



MOBILITY OPTIONS
2040 Miami-Dade
Transportation Plan
EYES ON THE FUTURE

MIAMI-DADE 2040

Long Range Transportation Plan

Data Compilation Review and Development Report

October 23, 2014



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



Photo by Asad Gilani

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MIAMI-DADE

2040 LONG RANGE TRANSPORTATION PLAN


Metropolitan Planning Organization for the Miami Urbanized Area



This document was prepared by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area in collaboration with Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade League of Cities, Miami-Dade County Regulatory and Economic Resources Department, Miami-Dade County Public Works and Waste Management Department, Miami-Dade Transit Agency, Miami-Dade Aviation Department, Miami-Dade Seaport Department, Miami-Dade County Office of Strategic Business Management, City of North Miami, City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of Homestead, Miami-Dade County Public Schools, Miami-Dade MPO Citizens Transportation Advisory Committee, Bicycle/Pedestrian Advisory Council, Freight Transportation Advisory Committee, Transportation Aesthetics Review Committee, Broward MPO, Palm Beach MPO, and South Florida Regional Planning Council.

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DATA COMPILATION, REVIEW, AND DEVELOPMENT REPORT

Prepared for:

Metropolitan Planning Organization for the Miami Urbanized Area
111 NW 1st Street
Suite 920
(p) 305.375.4507 – (f) 305.375.4950

Prepared by:

Gannett Fleming, Inc.

In Association with:

AECOM Technical Services
Cambridge Systematics
Kittleson and Associates
Parsons Brickerhoff
The Corradino Group
Charesse Chester and Associates
Decision Lens

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TABLE OF CONTENTS

INTRODUCTION	1
SOUTHEASTERN REGIONAL PLANNING MODEL (SERPM)	1
STUDY AREA	1
EXISTING TRANSPORTATION NETWORK	3
SOCIOECONOMIC DATA CHARACTERISTICS - YEAR 2010 AND 2040	5
TRIP PRODUCTION VARIABLES	5
POPULATION	5
AGE GROUPS	7
WORKER OCCUPATION	9
HOUSEHOLDS	11
HOUSING TYPES	13
GROUP QUARTER	15
HOUSEHOLD INCOME	17
TRIP ATTRACTION VARIABLES	19
SCHOOL ENROLLMENT	19
EMPLOYMENT	22
REVIEW OF MPO STUDIES	24

Maps and Tables

MAP 2.1 - MIAMI-DADE COUNTY PLANNING DISTRICTS	2
MAP 2.2 – MIAMI-DADE COUNTY’S ROADS BY FACILITY TYPE – 2010	4
MAP 2.3 – 2010 TO 2040 CHANGE IN POPULATION	6
MAP 2.4 – 2010 TO 2040 CHANGE IN AGE GROUPS BY PLANNING AREA	8
MAP 2.5 – 2010 TO 2040 CHANGE IN WORKER OCCUPATION BY PLANNING AREA	10
MAP 2.6 – 2010 TO 2040 CHANGE IN NUMBER OF HOUSEHOLDS	12
MAP 2.7 – 2010 TO 2040 CHANGE IN HOUSING TYPE BY PLANNING AREA	14
MAP 2.8 – 2010 TO 2040 CHANGE IN GROUP QUARTER BY PLANNING AREA	16
MAP 2.9 – 2010 TO 2040 CHANGE IN HOUSEHOLD INCOME BY PLANNING AREA	18
MAP 2.10 – 2010 TO 2040 CHANGE IN K-8TH GRADE ENROLLMENT	20
MAP 2.11 – 2010 TO 2040 CHANGE IN HIGH SCHOOL ENROLLMENT	21
MAP 2.12 – 2010 TO 2040 CHANGE IN TOTAL EMPLOYMENT	23
TABLE 2.1 – CENTER-LINE MILES & VEHICLE MILES TRAVELED BY FUNCTION	3
TABLE 2.2 – 2010 TRANSIT ROUTES MILES BY MODE	3
TABLE 2.3 – COUNTY POPULATION	5
TABLE 2.4 – COUNTY AGE GROUPS	7
TABLE 2.5 – WORKER OCCUPATION	9
TABLE 2.6 – COUNTY HOUSEHOLDS	11
TABLE 2.7 – COUNTY HOUSING TYPES	13
TABLE 2.8 – COUNTY GROUP QUARTER	15
TABLE 2.9 – HOUSEHOLD INCOME CATEGORIES AND FREQUENCIES	17
TABLE 2.10 – SCHOOL ENROLLMENT	19
TABLE 2.11 – EMPLOYMENT CATEGORIES	22
TABLE 2.12 – MPO STUDIES	24

INTRODUCTION

Technical Report No. 2 (TR2) summarizes the data compilation effort and reviews the socioeconomic composition, and existing transportation characteristics of Miami-Dade County, in preparation for the Miami-Dade 2040 Long-Range Transportation Plan Update (2040 LRTP). The County's transportation network performance is impacted by the growth and transformation of population, households, and employment. Because of this inextricable link, it is important to assess the County's socioeconomic data projections to develop an understanding of the region's evolving travel patterns. Growth in population and employment underscores the need for a wide selection of transportation options. Therefore, a thorough understanding of the socioeconomic growth dictates how and where transportation investments should be leveraged over the next 30 years

SOUTHEASTERN REGIONAL PLANNING MODEL (SERPM)

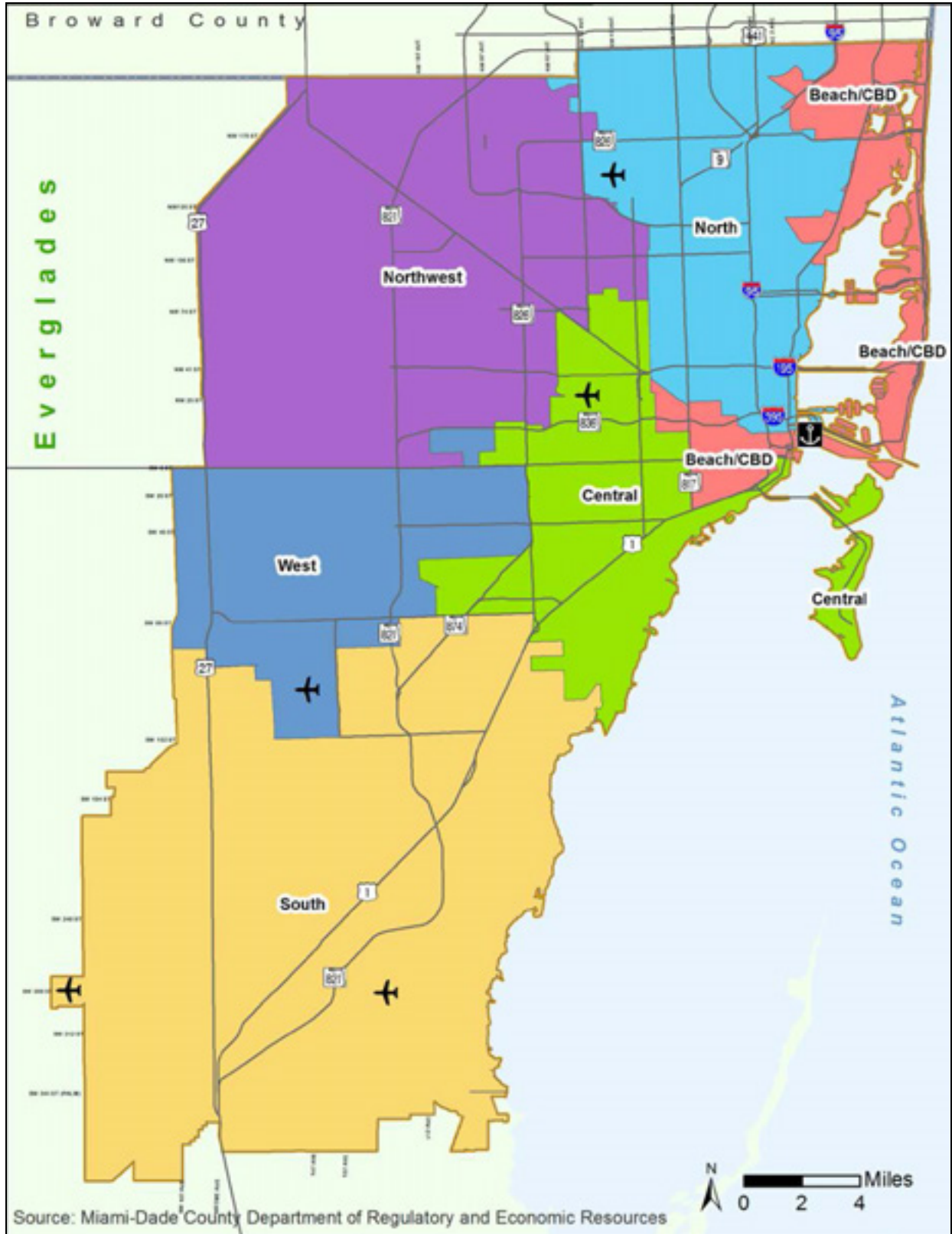
Much of the information contained within this report was utilized as data input to prepare the travel demand modeling process in forecasting the County's transportation needs through the year 2040. The socioeconomic datasets for the base (2010) and horizon (2040) years were prepared by the Miami-Dade County Department of Regulatory and Economic Resources. The Southeastern Regional Planning Model version 7 (SERPM7) is the regional travel demand modeling engine that was employed to forecast travel behavior in Miami-Dade County. SERPM7 is a multimodal travel demand model serving the regional transportation modeling needs for the three counties within Southeast Florida – Palm Beach, Broward, and Miami-Dade Counties. For the 2040 LRTP study, SERPM7 was used to model three alternatives, or networks: existing-plus-committed (E+C), 2040 candidate improvements (i.e. Needs Plan), and 2040 Cost Feasible Plan. Highway and transit travel estimations were modeled in a time-of-day process that provides disaggregate forecasts by peak and off-peak travel periods during the average weekday.

