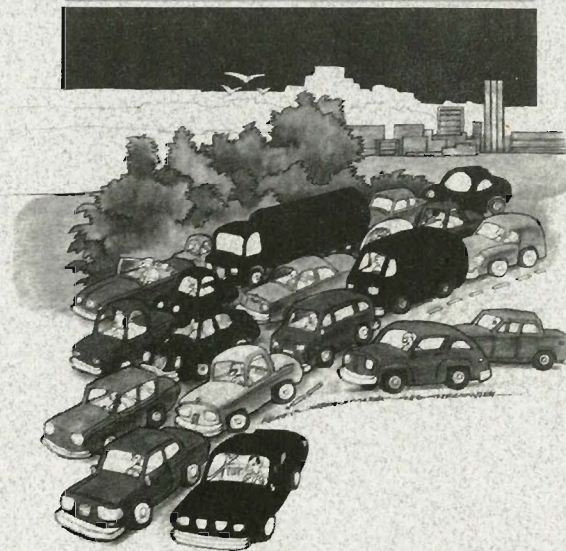




Metropolitan Planning Organization

Congestion Management Plan



TRANSPORTATION DEMAND MANAGEMENT & CONGESTION MITIGATION STUDY

Final Draft

Congestion Management Plan

Prepared for

METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN DADE COUNTY, FLORIDA

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March 1998

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INTRODUCTION

The *Dade County Congestion Management Plan* is intended to encourage more efficient use of existing and proposed County transportation facilities. This is accomplished by accommodating more users on existing facilities by addressing the demand side of the transportation equation using a multi-modal transportation improvement strategy beyond the traditional approaches of road building and widening. **Increasing the number of people transported on these facilities while reducing the total number of vehicles, reduces congestion, and increases the efficiency of roadways and transit systems.** One practical and successful method of achieving this increase in efficiency is through the implementation of transportation demand management actions.

Transportation demand management is defined as the systematic process of modifying the travel demand placed on the roadway system by vehicles, particularly during the peak travel hours. Most transportation demand management actions are implemented relatively inexpensively, generally require little or no capital outlay, and provide for greater and more efficient use of existing and proposed transportation facilities. Transportation demand management focuses on drivers of the private, single-occupant vehicle, and employs a variety of methods to reduce the number of commuter automobiles on the roadways during the peak hours. The goals of transportation demand management are to reduce vehicular congestion, enhance air quality, and promote energy conservation. The goals are important to the functioning of Florida's concurrency mandate, application of the federal Clean Air Act Amendments of 1990, and the implementation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

The Metro-Dade Metropolitan Planning Organization has undertaken the *Transportation Demand Management and Congestion Mitigation Study* to develop this Plan to reduce traffic congestion on the existing and proposed County roadway system. Major documents prepared in support of this Plan are:

- *Current Efforts in Transportation Demand Management and Tools for its Implementation in Dade County* contains research into transportation demand management actions, their workings, success in other places, and implementability in Dade County;
- *Trip Reduction Ordinances: Technical Memorandum* defines and documents trip reduction ordinances and their workings at local governments where they have been adopted;

- *Travel Demand Management Reader & Bibliography* is a compilation of sources used in the research activities of the first two documents; and
- *Congestion Management Plan: Background Report* provides the support information to this Plan including information related to the reasons for adopting it, definition and causes of congestion, existing and future transportation system conditions, candidate locations for transportation demand management action implementation, recommended transportation demand management actions, and proposed Plan implementation actions.

This Plan contains 13 recommended actions for adoption and implementation by Metropolitan Dade County. Brief descriptions of each action are provided herein. Readers are directed to the reports previously prepared, particularly *Current Efforts* and *Background Report*, for technical data, additional information, and detailed descriptions of the material contained in the Plan.

1. ADOPT CONGESTION MANAGEMENT PLAN

Plan actions will be implemented based on a coordinated effort which is understood and supported by all of the transportation-related agencies and organizations operating in Dade County. After a review and comment period, which will include the agencies, committees, and boards listed below, support and coordination of the Plan actions will be approved by the Metropolitan Planning Organization Governing Board.

