

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

**STEERING COMMITTEE MEETING NO. 13**

**MEETING SUMMARY**

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

**Friday, February 14, 2014  
10:00 A.M.  
10<sup>th</sup> Floor CITT Conference Room**

**Members Present**

**Jacqueline Carranza  
Monica Cejas  
Kelly Cooper  
Carlos Cruz  
Mayra Diaz  
Anamarie Garces  
Jose Gonzalez  
Javier Heredia  
Sarah Ingle  
Ken Jeffries  
Rolando Jimenez Jr.  
Cindy Lerner  
Alexandra Lopez  
Fadi Nasser  
Joe Quinty  
Jose Ramos  
Dionne Richardson  
Thomas Rodrigues  
Carlos Roa  
Jose Sanchez  
Rory Santana  
Napoleon Somoza  
Phil Steinmiller  
Vivian Villaamil  
Lynda Westin**

**Others Present**

**Carlos Cejas  
Odalys Delgado  
Vinod Sandamosamy  
Franco Saraceno  
Caleb VanNostrand**

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I. Welcome - Introduction of Steering Committee Members

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

II. LRTP Update / Needs Assessment Process

Mr. Saraceno presented a brief overview of the LRTP update process, with the current focus on the Needs Plan Development, which is scheduled to be completed by the end of February 2014. The next step will include project evaluation in March 2014, followed by project scoring and presentation of the Needs Plan to the public in April 2014. The final phase of the process includes the development of a Cost Feasible Plan, which will occur in May/June 2014.

III. Screenline Workshop

Mr. Saraceno presented an overview of the Mobility Needs Assessment Tool (MNAT), which was developed in 2012 as a needs development and assessment tool for mobility needs. Mr. Saraceno reminded the committee that the tool was developed strictly for the identification of mobility needs in a committee setting, NOT as an ultimate project evaluation tool. The tool has been “pre-loaded” with agency Master Plan and 2035 LRTP Needs Plan projects as a starting point. The MNAT results indicate that nine of the ten corridors have aggregate volume/capacity ratios (V/C) less than 1.0 and 29 of the 37 screenlines within those corridors have aggregate V/C less than 1.0, which can be used as a goal for mobility needs. Today’s workshop will focus on the eight screenlines that have V/C higher than 1.0 and an additional four with V/C higher than 0.89. Mayra Diaz, MDX, inquired as to the equivalency of transit and highway capacity. Mr. Saraceno responded that transit capacity is factored to account for 1.4 average auto occupancy. Projects added, deleted, or changed by screenline in the workshop include:

**1. Screenline 11 (Resulting V/C = 0.96)**

- a. Removed addition of lanes on SE 1<sup>st</sup> Ave. This project was a carry over from previous LRTP updates and is no longer relevant
- b. Addition of 1 managed lane per direction on SR826.
- c. Increased frequency on proposed Palmetto Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).

