



Miami-Dade Transportation Plan to the Year 2030

GET INVOLVED



Autumn 2004

Introduction

The Miami-Dade Long Range Transportation Plan Update to the Year 2030 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best possible mobility connections in the transportation system of Miami-Dade. The proposed 2030 Plan is comprehensive in nature and includes improvements to roadways, transit, bicycle, pedestrian facilities, and greenways and trails. The Plan is updated every three years to meet legal requirements and to identify needed changes to the previously adopted plan.

The current updated began in May 2003. The Plan was developed using the latest planning assumptions. Taking into account the 2000 Census data and the Miami-Dade People's Transportation Plan (PTP) adopted by referendum in November 2003, this effort has resulted in a comprehensive reassessment of the future capital and operational needs of the metropolitan area multimodal transportation network.

Summary Highlights

Between the year 2000 and 2030, population and households within Miami-Dade County are expected to increase by 43% and 40% respectively. Employment is projected to keep close pace with a 34% increase. The number of automobiles and person trips are also projected to increase by 48% and 40% respectively.

The 2030 Cost Feasible Plan was developed based on the projected available revenue of \$19.3 billion for the plan period. New to the 2030 Cost Feasible Plan is the People's Transportation Plan (PTP), a voter's approved one half (1/2) percent sales tax increase which provides additional revenues for transportation for the next 30 years.

Improvements of the public transportation system is one of the primary emphases of the projects listed in the 2030 Cost Feasible Plan.

Highway improvements are another emphasis of the 2030 Cost Feasible Plan. High Occupancy Vehicles (HOV) lanes are proposed along major expressways such as I-95 and SR 836. Also





Save the date!!

You are invited!

Final adoption Public Hearing

November 18, 2004

The Miami-Dade Metropolitan Planning Organization (MPO) Governing Board will hold a public hearing for the approval of the County's Long Range Transportation Plan Update and its air quality conformity determination as follows:

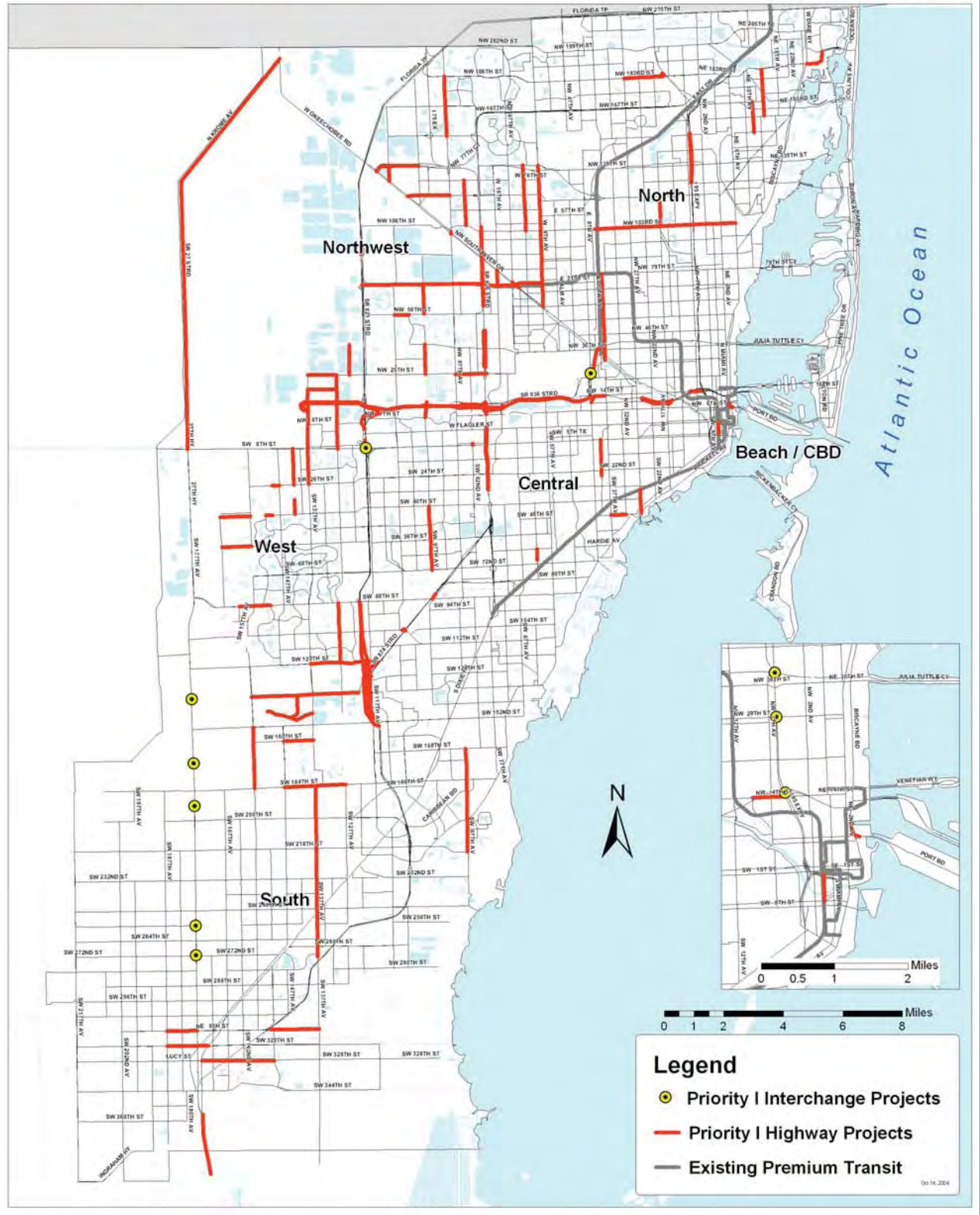
**Thursday, November 18, 2004
at 2:00 pm**