Center for Urban Transportation Research;¹
Dade County Developmental Impact Committee;
Dade County Pedestrian/ Bicycle Coordinator;
Dade County Planning Department;
Dade County Public Works Department;
Florida Department of Transportation (FDOT);¹
Metro-Dade Transit Agency (MDTA);¹
MPO Staff;¹
Regional Commuter Assistance Program;¹
Tri-County Commuter Rail Authority (TCRA);

and

Citizen's Transportation Advisory Committee (CTAC);
Transportation Plan Technical Advisory Committee (TPTAC); and
Transportation Planning Council (TPC).

¹Represented on the *Transportation Demand Management and Congestion Mitigation Study* Steering Committee.

TECHNICAL REVIEW OF THE CONGESTION MANAGEMENT PLAN

Consensus of the Plan's policies and components were obtained from the *Transportation Demand Management and Congestion Mitigation Study* Steering Committee. This Plan was then distributed to the first group of agencies listed above for a period of technical review and comment. The final draft Plan was then prepared for public comment.

PUBLIC REVIEW OF THE CONGESTION MANAGEMENT PLAN

This version of the Plan will undergo the MPO review process, in which it will be submitted to the official transportation planning committees (TPTAC, TPC, CTAC). Concomitant with the Plan's review by the CTAC, public hearings will be scheduled to receive citizen input. Following compilation and review of comments, revisions will be incorporated, and a revised final draft Plan will be submitted to the MPO Board for review, comment and adoption.

2. APPOINT COUNTY CONGESTION MANAGEMENT COORDINATOR

In order for congestion management actions to be effective, they require continuous monitoring, evaluation, and updating. Actions must also be coordinated so there is no conflict in achieving the primary goal of the Plan—to reduce the number of single-occupant vehicles on Dade County's roadways. To achieve maximum effectiveness of the recommended actions, a staff-level position should be created whose duties will be to serve as liaison among the various transportation-providers and other entities generating large traffic volumes within Dade County, for the promotion and coordination of congestion management actions.

ESTABLISH POSITION

Create and fund the full-time position of *Dade County Congestion Management Coordinator* and place it under the direction of the MPO Secretariat. Charge the Congestion Management Coordinator, at a minimum, with the following tasks:

1. Implementation of the Congestion Management Plan recommendations;
2. Draft Dade County Congestion Management System for certification by FDOT and United States Department of Transportation;
3. Identify, evaluate, and prioritize the transportation control measures to be implemented in key areas around Dade County, and in the County as a whole;
4. Manage congestion management projects within the MPO office;
5. Coordinate with the Regional Commuter Assistance Program in implementation and support of transportation demand management activities in Dade County;

6. Serve as staff to the Dade County Congestion Management Coordinating Committee; and
7. Evaluate and update the Congestion Management Plan periodically.

STAFF POSITION

The position of Dade County Congestion Management Coordinator should be staffed by a full-time employee who is a professional transportation planner. Additional experience may include comprehensive planning, growth management, transportation demand management, and traffic engineering. The professional in this position should possess excellent communication skills, good organizational skills, the ability to work with private business people, and shall be committed to the success of congestion management in general and transportation demand management actions in particular.

3. ORGANIZE DADE COUNTY CONGESTION MANAGEMENT COORDINATING COMMITTEE

A Dade County Congestion Management Coordinating Committee shall be formed to coordinate the planning and implementation of the Congestion Management Plan recommendations throughout the County. The Committee would best be organized as a sub-committee of, and report to, the Transportation Plan Technical Advisory Committee (TPTAC). The Committee will periodically advise the TPC, MPO Board, and Board of County Commissioners on existing and future funding and implementation needs.