STUDY AREA

Miami-Dade County serves as the geographic boundary that comprises the study area for the 2040 LRTP update. Miami-Dade County includes approximately 1,946 square miles of land area, with an approximate 635 square miles covering the urbanized portion. Miami-Dade is characterized by its pristine climate, diverse cultural and ethnic communities, and an eclectic nightlife. The City of Miami is the largest municipality in the County with a population slightly over 400,000. The County is bounded on the north by Broward County, on the south by Monroe County, on the west by Collier and Monroe Counties, and on the east by the Atlantic Ocean. Moreover, Miami-Dade is part of the 2040 Southeast Florida Regional LRTP study area along with Broward and Palm Beach Counties.

To further analyze the 2040 LRTP study area, the County was divided into two boundary types: Traffic Analysis Zones (TAZ) and Transportation Planning Areas. TAZs are the primary unit of analysis for most travel demand modeling; Miami-Dade County has 1,503 TAZs. For the purposes of transportation planning studies and programs, the County TAZ structure is aggregated into six (6) transportation planning areas. **Map 2.1** contains a map of the planning area boundaries.





MAP 2.1 - MIAMI-DADE COUNTY PLANNING AREAS

EXISTING TRANSPORTATION NETWORK

Miami-Dade County includes a significant transportation network consisting of extensive roadways, bus transit routes, commuter rail service, and freight rail lines. The County also offers internationally renowned seaport and airport facilities. PortMiami is described as the Cruise Capital of the World, boasts twelve (12) cruise lines, and in 2011 attracted over 4 million passengers. During the same time, Miami International Airport ranked number one in international freight and number two in welcoming international passengers compared with all other U.S. airports. The County's 1,870 center-line miles of roadway are among the busiest in the nation. As of 2010, daily vehicle miles traveled (VMT) within the County was 41.7 million. **Table 2.1** provides an account of the existing center-line mileage and vehicle miles traveled by facility type. **Map 2.2** depicts Miami-Dade County's roads by facility type.

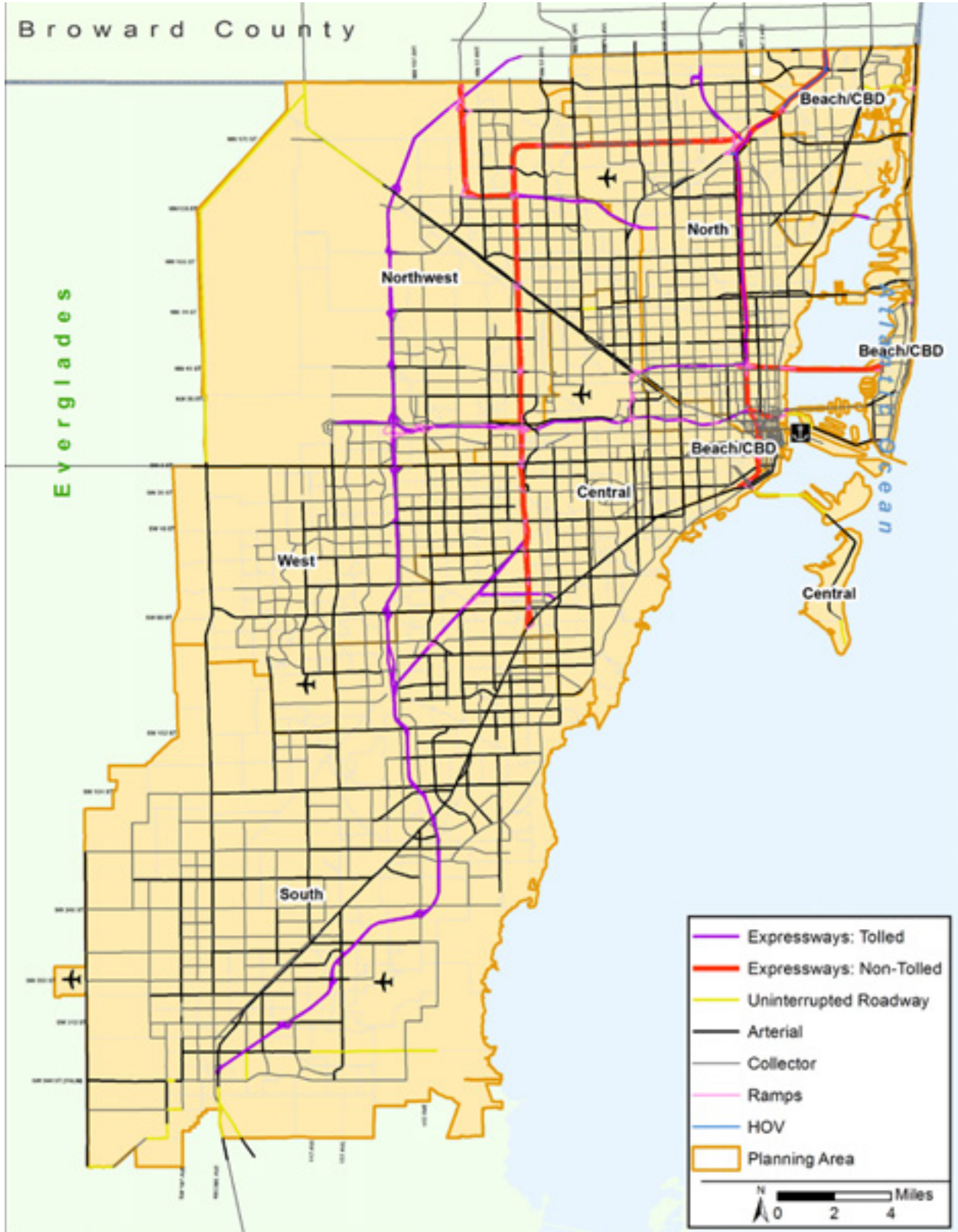
TABLE 2.1 – CENTER-LINE MILES & VEHICLE MILES TRAVELED BY FUNCTION (2010)

Facility Type	Center-line Miles	Vehicle Miles Traveled (VMT in 1,000's)
Expressways: Tolled	103	11,579,415
Expressways: Non-Tolled	57	2,702,610
Uninterrupted Roadway	38	679,088
Arterials	596	15,150,516
Collectors	967	10,023,548
Ramps	103	1,514,863
HOV	6	120,993
Total	1,870	41,771,033

Miami-Dade Transit (MDT) provides transit services and programs for residents and visitors. These transit services and programs are provided via four modes: Metrobus, Metrorail, Metromover, and Paratransit. Metrobus is the primary transit service offered with a fleet of 817 buses serving 95 routes. Metrorail is a 25-mile dual track, elevated rapid rail system with 23 stations connecting the northern and southern areas of the County. The Metromover service is an elevated guideway with rubber-tired vehicles largely serving Downtown Miami and the Financial District. Paratransit is a component of the Special Transportation Services program designed to meet the needs of disadvantaged County residents. Alternatively, Tri-Rail, operated by the South Florida Regional Transportation Authority (SFRTA), provides a 72-mile commuter rail service connecting Broward, Palm Beach, and Miami-Dade Counties. Currently, there are five Tri-Rail stations located within Miami-Dade County. **Table 2.2** summarizes the transit route miles by mode for 2010 derived from SERPM7.

TABLE 2.2 – 2010 TRANSIT ROUTES MILES BY MODE

Facility Type	Route Miles	Percent of Total	
Metrobus	Local Bus	2,756	76.7%
	Express Bus	531	14.8%
	Limited Stop Bus	101	2.8%
Metrorail	50	1.4%	
Tri-Rail	144	4.0%	
Metromover	10	0.3%	
Total	3,592	100%	



MAP 2.2 – MIAMI-DADE COUNTY'S ROADS BY FACILITY TYPE - 2010

SOCIOECONOMIC DATA CHARACTERISTICS - YEAR 2010 AND 2040

The socioeconomic data for the 2040 LRTP defines the demand on the County's transportation system through the next 30 years. This socioeconomic data reveals trends in housing, demographics, and employment from the base year (2010) to the horizon year (2040). These trends are organized into two categories: trip production variables and trip attraction variables.

TRIP PRODUCTION VARIABLES


The following sections will examine trends in household and person demographics. The person variable trends being examined include total population, age cohorts and worker occupation. The household variable trends include group quarters, housing type, and household income.

Worker occupation should not be confused for employment which will be discussed later as a trip attraction variable. Worker occupation represents the person working while employment represents the job. This distinction is important for the SERPM7 model.

POPULATION

This section examines the growth in population between the year 2010 and the forecast year 2040. The South Planning Area had the highest percentage of the total growth in the County at 27% while the West Planning Area had the lowest percentage of the total growth in the County at 6%. Population in the County is expected to grow by 811,067 across all planning areas. **Table 2.3** provides the expected growth by County planning area.

