

**MIAMI-DADE
LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2040)**

STEERING COMMITTEE MEETING NO. 3

MEETING SUMMARY

**Stephen P. Clark Government Center
111 N. W. 1st Street
Miami, Fl 33128**

**Friday, March 8, 2013
10:00 A.M.
10th Floor CITT Conference Room**

Members Present

**Monica Cejas
Nilia Cartaya
Sergio Fernandez
Wilson Fernandez
Anamarie Garces
Rolando Jimenez
Elizabeth Rockwell
Thomas Rodriguez
Irma San Roman
Jose Sanchez
Napoleon Somoza
Phil Steinmiller
Vivian Villaamil
Norman Wartman
Lynda Westin
Patrick Wong**

Others Present

**Charesse Chester
Carlos Cejas
Odalys Delgado
Franco Saraceno**

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I. Welcome - Introduction of Steering Committee Members

Wilson Fernandez, Miami-Dade MPO, opened the meeting and members of the Steering Committee introduced themselves.

II. 2040 Goals and Objectives and Measures

Franco Saraceno, Gannett Fleming, presented the draft Goals and Objectives for the 2040 LRTP, which include the 2035 LRTP Goals and Objectives, with revisions based on a review of other plans, policies, and guidance documents, including:

1. MAP-21 National Goals
2. 2035 Regional LRTP for Southeast Florida
3. EPA's Creating Equitable, Healthy, and Sustainable Communities
4. Florida Strategic Highway Safety Plan
5. 2060 Florida Transportation Plan
6. Florida Strategic Intermodal System Strategic Plan
7. Florida Chamber Foundation's Six Pillars 20-Year Strategic Plan
8. Beacon Council's One Community One Goal Strategic Plan
9. Miami-Dade Comprehensive Development Master Plan
10. Port of Miami 2035 Master Plan
11. Miami-Dade County's Greenprint: Our Design for a Sustainable Future

Mr. Saraceno made clear that the draft Goals and Objectives presented today represent a first draft for discussion purposes. Between today and the April Steering Committee meeting, members should review the materials and engage in email dialogue, providing comments to Carlos Roa. After the April meeting, the Goals and Objectives should be in draft final form for presentation to the public in May. At that time, the public and the Steering Committee will have the opportunity to weight the Goals.

Comments/Suggestions from Steering Committee Members

| <u>ID</u> | <u>Name</u> | <u>Comment</u> |
|-----------|------------------|---|
| 1. | Phil Steinmiller | Incorporate a review of the MPO's 2040 LRTP: Compliance with Federal and State Requirements Study. |
| 2. | Lynda Westin | Incorporate a review of the Southeast Florida Regional Climate Action Plan. |
| 3. | Anamarie Garces | Incorporate a review of the Florida State Health Improvement Plan 2012-2015 |
| 4. | Patrick Wong | Why is aging specifically called out in Objective 2.5 (Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other nonmotorized vehicles)? |
| | Anamarie Garces | Aging population should be specifically identified in Objective 2.5 because it is one of two distinct vulnerable groups (the other is school children) and school children are identified in Objective 2.4 (Implement safe routes to schools). |
| | Norman Wartman | Objective 2.5 is important and can be addressed with projects like improved signage. |
| | Phil Steinmiller | One option is to leave Objective 2.5 general without identifying specific groups but then address the specific groups in the measures. |
| 5. | Monica Cejas | Objective 1.7 (Improve transportation facilities' and services' regional connectivity) includes number of transfers as a measure (in draft Measures of Effectiveness). This is not a good metric because sometimes added transfers mean improved service to previously under- or un-served areas. |
| | Wilson Fernandez | Transit travel time may be a better measure. |
| | Franco Saraceno | Gannett Fleming will revisit that measure. |
| 6. | Vivian Villaamil | Objective 2.4 (Implement safe routes to school) should be reworded as Develop and implement safe routes to school. |
| 7. | Norman Wartman | Objective 3.1 (Enhance the capacity of evacuation corridors) should be reworded to include maintenance and/or restoration. The current objective refers only to enhancing capacity but not repairing damaged or dated evacuation facilities. |

| <u>ID</u> | <u>Name</u> | <u>Comment</u> |
|-----------|------------------|--|
| 7. | Phil Steinmiller | Goal 8 (Maximize and Preserve the Existing Transportation System) refers to O&M so the proper place for restoration of evacuation corridors is under that goal. |
| 8. | Phil Steinmiller | Objective 6.6 (Reinforce and transform Florida's Strategic Intermodal System facilities to provide multimodal options for moving people and freight) should consider both highway freight and rail freight facilities. One option would be to do sub-objectives under this one as it has many parts to it. |
| 9. | Monica Cejas | Goal 7 (Optimize Sound Investment Strategies for System Improvement and Management/Operation) should include an objective related to joint ventures. Ms. Cejas will email some language regarding joint ventures to Carlos Roa. |
| 10. | Monica Cejas | Objective 8.1 (Continue to examine the provision and utilization of special-use lanes on the existing system) should include a transit MOE to ensure that the joint purpose of managed lanes as highway and transit improvement is reflected. |
| 11. | Odalys Delgado | Objective 1.4 (Maximize multimodal travel options and provide travel choices) has an MOE referring to HOV/HOT lanes. This language should be consistent throughout (Objective 8.1 refers to special use lanes). |
| 12. | Norman Wartman | Objective 8.9 (Fix existing infrastructure first) should be clarified as to whether it is focused on adding capacity to existing infrastructure or operating and maintaining existing infrastructure. |
| 13. | Norman Wartman | Objective 8.6 (Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of climate trends and events) should be clarified. |

Mr. Fernandez decided to push the discussion of measures to the April meeting due to time constraints.

III. May 2014 Public Involvement Program

Mr. Saraceno discussed the agenda for the May public involvement meetings, which will include an introduction to the LRTP update process, a display of population and employment growth in blocks on maps in the center of the room,

and an interactive pair-wise comparison process (explained in more detail by Supie Shea of Decision Lens) the results of which will be used to weight the LRTP goals.

Napoleon Somoza (RER) commented that if agency representatives attend the public meetings, they should be instructed to not influence the public input.

IV. LRTP Logo, Motto, and Vision Statement

Mr. Saraceno presented the 2040 LRTP logo, which is a variation of one of the 5 draft logos presented to the Steering Committee in January. He also presented the vision statement for the LRTP, which essentially represents a concise summary of the goals and objectives, with a focus on the following topics:

1. Mobility Options
2. Economic Competitiveness
3. Environment
4. Livability
5. Efficiency of the Existing Transportation System

Lynda Westin (SFRTA) commented that the phrases promote economic competitiveness... and maximizing the efficiency... should be switched in the order of the statement.

Elizabeth Rockwell, MPO, added that, in addition to the LRTP logo, which includes the words Mobility Options and Eyes on the Future, a one-word representation of the Miami-Dade LRTP will be used for the regional LRTP and that word is "Options". This is for consistency with the other two MPOs, both of which are using one-word slogans to represent their plans.

V. LRTP Website

Mr. Saraceno presented a screenshot of the 2040 LRTP website, which is not live yet but is expected to go live by the end of March or beginning of April. Mr. Wartman inquired whether the website can be accessed independently of the MPO website and Mr. Saraceno answered that yes, it can.

VI. Adjournment

The meeting was adjourned at 12:00 P.M.