CHARGE

The Committee would be charged with the following tasks:

1. Review and coordination of the implementation of Congestion Management Plan recommendations;
2. Review and approve Dade County Congestion Management System for certification by FDOT and United States Department of Transportation;
3. Coordinate the transportation control measures to be implemented in key areas around Dade County, and in the County as a whole;
4. Evaluate implemented transportation demand management actions and recommend additional actions;
5. Review and approve Congestion Management Plan updates prior to submittal to TPC;
6. Serve as technical and marketing task force for emerging Transportation Management Associations in Dade County; and
7. Draft proposed trip reduction ordinances for Board of County Commissioners approval.

APPOINT COMMITTEE MEMBERS

Organize the *Dade County Congestion Management Coordinating Committee* and charge it with the tasks listed above. The Committee should be able to discuss technical as well as marketing issues related to congestion management. The Committee's membership shall ultimately be decided by TPTAC. It should include representation from:

- Citizens Transportation Advisory Committee;
- Dade County Planning Department;
- Dade County Public Works Department;
- Developmental Impact Committee;
- Florida Department of Transportation-District 6;
- Regional Commuter Assistance Program;
- Tri-County Commuter Rail Authority;
- Metro-Dade Transit Agency;

and two representatives from the MPO Secretariat:

- Pedestrian/ Bicycle Coordinator; and
- Congestion Management Coordinator.

4. ADOPT TRIP REDUCTION ORDINANCE

A trip reduction ordinance will provide a mechanism by which transportation demand management actions are brought to the forefront of the commuting public's attention. Given the economic and political implications of an ordinance on existing employers and residential development managers, the ordinance should encourage participation in transportation demand management actions, and require that employees and residents be made aware of the travel options available to them.

DRAFT ORDINANCE

The trip reduction ordinance would require those employers employing greater than 100 people and multi-family residential developments of greater than 30 units to post commute alternatives information as recommended in this Plan in a conspicuous place, provide rideshare information (Regional Commuter Assistance Program's telephone number and rideshare forms, at a minimum), and encourage participation in transportation demand management actions. The requirement will be monitored and enforced by the County through a system developed by the Congestion Management Coordinator. At a minimum, the ordinance should include the following provisions:

1. Require all employers with staffs of greater than 100 and multi-family residential developments with greater than 30 units to do the following:
 - A. Post County-approved transportation demand management information (including Regional Commuter Assistance Program carpool matching information, MDTA schedules, etc.) in a conspicuous place;
 - B. Provide each new employee or tenant with a County-approved transportation demand management brochure, MDTA information, and Regional Commuter Assistance Program employee transportation survey;
 - C. Encourage participation in County and employer-sponsored transportation demand management programs, such as those listed in the Congestion Management Plan; and
 - D. Respond to an annual employer/ residence manager compliance survey related to information dissemination and employee/ tenant participation in transportation demand management programs.
2. Establish a monitoring procedure through an annual compliance survey developed and administered by the Dade County Congestion Management Coordinator to monitor compliance with the ordinance requirements.
3. Provide for enforcement of the provisions of the ordinance through the County Congestion Management Coordinator.

REVIEW OF ORDINANCE

Once drafted, the trip reduction ordinance would be subjected to public review and input similar to that of the Congestion Management Plan. A final draft will be submitted to the TPC and MPO Board for adoption prior to presentation to the Dade County Board of County Commissioners.

ADOPT ORDINANCE

The Board of County Commissioners would enact any trip reduction ordinance.

5. DRAFT AND IMPLEMENT METRO-DADE EMPLOYER TDM PLAN

Metro-Dade will assign a full-time employee transportation coordinator to plan, design, and implement transportation demand management actions at all major County facilities. While the County's Congestion Manager will serve as a resource, this should be a separate position. Metro-Dade will serve as the example of a major employer undertaking an employer-based transportation demand management program which exceeds the requirements of the trip reduction ordinance. The County's program will serve as a model for the rest of the County's employers.