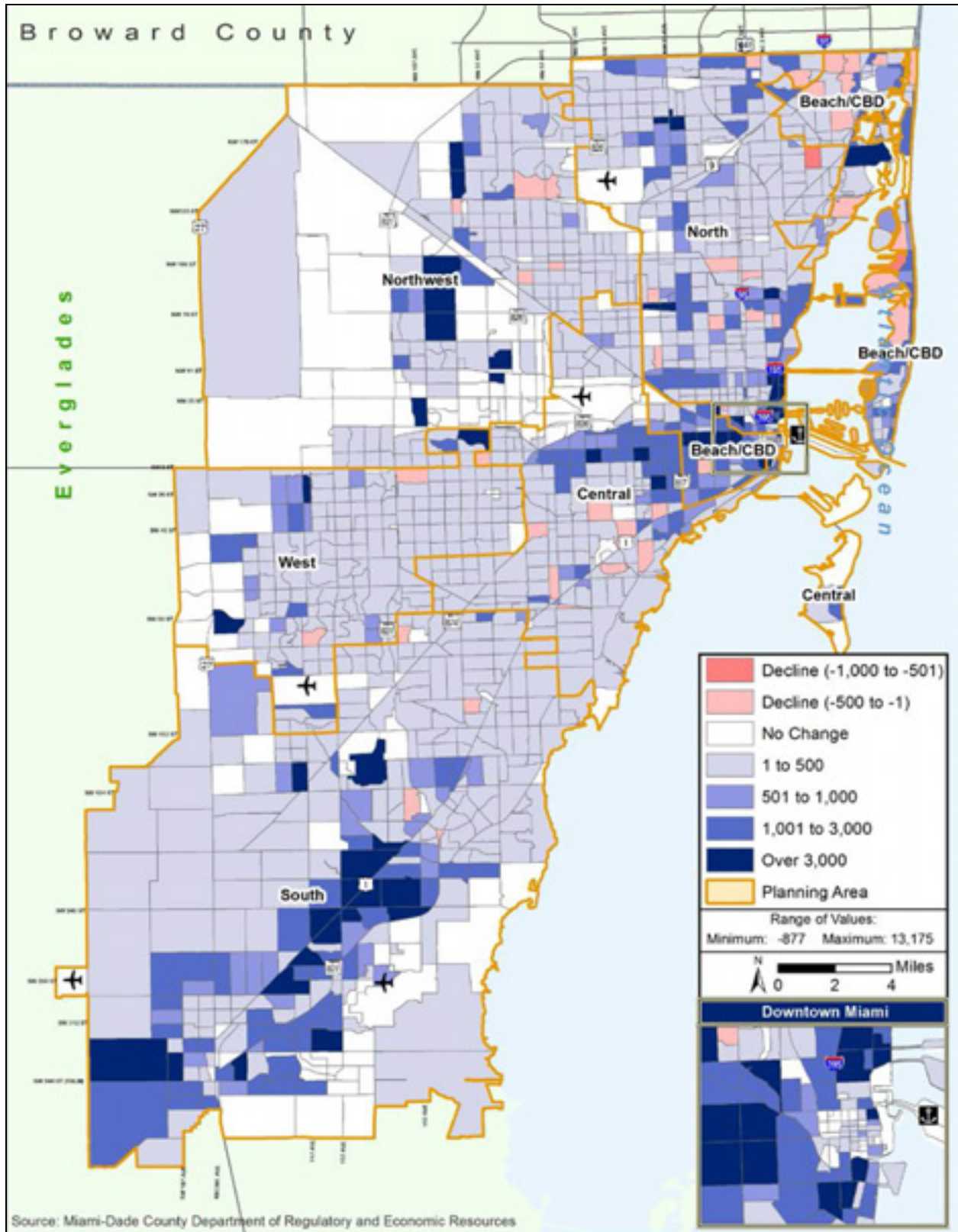
TABLE 2.3 – COUNTY POPULATION



Planning Area	2010	2040	Change	% Growth
Northwest	398,946 (16%)	478,861 (14%)	79,915 (10%)	20%
North	513,938 (21%)	712,036 (22%)	198,098 (24%)	39%
Beach/CBD	380,838 (15%)	543,806 (16%)	162,968 (20%)	43%
Central	375,758 (15%)	480,443 (15%)	104,685 (13%)	28%
South	437,903 (18%)	654,943 (20%)	217,040 (27%)	50%
West	386,927 (16%)	435,288 (13%)	48,361 (6%)	12%
Total	2,494,310 (100%)	3,305,377 (100%)	811,067 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.3 – 2010 TO 2040 CHANGE IN POPULATION

AGE GROUPS

This section examines the composition of the County’s age groups and projected changes. The data is categorized into nine age cohorts. **Table 2.4** exhibits the change in the makeup of population the County is expected to experience from the base year to the year 2040 and the percent of the population each age group represents. While the number of those reaching retirement age (65 and older) is growing their proportion of the total population is projected to remain constant (13% in 2010 an 14% in 2040). **Map 2.4** illustrates the changing age groups by planning area.

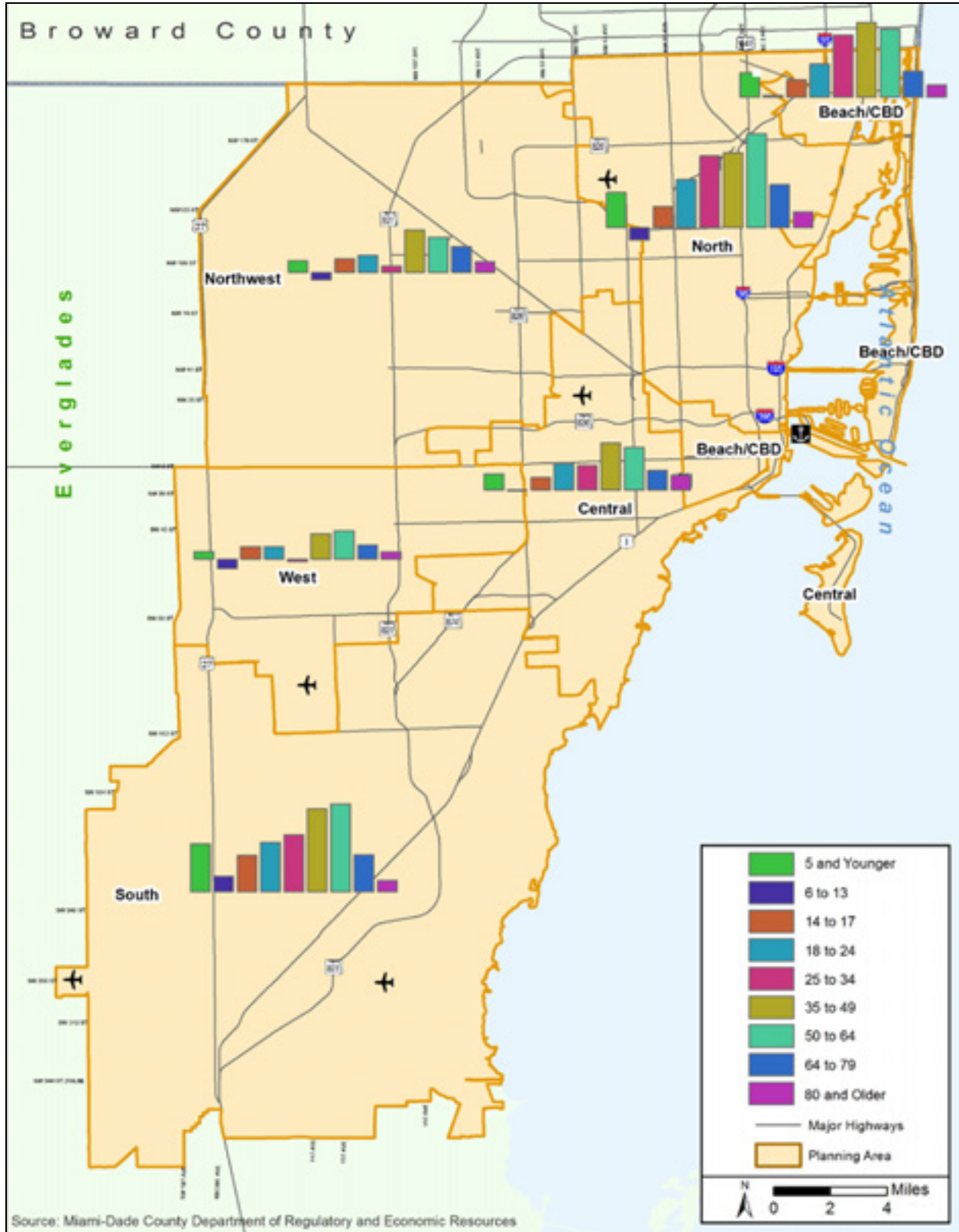


TABLE 2.4 – COUNTY AGE GROUPS

Age Group	2010	2040	Change	% Growth
5 and Younger	178,923 (7%)	251,858 (8%)	72,935 (9%)	41%
6 to 13	237,472 (10%)	231,178 (7%)	-6,294 (-1%)	-3%
14 to 17	128,826 (5%)	186,392 (6%)	57,566 (7%)	45%
18 to 24	247,106 (10%)	342,203 (10%)	95,097 (12%)	38%
25 to 34	340,148 (14%)	452,161 (14%)	112,013 (14%)	33%
35 to 49	570,164 (23%)	747,358 (23%)	177,194 (22%)	31%
50 to 64	439,867 (18%)	621,149 (19%)	181,282 (22%)	41%
64 to 79	253,948 (10%)	338,304 (10%)	84,356 (10%)	33%
80 and Older	97,865 (3%)	134,774 (4%)	36,909 (5%)	38%
Total	2,494,319 (100%)	3,305,377 (100%)	811,058 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.4 – 2010 TO 2040 CHANGE IN AGE GROUPS BY PLANNING AREA