**Miami-Dade County
Commission Chambers
111 NW 1 Street
Miami, Florida 33128**

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Year 2030 Cost Feasible Plan

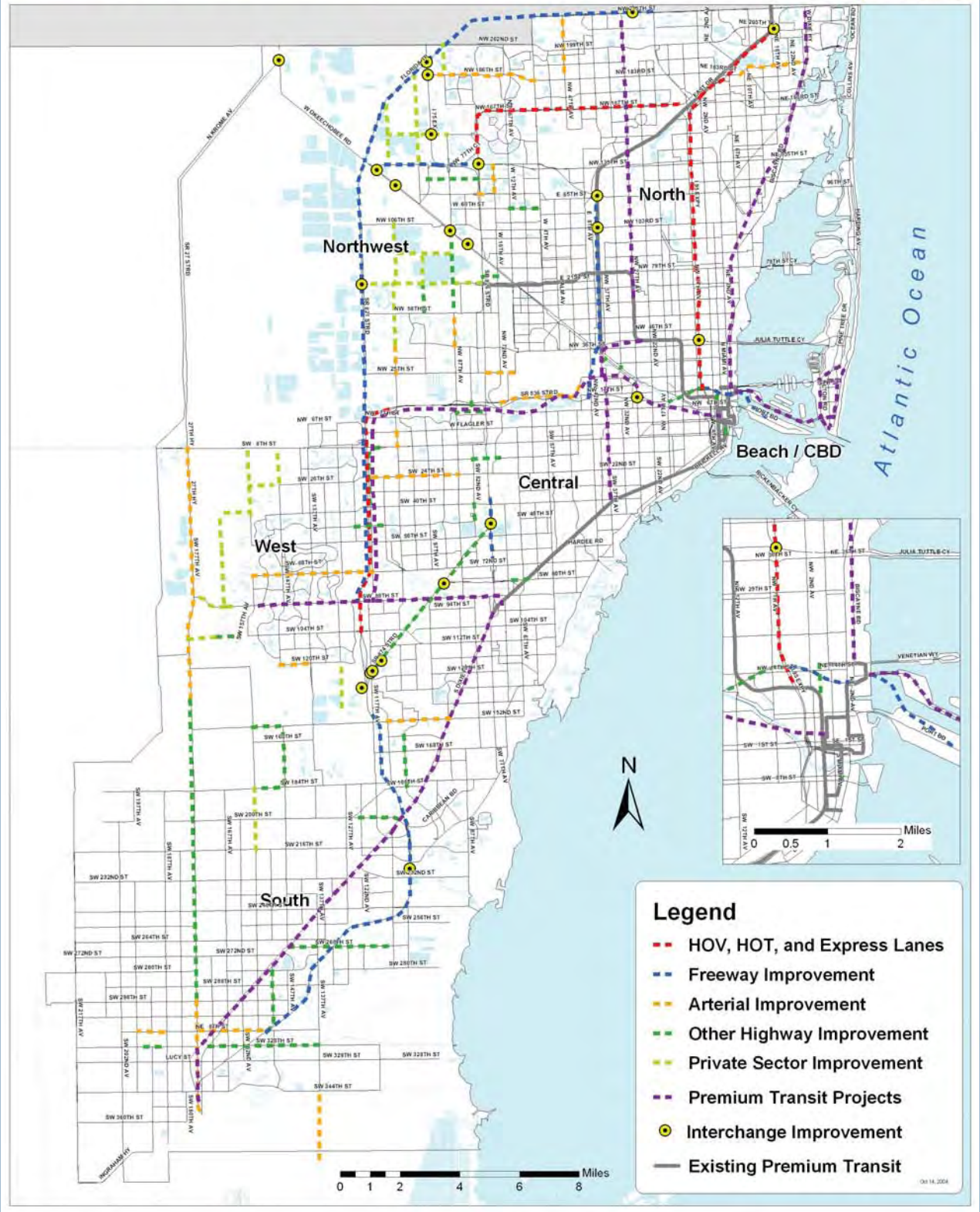
Priority I Projects



Priority I Projects are scheduled to be funded by 2009. This group of projects includes those projects needed to respond to the most pressing and current urban travel problems. Funds for these improvements are programmed in the 2005-2009 Miami-Dade Transportation Improvement Program (TIP).

Year 2030 Cost Feasible Plan

Priority II, III, and IV Projects



Projects in the Cost Feasible Plan were grouped into additional priorities based on funding availability. Projects shown here are those projects proposed to be funded between 2010 and 2030.

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reversible flow lanes, designed to add capacity in peak directions during peak travel times are proposed for Interstate 95. Incorporation of the latest electronics technology or Intelligent Transportation Systems (ITS) is also proposed for several major projects as a measure of easing congested traffic conditions.

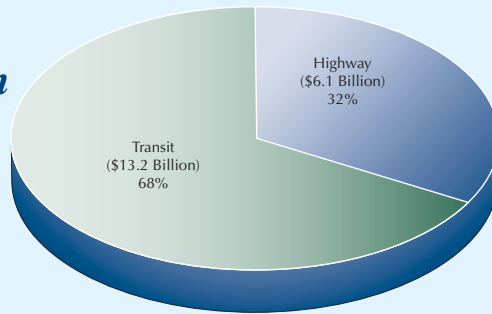
The 2000 US Census designated a single urbanized area encompassing parts of Miami-Dade, Broward and Palm Beach Counties. As a result, regional issues are also addressed in the 2030 LRTP along with air quality conformity of the region's transportation system with the requirements of the 1990 Clean Air Act Amendment.

Non-motorized facilities (on-road bicycle lanes, off-road greenways/trails and sidewalks) are included in the 2030 Plan. On-road bicycle and pedestrian projects will be incorporated with capacity projects, when feasible. Greenways/trails comprise the MPO's Greenways/Trail Plan element of the Long Range Transportation Plan.

In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation. Also, the plan is supported by a program of policy studies that will recommend courses of action to deal with funding and project-related community issues that need to be resolved to allow the proposed 2030 Plan to be successfully implemented.



**Revenue/Cost
Total \$19.3 Billion**



To request a copy of the complete Plan call, email, or write to:

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Or visit our Website at:

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