SURVEY METRO-DADE EMPLOYEES

The Regional Commuter Assistance Program employee transportation survey shall be used to survey all Metro-Dade employees. The Regional Commuter Assistance Program will provide an analysis of the survey results to be used as a basis for drafting the *Metro-Dade Employer TDM Plan*.

DRAFT METRO-DADE EMPLOYER TDM PLAN

The County's Employee Transportation Coordinator will draft an employer Transportation Demand Management Plan, for each major County facility or employment center. Each plan should incorporate some or all of the recommended transportation demand management actions in the Congestion Management Plan. Other potential transportation demand management actions, not listed herein, should be included if appropriate. Each draft plan will be submitted to the Congestion Management Coordinator and the Congestion Management Coordinating Committee for review and comment.

ADOPT METRO-DADE EMPLOYER TDM PLAN

The *Metro-Dade Employer TDM Plan* would become effective subsequent to its approval by the County Manager and adopted as a policy of the County. The County Manager shall direct all County Department Heads to implement the transportation demand management Plan, and encourage their employees to take advantage of the program elements.

6. INITIATE MODEL PRIVATE EMPLOYER TDM PLAN

A large private employer should be recruited to become, along with Metro-Dade, a model for how a large employer may draft and implement a successful employer transportation demand management plan which exceeds the requirements of the trip reduction ordinance.

SELECT EMPLOYER

The Regional Commuter Assistance Program would best serve as the lead agency in contacting and recruiting a large Dade County private employer to serve as the model program. The employer selected will be willing to participate in the program for no less than three years and will pledge its full support to the planning, development, funding, and implementation of an on-site transportation demand management program.

APPOINT EMPLOYEE TRANSPORTATION COORDINATOR

The selected employer will appoint or hire an employee transportation coordinator. This person will work closely with Dade County's Congestion Management Coordinator, Regional Commuter Assistance Program staff, and the Congestion Management Coordinating Committee to formulate an on-site trip reduction plan.

IMPLEMENT ON-SITE TRIP REDUCTION PLAN

Because this will be a model for the rest of the County's major employers, Dade County and FDOT will commit staff and matching funds (where available) to the private employer for implementation of the trip reduction plan. In return the employer will commit to implementing the developing, implementing and funding the plan for a minimum period of three years, allow Dade County to use the Company's name and its plan in marketing efforts, and be willing to commit the employee transportation coordinator's time to speaking engagements before other major employers considering undertaking a similar plan.

7. IMPLEMENT CONGESTION MANAGEMENT TECHNIQUES

Four major congestion management techniques shall be implemented to mitigate existing and future travel demand on Dade County's transportation system.

TRIP REDUCTION ACTIONS

Proposed implementation of trip reduction actions would be preceded by the undertaking of an employee transportation survey. Implementation of trip reduction actions shall be based on an analysis of employee transportation survey responses to determine how to efficiently implement these actions.

- **Carpool Programs.** The Gold Coast Commuter Services program was created in 1988 by FDOT as the Regional Commuter Assistance program for the south Florida region. The FDOT funds the Regional Commuter Assistance Program which provides computerized carpool matching services to the region comprised of Dade, Broward, and Palm Beach Counties. Carpooling in Dade County shall be expanded and coordinated through this program.