WORKER OCCUPATION

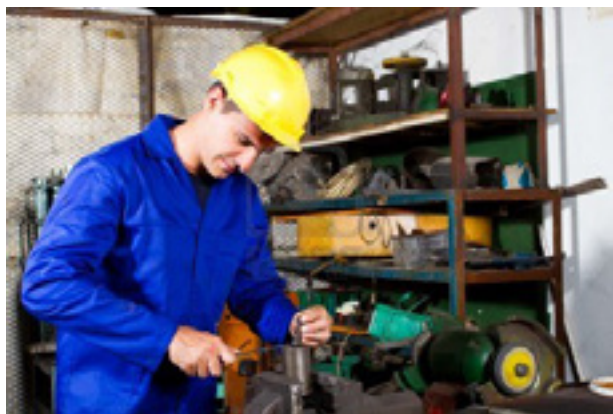
This section examines the composition of the County population’s worker occupation. **Table 2.5** shows worker occupations for 2010 and 2040. White collar workers (i.e., doctors, lawyers) represent the largest occupational group in 2010 and the proportion of those working identified as white collar will continue to grow into 2040 representing 67% of the expected growth in the number of workers. The number of unemployed workers is expected to decrease substantially as the economy recovers from the recent economic recession.

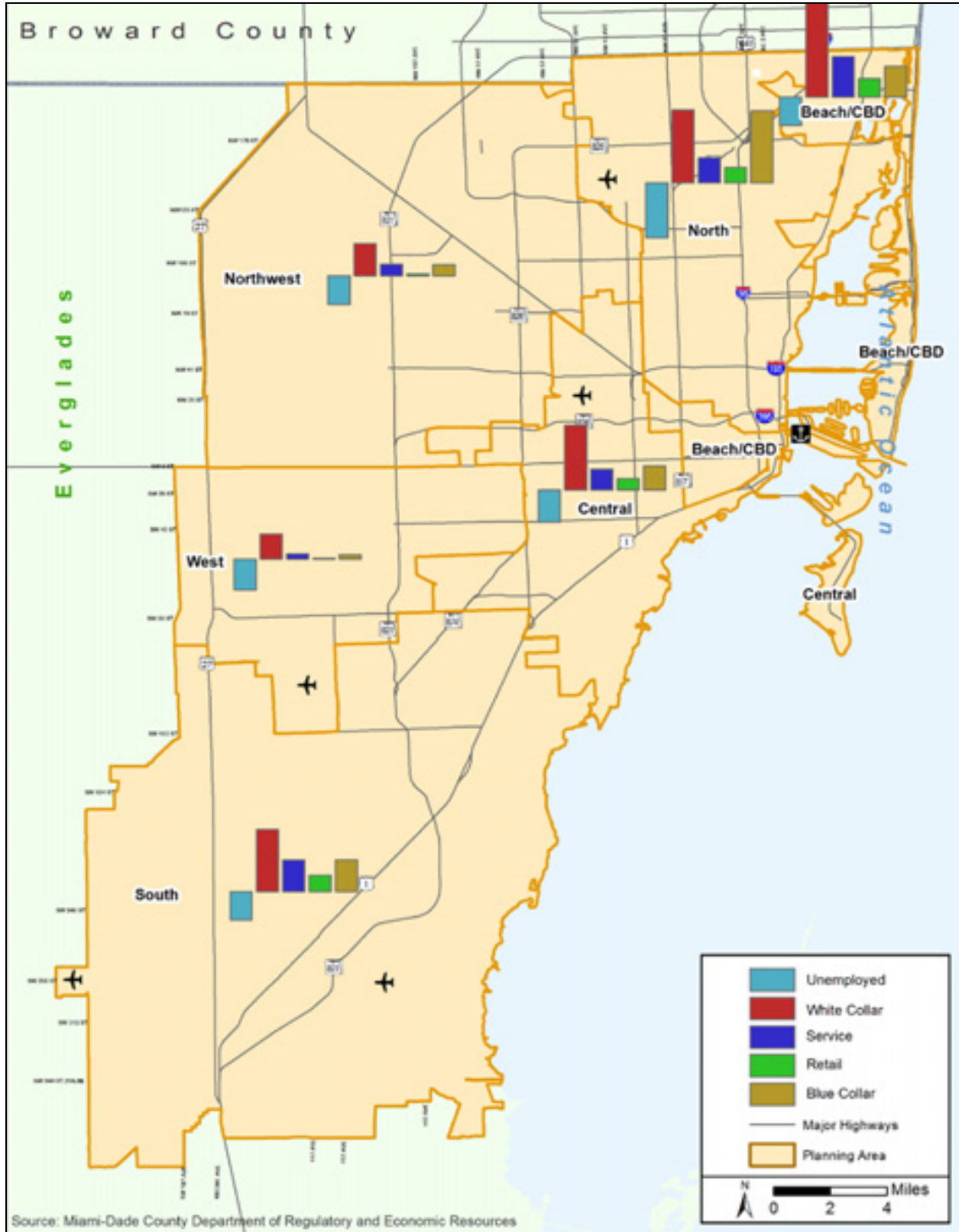


TABLE 2.5 – WORKER OCCUPATION

Occupation	2010	2040	Change	% Growth
Unemployed	162,655 (13%)	35,681 (2%)	-126,974 (-39%)	-78%
White Collar	488,139 (39%)	707,693 (45%)	219,554 (67%)	45%
Service	226,822 (18%)	311,804 (20%)	84,982 (26%)	37%
Retail	147,082 (12%)	187,508 (12%)	40,426 (13%)	27%
Blue Collar	214,766 (18%)	324,020 (21%)	109,254 (33%)	51%
Total	1,239,464 (100%)	1,566,706 (100%)	327,242 (100%)	26%

Note: Percent in parentheses corresponds to percent of the total value.






MAP 2.5 – 2010 TO 2040 CHANGE IN WORKER OCCUPATION BY PLANNING AREA

HOUSEHOLDS

This section examines the growth in the number of households between the year 2010 and the forecast year 2040. The North Planning Area had the highest percentage of the total growth in the County at 31% while the West Planning Area had the lowest percentage of the total growth in the County at 3%. The number of households in the County is expected to grow by 289,425 across all planning areas. **Table 2.6** provides the expected growth by County planning area.

