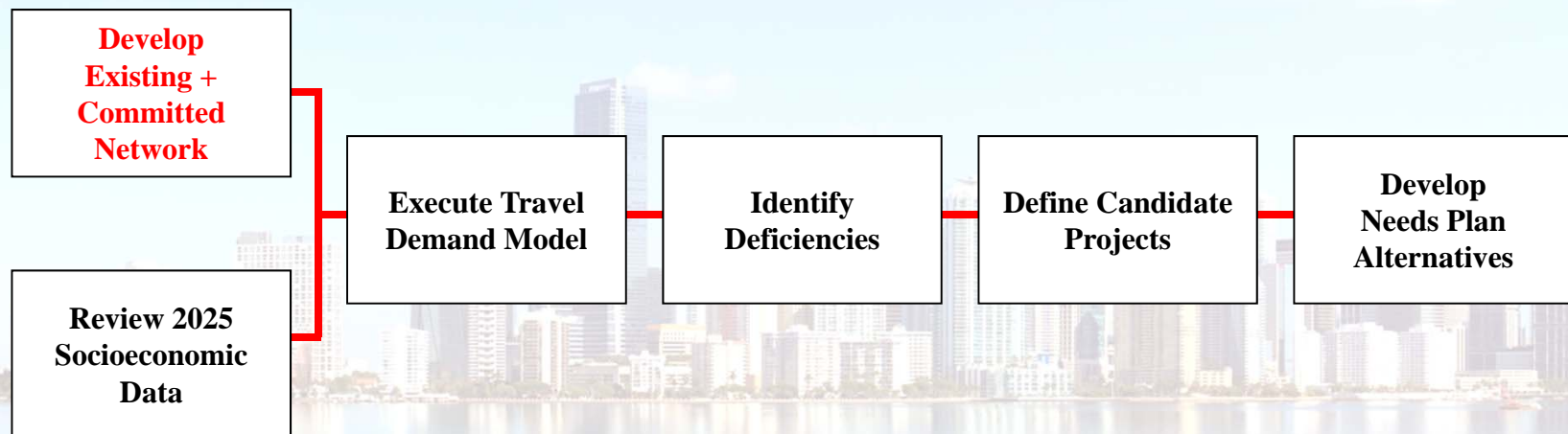
All are invited to attend the public kick-off meetings for the 2040 LRTP update, tentatively scheduled to take place in May/June 2013. Please check ... [\[Read More...\]](#)

Calendar

April 2013

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Existing plus Committed Network



Existing plus Committed Network

- **Existing** – what has been built since 2010 (validation year network)
 - Citizens TIP Completed Projects section
 - Input from committee members
- **Committed** – capacity projects funded in TIP for construction
 - Detailed descriptions of committed improvements necessary
 - Highway (number of lanes, facility type, etc.)
 - Transit (alignment, headway, stop/station locations and parking availability, fare)
- E+C a living concept
 - 2014 TIP (2018 network)
 - 2015 TIP (2019 network)

Miami-Dade 2040 LRTP

Questions / Comments

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