- **Vanpool Programs.** Dade County will utilize the services of the Regional Commuter Assistance Program to encourage organization of vanpools through private employers, third party providers, resident associations, developers/building managers, transportation management associations, or local governments. This action will be aggressively marketed to large employers, particularly those with large number of employees with commute distances greater than 30 miles.
- **Flextime.** Employers will be encouraged to include flexible schedules in employer-sponsored transportation demand management actions. This action will be marketed aggressively to employers as a benefit to them (greater employee morale, reduced overhead) and a benefit to the employees (an additional day off and possibly reduced travel costs).
- **Employee Transportation Coordinators.** Hiring or designation of on-site employee transportation coordinators will be required for all major employers who undertake transportation demand management programs.
- **Subsidized or Reduced Transit Costs.** MDTA will continue to market reduced transit fares for commuters to large employers through discounts for bulk purchases of monthly passes. Discounts shall be marketed in conjunction with other programs, such as further discounts by the employer, producing a substantial transit subsidy for the employee.
- **Increased Use of Park-and-Ride Lots.** The County should proceed with implementation of its *Park-Ride Lot Plan*, and reactivate inactive lots as practicable. Re-opening of existing inactive lots and construction of new lots shall conform to the FDOT *State Park & Ride Lot Program* criteria. All of the active lots should be maintained and should provide sheltered waiting areas. A safe environment should be provided to the lot user through proper lighting, landscaping, and frequent security patrols. The lots shall be served by frequent MDTA service including local and express Metrobus service and KAT- and MAX-type services. Gold Coast Commuter Services should consider the location of these lots in their carpool matching analysis to expand the area of the trip origin, thus matching carpoolers who can stage at the lot.
- **Increase Transit System Services.** MDTA should identify areas within the County that are ready to be served by transit and develop strategies to serve them. Strategies may include traditional bus service to such areas or other, non-traditional, means such as special circulators, contract services (with private providers), jitney routes, or other strategies as appropriate.

PARKING ISSUES

As a disincentive to the use of private automobiles, the fees for public on-street and off-street parking should be increased where feasible. In addition, private employers

should be encouraged to pass parking costs on to their employees in the name of congestion management.

- **Inform Public Parking Managers.** Public parking system managers will be informed of the County's efforts to reduce congestion through transportation demand management actions. The Congestion Management Coordinator will meet periodically with parking managers periodically to review the Congestion Management Plan and seek their active participation in trip reduction efforts. The three largest municipal parking systems in Dade County are: Miami Off-Street Parking System; City of Coral Gables; and City of Miami Beach.
- **Negotiate Off-Street Parking Price Increases.** Subsequent to the Congestion Management Coordinator meeting with public parking system managers, a peak hour arrival rate surcharge should be negotiated where feasible. This surcharge should be assessed if an automobile enters the parking facility between 7:00 - 9:00 a.m. and/ or leaves between 4:00 - 6:00 p.m. At a minimum, incentives for single occupant vehicles arriving at the garage prior to 9:00 a.m. and/ or leaving between 4:00 p.m. and 5:00 p.m. should be eliminated, so as to not encourage personal vehicle travel during the morning peak hour.
- **Negotiate On-Street Parking Availability Decreases for Commuters.** The availability of on-street parking spaces, particularly those used by employees, should be curtailed where feasible. The Congestion Management Coordinator will encourage municipal parking managers to reduce the availability of on-street parking for commuters (not shoppers and visitors) and negotiate, where feasible, either increases in on-street parking fees, decreases in their availability or time spans of on-street parking, or both.
- **Encourage Employee-Paid Parking.** Large private employers located in congested areas will be informed by the Congestion Management Coordinator of potential travel demand reductions through the elimination of subsidized parking, and the provision of priority parking for carpools and vanpools. Wherever feasible the County will assist private employers in implementing employee-paid parking programs at private employers.

CREATE TRANSPORTATION MANAGEMENT ASSOCIATIONS AT SELECTED LOCATIONS

Transportation management associations will be actively encouraged in areas where multiple employers, building managers, or developers are collectively interested in pursuing transportation demand management as a coordinated group. Transportation management association formation in Dade County shall be consistent with FDOT policy, and proceed according to FDOT procedures. The Regional Commuter Assistance Program should serve as the lead agency for organizing transportation management associations in Dade County. The County and the Regional Commuter Assistance Program shall use the resources of the TMA Clearinghouse at Center for Urban

Transportation Research at the University of South Florida to the maximum extent feasible. Transportation management associations shall develop on-site transportation demand management programs which enhance on-going congestion management actions in accord with Dade County's Congestion Management Plan.