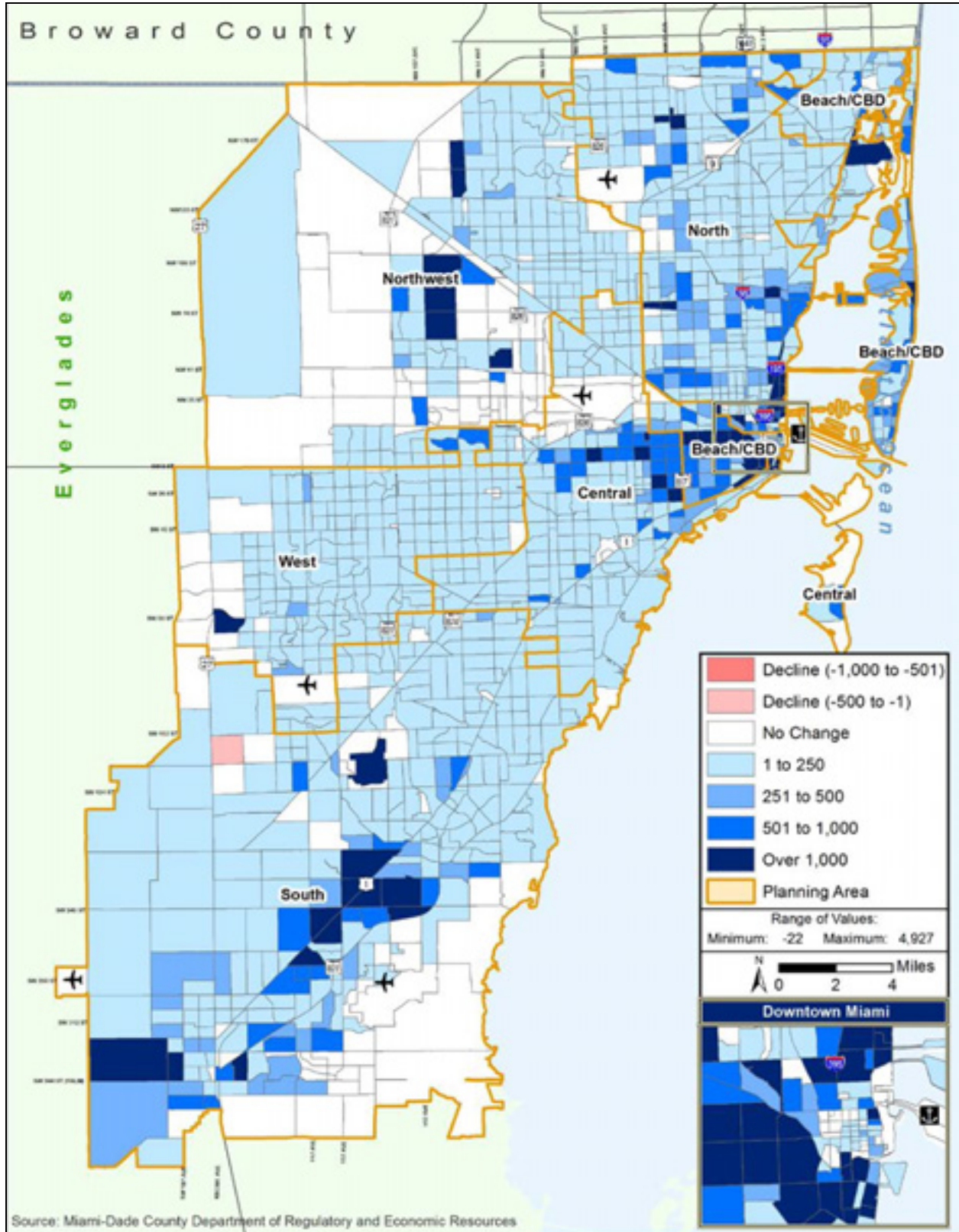
TABLE 2.6 – COUNTY HOUSEHOLDS



Planning Area	2010	2040	Change	% Growth
Northwest	125,057 (14%)	144,278 (12%)	19,221 (7%)	15%
North	167,407 (19%)	257,437 (22%)	90,030 (31%)	54%
Beach/CBD	170,829 (20%)	247,942 (21%)	77,113 (27%)	45%
Central	143,012 (16%)	185,034 (16%)	42,022 (15%)	29%
South	137,042 (16%)	190,818 (17%)	53,776 (19%)	39%
West	123,483 (14%)	130,746 (11%)	7,263 (3%)	6%
Total	866,830 (100%)	1,156,255 (100%)	289,425 (100%)	39%

Note: Percent in parentheses corresponds to percent of the total value.






MAP 2.6 – 2010 TO 2040 CHANGE IN NUMBER OF HOUSEHOLDS

HOUSING TYPES

This section examines the different housing types found in the County. The data is categorized into three housing types; single-family, multi-family, and mobile homes. Single family homes are dwelling units occupied by one family (family defined by the U.S. Census) which are built with a foundation or pad. Multi-family units include dwelling units occupied by more than one family which are built with a foundation or pad. The third housing type includes mobile homes (homes without a foundation or slab). **Table 2.7** exhibits the change in the makeup of housing types the County is expected to experience from the base year to the year 2040. **Map 2.7** illustrates the changing housing trends by planning area.

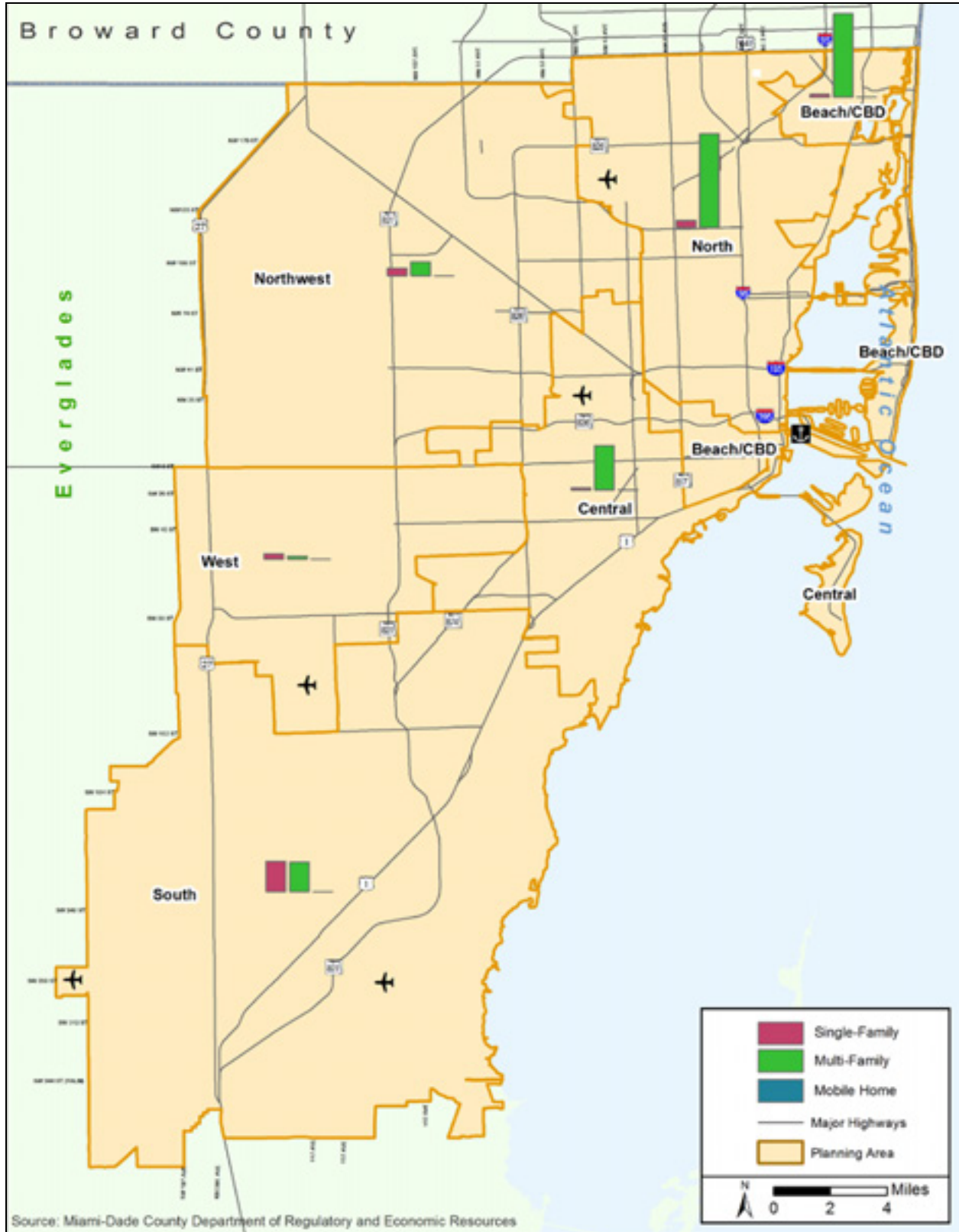
TABLE 2.7 – COUNTY HOUSING TYPES



Housing Type	2010	2040	Change	% Growth
Single-Family	501,897 (58%)	551,324 (48%)	49,427 (17%)	10%
Multi-Family	351,905 (41%)	591,957 (51%)	240,052 (83%)	68%
Mobile Home	13,520 (2%)	13,520 (1%)	0 (0%)	0%
Total	867,322 (100%)	1,156,801 (100%)	289,479 (100%)	68%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.7 – 2010 TO 2040 CHANGE IN HOUSING TYPE BY PLANNING AREA

GROUP QUARTER


This section examines the different group quarters in the County. The data is categorized into three group types; institutionalized groups, non-institutionalized college, and non-institutionalized other groups.

The **Institutionalized** Group, per the US Census, “includes facilities for people under formally authorized, supervised care or custody at the time of interview, such as correctional facilities, nursing facilities/skilled nursing facilities, in-patient hospice facilities, mental (psychiatric) hospitals, group homes for juveniles, and residential treatment centers for juveniles.”

The **Non-Institutionalized College** group quarters refer to those residing in college dormitories. The **Non-Institutionalized Other**, per the US Census, “includes facilities that are not classified as institutional group quarters, such as college/university housing, group homes intended for adult, residential treatment facilities for adults, workers’ group living quarters and Job Corps centers, and religious group quarters.”

Table 2.8 exhibits the change in the makeup of group quarters the County is expected to experience from the base year to the year 2040. Non-institutionalized college is projected to represent 22% of growth, connecting to a rise in enrollment and on-campus living at local universities and colleges such as the University of Miami and Florida International University. Non-institutionalized other represents 60% of the growth. **Map 2.8** illustrates the group quarter trends by planning area.