- d. Changed vehicle type for proposed Palmetto Express bus service to articulated vehicles.
  - e. Added Enhanced Bus service (BRT) on 22<sup>nd</sup> Ave.
- 2. Screenline 13 (Resulting V/C = 0.97)**
- a. Added one lane per direction on Krome Ave.
  - b. Increased the frequency of busway routes (Routes 287 (10 min), 34 (6 min), 35 (10 min), 38 (7 min), 52 (10 min), 252 (10 min)) and changed the vehicle type for these routes to articulated vehicles.
  - c. Added Enhanced Bus (BRT) on 137<sup>th</sup> Ave (10 min).
  - d. Added Enhanced Bus (BRT) on HEFT (2 min).
  - e. Removed Metrorail South Corridor.
- 3. Screenline 33 (Resulting V/C = 1.11)**
- a. Change added lane per direction on I-95 to managed lane (in addition to 2 current managed lanes).
  - b. Removed Rte 277 and replaced with Enhanced Bus (BRT) on NW 7<sup>th</sup> Ave (10 min).
  - c. Removed Rte 93 and replaced with Biscayne Enhanced Bus (BRT) on Biscayne Blvd (10 min).
  - d. Added All Aboard Florida as commuter rail (60 min)
  - e. Increased frequency of Rte J to 10 min.
  - f. Reduced frequency of FLL-Miami Beach and FLL-Port Miami express bus routes to 30 min.
  - g. Reduced frequency of Coastal Link project to 20 min.
  - h. Increased frequency of I-195 Express Enhanced Bus to 2 min.
  - i. Changed Downtown/Midtown Miami Trolley from light rail to bus.
- 4. Screenline 42 (Resulting V/C = 0.89)**
- a. Changed added lane per direction on I-95 to managed lane (in addition to 2 current managed lanes).
  - b. Added 1 managed lane per direction on SR 826.
  - c. Added 1 managed lane per direction on HEFT.
  - d. Removed NW 215<sup>th</sup>/NW203rd elevated expressway project.
  - e. Added Enhanced Bus (BRT) on NW 7<sup>th</sup> Ave (10 min)
  - f. Added Enhanced Bus (BRT) on 295 (10 min)
  - g. Added Enhanced Bus (BRT) on I-95 (2 min)
- 5. Screenline 51 (Resulting V/C = 0.97)**
- a. Increased frequency on proposed Palmetto Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).
  - b. Increased frequency on proposed I-75/Gratigny Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).
  - c. Changed vehicle type for proposed Palmetto Enhanced Bus Service (BRT) and I-75/Gratigny bus service to articulated vehicles.
- 6. Screenline 53 (Resulting V/C = 0.98)**
- a. Increased frequency on proposed Palmetto Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).
  - b. Changed vehicle type for proposed Palmetto Express bus service to articulated vehicles.

- 7. Screenline 61 (Resulting V/C = 0.92)**
  - a. Separated Okeechobee Rd. projects sponsored by MDX and FDOT. Assumed grade separations for FDOT project and one managed lane per direction for MDX project.
  - b. Increased frequency on proposed I-75/Gratigny Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).
  - c. Added Enhanced Bus (BRT) on Palmetto (2 min).
  - d. Added Enhanced Bus (BRT) on 67<sup>th</sup> Ave (10 min).
- 8. Screenline 72 (Resulting V/C = 0.97)**
  - a. Added Gratigny East Extension (2 lanes per direction).
  - b. Removed 79<sup>th</sup> St MAX bus service and replaced with 79<sup>th</sup> St Enhanced Bus Service (BRT) (10 min).
  - c. Increased frequency of I-195 Express Enhanced Bus to 2 min.
  - d. Added NW 103<sup>rd</sup> St Enhanced Bus Service (BRT) (10 min).
- 9. Screenline 84 (Resulting V/C = 0.88)**
  - a. Reduced frequency of FLL-Miami Beach Express Bus to 30 min.
  - b. Reduced frequency of FLL-Port Miami Express Bus to 30 min.
  - c. Increased frequency of I-195 Express Enhanced Bus to 2 min.
  - d. Added Julia Tuttle Light Rail Transit connecting the north end of the Beach Transit Connection project to downtown via the Julia Tuttle, closing the loop to the north of the proposed light rail system.
- 10. Screenline 101 (Resulting V/C = 0.)**
  - a. Removed Rte 73 bus service and replaced with 72<sup>nd</sup>/67<sup>th</sup> Avenue Enhanced Bus Service (BRT) (10 min).
  - b. Increased frequency on proposed Palmetto Enhanced Bus Service (BRT) to reflect 95-Express-like or Busway-like operation (2 min).
  - c. Changed vehicle type for proposed Palmetto Express bus service to articulated vehicles.

Mr. Saraceno stressed the point that, for corridors/screenlines that still have relatively high V/C ratios, in most cases it is the result of physical constraints to adding highway capacity and practical financial constraints to adding significant premium transit capacity. The consulting team and the MPO will work toward incorporating all edits discussed at the workshop into applicable corridors/screenlines, and will present the final results of the process at an upcoming meeting.

#### IV. Next Steps

Once the Needs Plan is finalized, the next steps include project evaluation to score the Needs Plan projects, estimation of project costs, including both capital and operating costs, and public meetings in April to collect public input on the Needs Plan.

#### V. Adjournment

The meeting was adjourned at 2:30 P.M.