STUDY LONG-TERM TDM PROPOSALS

There are eight proposed transportation demand management actions which are directed at reducing the existing demand on the County's roadway system, but which will require additional study and planning, thus their listing under long-term proposals. These are actions that, when implemented, have the highest potential for reducing single occupant vehicles and increasing the use of mass transit, park-and-ride lots, carpooling and many of the other transportation demand management actions recommended in this plan. As such, they should be viewed as transportation demand management actions to be undertaken in addition to the other actions listed herein, not as separate or replacement actions. These actions, however, will require a greater degree of political will, because all but one of them rely on economic incentives or require greater investments to make them work. They include the following.

- **Employee-Paid Parking.** Parking pricing can serve as a deterrent to the use of private automobiles. The single occupant automobile driver has the perception that this mode is cheaper than carpooling or other modes of travel. The availability of extensive free parking, particularly at major suburban centers adds to this perception. The elimination of free parking could have a significant effect on automobile use, even if the amount of parking is not reduced. Since most employers who are tenants in multi-tenant buildings pay rent on parking spaces provided or have rights to a certain number of spaces through their floor space rental rate, a direct way of charging employees to park is to pass on the parking cost to employees.
- **Employee Travel Allowances.** Employees are provided with a monthly stipend to cover their travel costs to and from work, as a part of their compensation package. Allowance amounts should ideally total more than the cost of monthly transit pass, but less than the cost of parking. Employees are then free to choose the mode on which they will travel to work.
- **Congestion Pricing.** Charging a fee for the use of a road can be a deterrent to the use of transportation facilities during peak hours, particularly for those users who do not want to pay the "price" associated with the use of these facilities. Unlike tolls, which are typically used to finance the facility, the price charged for using the road represents the cost that the individual motorist creates by using the road, for example through increased delays. The intent of road pricing is to price highway facilities so that a sufficient supply of highway capacity is provided for those willing to pay this price. The goal of this measure is for people to seek alternate modes, or to share the costs through ridesharing.

- **Subscription Bus Service.** Subscription buses are chartered vehicles which provide scheduled service to and from major origins and destinations. Subscription buses may be run by major employers serving specific destinations, or by the transit agency.
- **Telecommuting.** With the advancement of telecommunications equipment such as telephones, facsimile machines, and computers, a viable option to commuting is to work at home. The prognosis for this type of strategy would appear to be good, given the rise in the service industry in the U.S. economy. However significant impediments to large-scale implementation of this strategy remain, including substantial investment in high technology equipment, allowance of flexible working hours, and ability of employers to allow their employees, and employees to be able to, work independently and absent from the workplace.
- **Public-sponsored vanpools.** Vanpool programs are similar to carpool programs in that a group of people share a single vehicle—in this case a 10 to 15-passenger van—for their commute to work. Because of the costs associated with maintenance, administration, and insurance for operating vanpools, these programs are typically operated by large employers. Public-sponsored vanpools have been successfully operated in some Florida counties.
- **Mandatory peak period parking surcharges.** The recommendation in this Plan is for voluntary peak period surcharges. Mandatory peak period surcharges have been shown to be successful in mitigating peak period trips by making other modes of transportation more cost feasible.

8. INCORPORATE TDM ACTIONS INTO DEVELOPMENT REVIEW AND APPROVAL PROCESS

Transportation demand management actions directed at new trips should be implemented through Dade County's development review process. County agencies involved in this process include: Dade County Planning Department; Developmental Impact Committee; Dade County's Plat Committee; Building and Zoning; and Dade County Public Works Department. All of these agencies are encouraged to be familiar with transportation demand management actions and shall incorporate them into the repertoire of developer actions as an alternative, or in addition, to building or funding of new roadway capacity. The incorporation of transportation demand management actions should be consistent with other planning and land development considerations, including environmental, economic, and social impacts of specific development proposals.