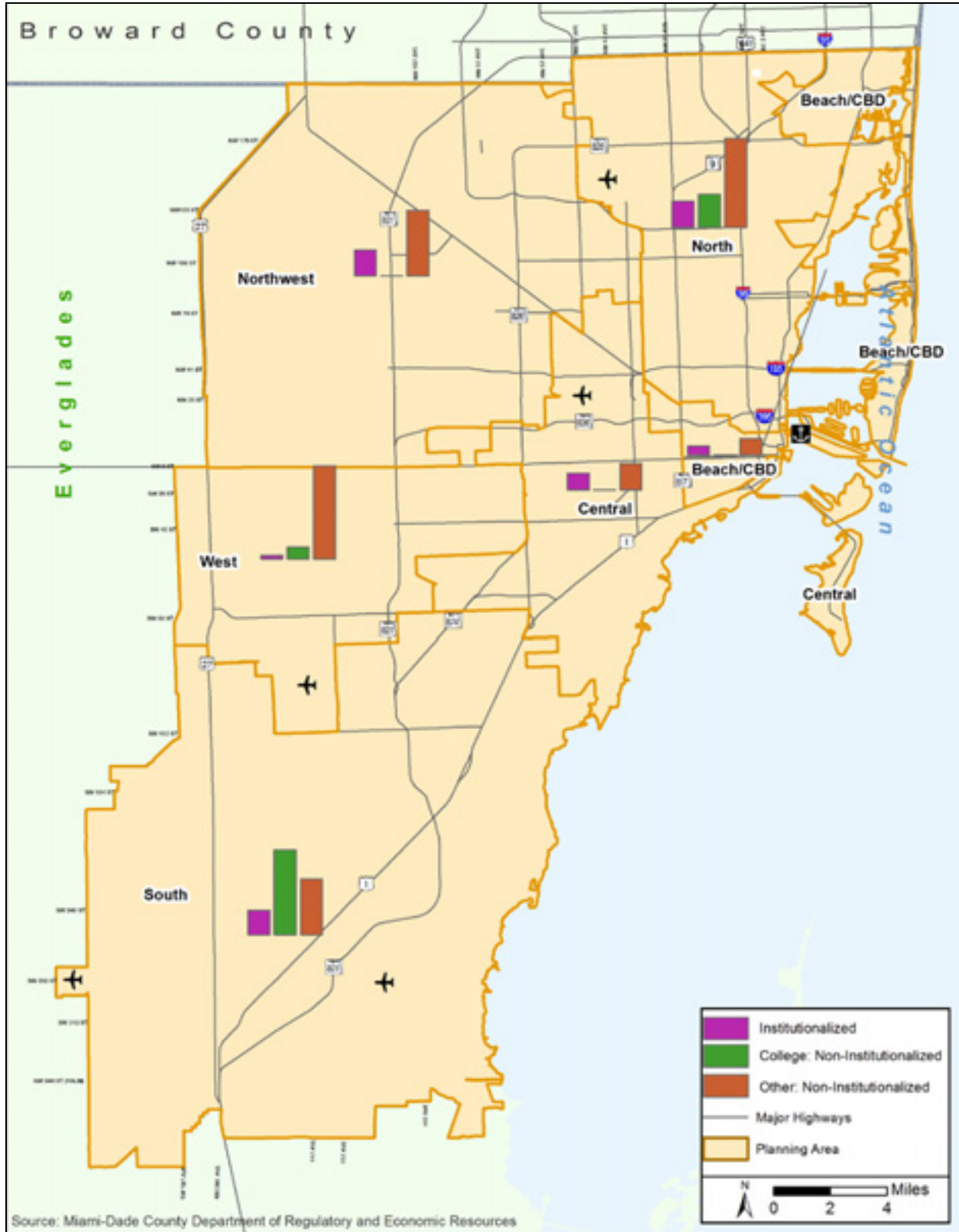
TABLE 2.8 – COUNTY GROUP QUARTER



Group Quarter	2010	2040	Change	% Growth
Institutionalized	20,362 (51%)	23,284 (42%)	2,922 (18%)	14%
College: Non-Institutionalized	10,608 (27%)	14,151 (25%)	3,543 (22%)	33%
Other: Non-Institutionalized	8,809 (22%)	18,346 (33%)	9,537 (60%)	108%
Total	39,779 (100%)	55,781 (100%)	16,002 (100%)	40%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.8 – 2010 TO 2040 CHANGE IN GROUP QUARTER BY PLANNING AREA

HOUSEHOLD INCOME

This section examines the annual incomes of County households and projected changes. As shown in **Table 2.9**, the largest income group in 2010 was households earning less than \$25,000 at 29% of households. This income group will grow to 31% of households in 2040, representing 35% of the total increase, and remain the largest group. Though all income groups are projected to grow, households earning more than \$100,000 will continue to grow, representing 16% of the expected growth between 2010 and 2040. **Map 2.9** illustrates the growth of income groups throughout the County’s planning areas.

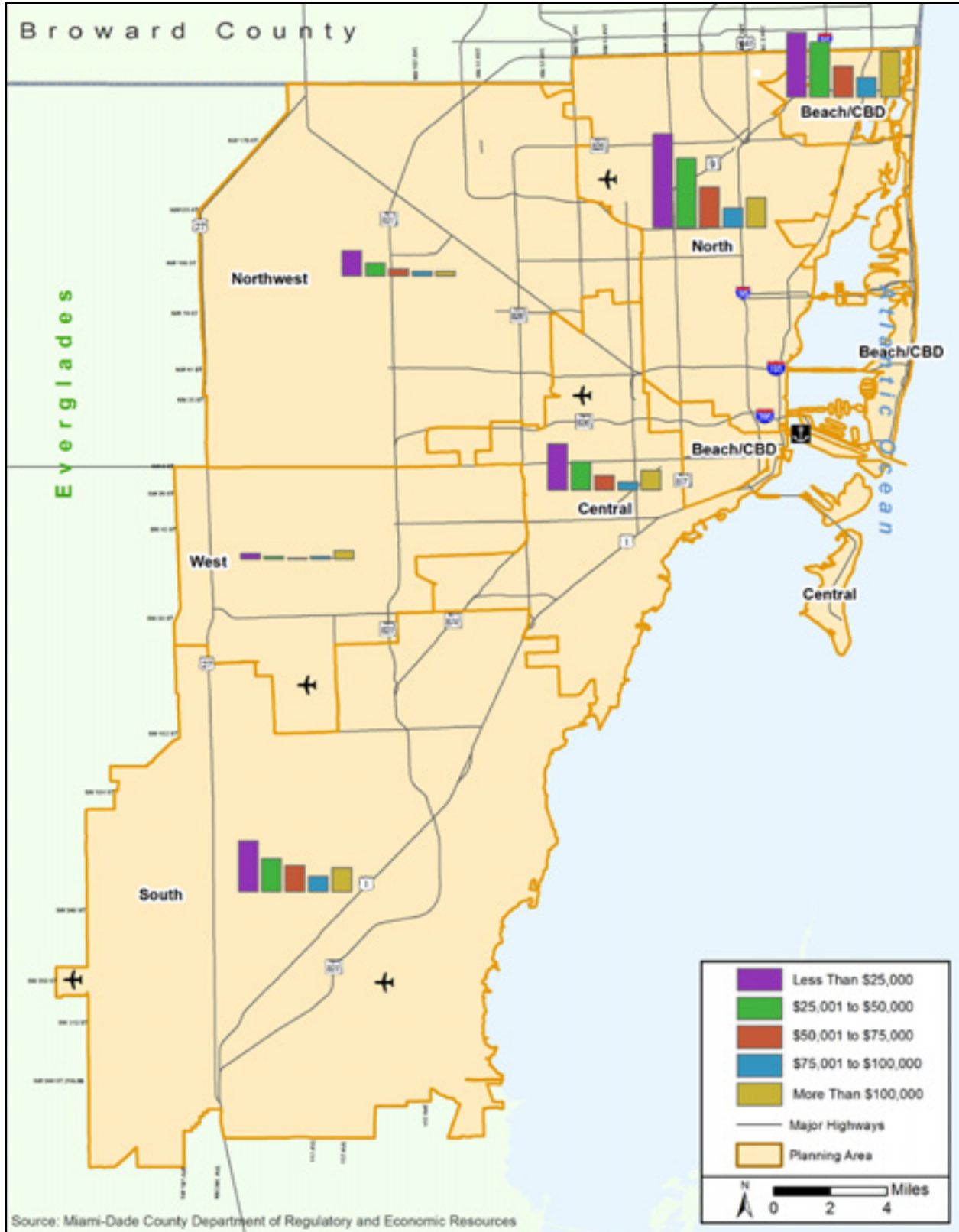


TABLE 2.9 – HOUSEHOLD INCOME CATEGORIES AND FREQUENCIES

Occupation	2010	2040	Change	% Growth
Less Than \$25,000	253,873 (29%)	356,247 (31%)	102,374 (35%)	40%
\$25,000 - \$50,000	222,750 (26%)	294,955 (26%)	72,205 (25%)	32%
\$50,000 - 75,000	149,626 (17%)	192,520 (17%)	42,894 (15%)	29%
\$75,000 - \$100,000	87,929 (10%)	112,727 (10%)	24,798 (9%)	28%
More Than \$100,000	152,652 (18%)	199,806 (17%)	47,154 (16%)	31%
Total	866,830 (100%)	1,156,255 (100%)	289,425 (100%)	33%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.9 – 2010 TO 2040 CHANGE IN HOUSEHOLD INCOME BY PLANNING AREA

TRIP ATTRACTION VARIABLES

The following sections will examine trends in employment and school enrollment, two of the major contributing factors to the attraction of trips.

SCHOOL ENROLLMENT

This section examines the enrollment of students in primary and secondary education in the County. Primary education includes all students enrolled in kindergarten to 12th grade including both public and private institutions. Secondary education includes all higher education including universities, colleges, and vocational schools. **Table 2.10** shows enrollment totals for 2010 and 2040 by educational institution. K-8 enrollment is expected to decrease slightly while enrollment in high schools is expected to increase substantially, representing 46% of the total expected growth in student enrollment.

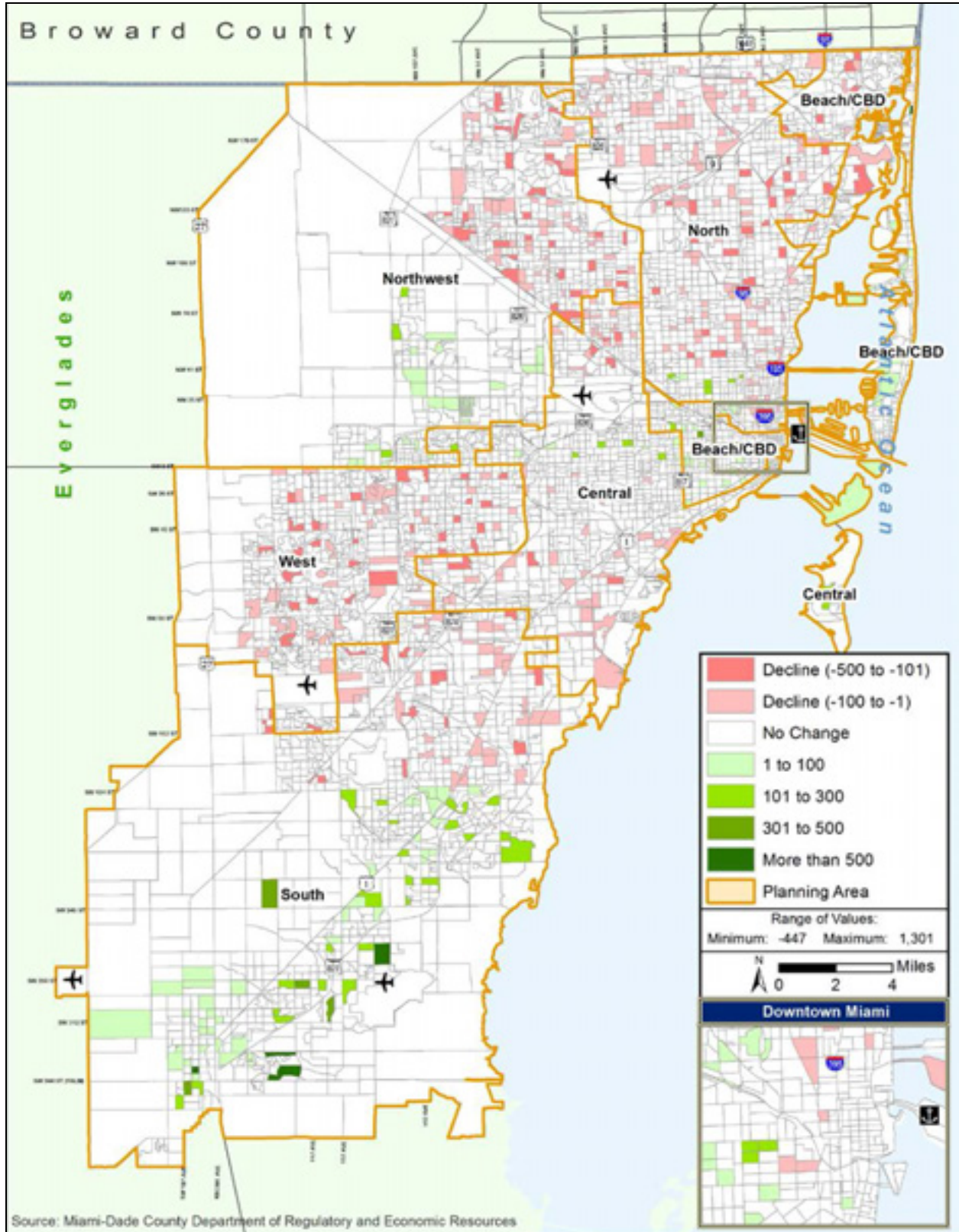


TABLE 2.10 – SCHOOL ENROLLMENT

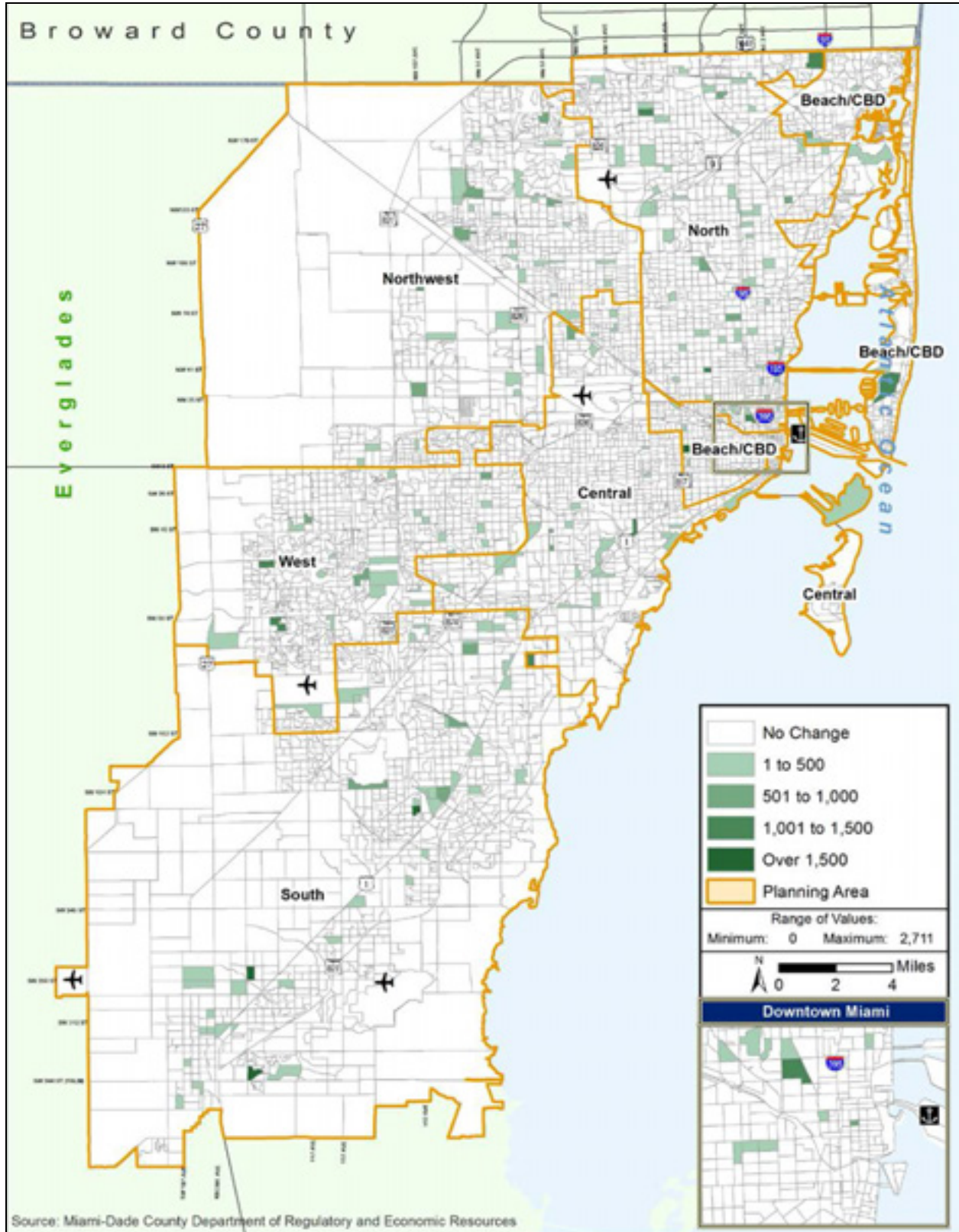
Educational Institution	2010	2040	Change	% Growth
K-8 Enrollment	272,895 (42%)	262,491 (35%)	-10,404 (-10%)	-4%
High School Enrollment	120,169 (19%)	166,637 (23%)	46,468 (46%)	39%
University	252,148 (39%)	315,208 (42%)	63,060 (64%)	25%
Total	645,212 (100%)	744,336 (100%)	99,124 (100%)	15%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.10 – 2010 TO 2040 CHANGE IN K-8TH GRADE ENROLLMENT



MAP 2.11 – 2010 TO 2040 CHANGE IN HIGH SCHOOL ENROLLMENT

EMPLOYMENT

This section examines the change in 16 different employment categories throughout the County. **Table 2.11** shows employment totals for 2010 and 2040 by category. Overall the County is projected to surpass two million jobs by 2040. All categories are expected to grow by 2040 except for agriculture/resources. Retail, professional services, and healthcare are the most prevalent employment categories in 2010, each representing more than 10% of total 2010 employment. These three categories will continue to represent the most common employment areas, along with personal services, into 2040. **Map 2.12** provides the expected locations of this job growth between 2010 and 2040.