NEGOTIATED DEVELOPER AGREEMENTS

Provide developers with the option of undertaking transportation demand management actions in addition to capacity improvements. Developer commitments should be a combination of transportation improvements and demand reductions which

mitigate the project's impacts. Agreements that include transportation demand management actions should be reviewed by the Congestion Management Coordinator and the Congestion Management Coordinating Committee for viability. The Congestion Management Coordinator would then provide written recommendations to the appropriate agencies.

PROMOTE ALTERNATIVE DEVELOPMENTS OR LAND USE

Encourage developers to consider alternative development programs that reduce the need for trip making and favor implementation of transportation demand management actions. These include mixed-use developments with housing components, and provision of on-site services such as day care, dry cleaners, and restaurants.

9. AMEND DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

The County's Goals, Objectives, and Policies, and Land Development Regulations should be evaluated, and amended as necessary, to incorporate the Congestion Management Plan requirements during the next major update of the County's Comprehensive Development Master Plan. The Congestion Management Coordinator shall work with the Dade County Planning Department to formulate the proposed CDMP amendments using the following as a basis. Once the amendments are in place staff at the County Planning, Building and Zoning, and Public Works Departments, as well as Developmental Impact Committee should be instructed to require consideration of effective transportation demand management actions as part of the solutions to transportation issues and as an alternative to meeting concurrency requirements.

The County should require that development orders for all non-residential, non-retail developments (single building or multi-building facilities) provide for the following.

- Requirements Applicable to All Facilities:

- (1) Provide bicycle racks or other secure bicycle parking at a rate of five bicycle parking spaces for every 100 automobile parking spaces;
- (2) Provide transportation demand management bulletin board, display case, or kiosk that will be located where the greatest number of people are likely to see it, for the display of County-provided transportation demand management and transit information;
- (3) Designate 10 percent of the employee parking as carpool, and vanpool parking. This parking must be located as close to the building entrances as possible in consideration of handicapped parking requirements;

- Requirements Applicable to Facilities of Greater Than 100,000 Square Feet:

- (4) Provide access to clothing locker and shower facilities, with at least one such facility for men and one for women. The appropriate number of facilities given project size shall be determined by the DIC staff;
- (5) Provide sidewalks or other paved pathways that follow direct and safe routes from the external pedestrian circulation system to each building in the development and to existing bus stop locations;
- (6) Provide bus stop improvements within development sites that are located along high traffic volume streets and established bus routes. Such improvements may include bus turnouts, bus pads, rights-of-way for bus shelters, and layover facilities. The DIC, in conjunction with MDTA, shall specify the appropriate improvement that must be made based on existing and future transit service to the area;
- (7) Lease terms should require tenants to agree to transportation demand management-related actions, such as: providing County-provided transportation demand management information and surveys to new employees, posting transportation demand management information on their bulletin boards, and permitting their employees to participate in inter-company carpooling and vanpooling;
- (8) To the maximum extent feasible, the project should incorporate services such as dry cleaners and eating establishments, day care or child care that will reduce the need for midday and side trips during the peak hours;
- (9) Designate and additional 5 percent of the employee parking as carpool, and vanpool parking. This parking must be located as close to the building entrances as possible in consideration of handicapped parking requirements.

Requirements Applicable to Multi-Family Residential Facilities of 100 Units or More:

- (1) Ridesharing and public transportation information shall be provided as part of the move-in materials;
- (2) Provide sidewalks or other paved pathways that follow direct and safe routes from the external pedestrian circulation system to each building in the development and to existing bus stops;

- (3) Provide bus stop improvements within development sites that are located along high traffic volume streets and established bus routes. Such improvements may include bus turnouts, bus pads, rights-of-way for bus shelters, and layover facilities. The DIC, in conjunction with MDTA, shall specify the appropriate improvement that must be made based on existing and future transit service to the area.

Requirement Applicable to Development Greater than 2.5 million square feet.

- (1) Designate a minimum of 5 percent of the gross floor area for retail services, unless such land use is contradicted due to unique economic, environmental, or social conditions.
- (2) Designate a minimum of 5 percent of the gross floor area as residential, unless such land use is contradicted due to unique economic, environmental, or social conditions.