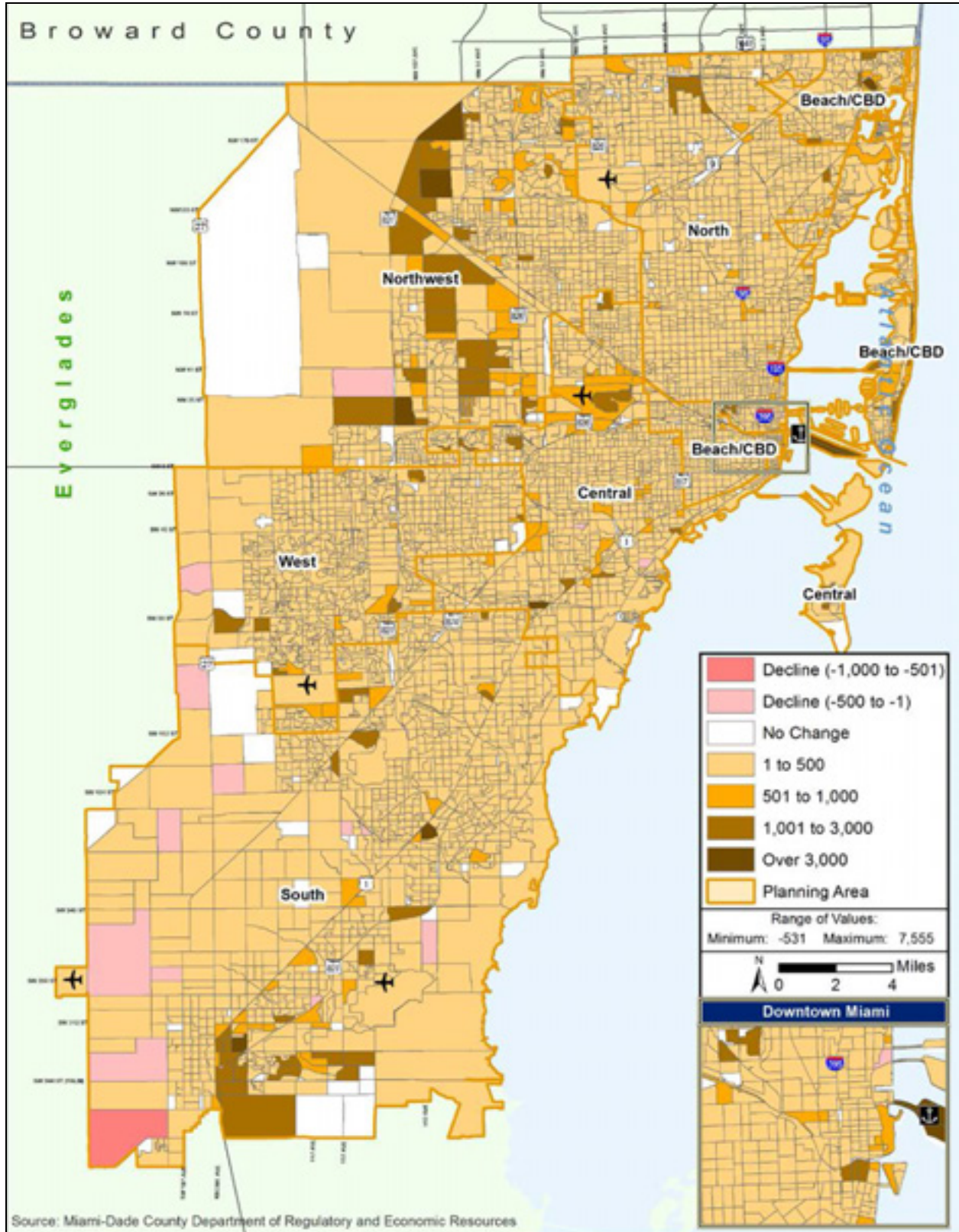


TABLE 2.11 – EMPLOYMENT CATEGORIES

Employment	2010	2040	Change	% Growth
Agriculture/Resources	10,284 (1%)	6,920 (<1%)	-3,364 (-1%)	-33%
Construction	58,892 (4%)	90,767 (4%)	31,875 (5%)	54%
Utilities	3,548 (<1%)	4,680 (<1%)	1,132 (<1%)	23%
Manufacturing	40,826 (3%)	50,356 (2%)	9,530 (1%)	28%
Warehousing	111,038 (8%)	142,043 (7%)	31,005 (5%)	28%
Transportation	60,426 (4%)	77,293 (4%)	16,867 (3%)	28%
Retail	184,163 (13%)	259,812 (13%)	75,649 (12%)	41%
Professional Services	355,181 (25%)	501,216 (24%)	146,035 (23%)	41%
Primary Education	73,703 (5%)	94,374 (5%)	20,671 (3%)	28%
Secondary Education	28,454 (2%)	36,433 (2%)	7,979 (1%)	28%
Personal Services	131,255 (9%)	220,162 (11%)	88,907 (14%)	68%
Amusement	25,144 (2%)	42,050 (2%)	16,906 (3%)	67%
Hotels	22,714 (2%)	38,044 (2%)	15,330 (2%)	67%
Restaurants	79,537 (6%)	133,254 (6%)	53,717 (8%)	68%
Healthcare	155,131 (11%)	259,929 (13%)	104,798 (16%)	68%
Government	75,931 (5%)	97,201 (5%)	21,270 (3%)	28%
Total	1,416,227 (100%)	2,054,534 (100%)	638,337 (100%)	45%

Note: Percent in parentheses corresponds to percent of the total value.





MAP 2.12 – 2010 TO 2040 CHANGE IN TOTAL EMPLOYMENT

REVIEW OF MPO STUDIES

Since the completion of the previous LRTP update in 2009, a number of studies have been conducted by or in collaboration with the MPO. The topics of these studies include all facets of the County's transportation network and while some of these studies examine specific locations and issues others are broad and may apply to the entire County. These studies provide desirable future transportation improvement projects. These studies were examined to identify and compile the noted improvements so they may be considered for future transportation planning efforts. The 25 studies reviewed are presented in the **Table 2.12**.

TABLE 2.12 – MPO STUDIES

Study Title	Date	Study Purpose
Adding Turbo Lanes to T-intersections Study	2009	Evaluate T-intersections that can be converted to turbo lanes within the county boundaries.
Aesthetic Guidelines for Transportation Projects in Miami-Dade County	2009	Develop a set of countywide aesthetics guidelines and best practices to assist transportation agencies, project managers and consultants, as to how aesthetics can be incorporated into transportation projects.
City of Doral Transportation Master Plan Update	2009	Study the existing and future conditions of the transportation system within the City of Doral.
City of Miami Car-Sharing Feasibility Study	2009	Evaluate the feasibility of implementing a car sharing program in the City of Miami and identify the benefits and the costs to the community.
Congestion Management Process Update	2009	Update the Congestion Management System to reflect the new Federal requirement established under SAFETEA-LU.
Countywide High-Crash Location Safety Study	2009	Identify traffic safety concerns and recommend countermeasures to improve the operational safety of twenty high-crash locations county wide.
Countywide Park and Ride Facilities Study	2009	Examine planned and future Park and Ride facilities at express and priority transit lines.
Florida East Coast Transit Connection Study	2009	Report on recent developments and evaluate the feasibility of implementing transit services along FEC corridor from MIA to the Dadeland to complement a planned bicycle trail.
Hialeah Transit System Express Service Feasibility Study	2009	Examine the City of Hialeah's existing circulator routes to optimize operations, maximizing its positive impacts.
Update of the Miami-Dade County GIS Crash Data System	2009	Update and maintain the Crash Data System for Miami-Dade County Traffic Engineering and MPO.
US-1/SR-878 Intersection Sub-Area Traffic Study	2009	Develop several conceptual improvement strategies to alleviate congestion along US-1 in the vicinity of SR 878.
Improving Access in FIU Biscayne Bay Campus Area	2010	Evaluate the feasibility of adding another entrance to the Florida International University Biscayne Bay Campus.
Near-Term Plan for Improved Transportation Services Study	2010	Updating the Miami-Dade transportation service plan for the next 2 to 5 years, in conjunction with all transportation agencies in the urban area, based on the results of the 20 year Transportation Plan.

Title	Date	Study Purpose
Strategies for Integration of Sustainability and the Transportation System	2010	Identify and evaluate several strategies to improve the sustainability of the county's transportation system with an emphasis on accommodating future travel.
Traffic Safety Plan for Elderly Pedestrians in Miami-Dade County	2010	Identify the most dangerous pedestrian locations and provide engineering or intervention countermeasures towards improving the safety of elderly pedestrians.
City of Miami Health District Bicycle and Pedestrian Mobility Study	2011	Identify initiatives and improvements that may make the Health District area a place where walking and biking are safe, easy, attractive, and convenient modes of transportation.
City of Miami Springs Traffic Circulation and Parking Study for Westward Drive	2011	Perform a traffic circulation and parking analysis to support the City of Miami Spring's initiative of revitalization and renewal of its downtown commercial core.
Implementation of Advanced Warnings in School Speed Zones Study	2011	Evaluate the feasibility of creating an extended school zone to reduce the speed limit of the roadway by 10 miles per hour as a buffer zone before the regular 15 mph school zones.
Signage Program for the Miami Health District	2011	Provide a comprehensive implementation plan that would identify exact locations for new signage with descriptive, specific wording for each sign throughout the district.
Connecting NW 25th Street to the HEFT Study	2012	Develop a detailed conceptual plan for a direct connection between NW 25th Street and the Homestead Extension to the Florida Turnpike.
Evacuation Planning Assessment for the US-1 and SW 344th Street Intersection	2012	Assess operational and capacity improvements for this location necessary to accommodate the extraordinary vehicular flows during emergency evacuation periods.
Implementation Plan for Enhanced Bus Service along Biscayne Boulevard	2012	Develop a detailed plan for the staged implementation of Bus Rapid Transit along Biscayne Boulevard.
Interactive Transportation Planning Tool	2012	Develop an interactive planning tool that uses GIS mapping to display 2010 census data, American Community Survey data, regularly collected data, and model results.
Pedestrian Improvements at Railroad Crossings	2012	Review and examine pedestrian accessibility conditions of current railroad crossings; assess non-existing pedestrian crossing and accessibility deficiencies of existing ones; and recommend an improvement action plan.
Transit Options to the Port of Miami	2012	Provide a transit connection between Miami International Airport and the passenger cruise terminals at Port Miami.

These studies in their entirety may be accessed at www.miamidade.gov/mpo/documents.

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MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

111 NW 1st Street
Suite 920
Miami, FL33128
305-375-4507
www.miamidade.gov/MPO

Learn more by visiting: www.MiamiDade2040LRTP.com



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