10. FUND CONGESTION MANAGEMENT ACTIONS

The federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provides for six billion dollars in funding for congestion mitigation and air quality programs through 1997 (one billion dollars per year for six years). In addition, 31 billion dollars are authorized for mass transit, and 25 million dollars per year are available for funding 80 percent of congestion pricing pilot programs. Through adoption of the County's Unified Planning Work Program (UPWP), Dade County will be eligible for its share of these funds to undertake the Congestion Management Plan recommendations. In addition to federal funds, a number of local funding sources may be available to the County for Congestion Management Plan programs including seed funding for Transportation Management Associations from FDOT, impact fees, and proffers from developers.

INCLUDE CONGESTION MANAGEMENT ELEMENT(S) IN TRANSPORTATION PLANS

Congestion Management will be included as a continuing element in Dade County's transportation plans. At a minimum, a Congestion Management Element should be made a part of the Long Range Transportation Plan, the Transportation Improvement Plan (TIP), and Transit Development Plan (TDP).

INCLUDE CONGESTION MANAGEMENT ELEMENT(S) IN UNIFIED PLANNING WORK PROGRAM

A Congestion Management Element should be included in Dade County's annual Unified Planning Work Program. The element should include study of long-term actions,

funding implementation of recommended transportation demand management actions, and evaluation and refinement of implemented actions.

ASSIST IN FUNDING TMA FORMATION THROUGH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE REGIONAL COMMUTER ASSISTANCE PROGRAM

As candidate locations for the formation of transportation management associations are identified, and these organizations emerge, seed funding —through the FDOT and Regional Commuter Assistance Program— should be sought. Florida Department of Transportation Policy 725-030-008-b establishes the procedure for qualifying for funding.

SEEK ALTERNATIVE FUNDING SOURCES

Alternative funding sources for the implementation and maintenance of transportation demand management actions should be sought. These include exactions such as impact fees and developer assessments (for implementation of transportation demand management actions at new developments), taxing schemes such as special taxing districts (particularly at existing suburban centers), full private sector funding (for established TMAs and implementation of employer TDM plans), parking revenues or surcharges, tolls, and available congestion management funding for special projects.

11. ESTABLISH CONGESTION MANAGEMENT SYSTEM DATABASE AND DATA MANAGEMENT PLAN

Title 23, U.S.C., section 134 and section 8 of the Federal Transit Act require that long range plans in metropolitan areas with populations of over 200,000 must include a congestion management system that provides for the effective management of new and existing transportation facilities eligible for federal funding. The preliminary definition of a congestion management system is "a system to monitor and analyze the magnitude of congestion on the multimodal transportation system and to plan and implement actions, appropriate to the scope of the problem, that reduce congestion and enhance the performance of the transportation system at the level desired."²

IDENTIFY TRANSPORTATION SYSTEM

The transportation system to be studied under the congestion management system will include, at a minimum:

²*Federal Register*, v. 57 n. 107, June 3, 1992, p. 23464.

- All roadway facilities that are federal-aid highways, within the state highway system, or are of critical importance to the efficient movement of people and goods (the regional roadway system);
- Mass transit facilities;
- Bicycle facilities; and
- Key pedestrian facilities.

The initial identification and cataloguing of the transportation system shall include a description of the facility, existing capacity (per roadway segment, transit vehicle or route, pedestrian or bicycle facility), adopted level of service standard, and existing use.

COORDINATE DATA COLLECTION EFFORTS

The County will develop a coordinated transportation system data collection effort which takes advantage of existing sources both within and outside of Metro-Dade's auspices. The purpose of this effort is to identify agencies that currently collect the necessary transportation system information —so as to not duplicate existing efforts— and develop a system whereby the information is transmitted to a central clearinghouse. Sources for this information are:

- Metro-Dade Public Works Department;
- Metro-Dade Transit Agency;
- Metro-Dade Planning Department;
- Florida Department of Transportation;
- Metropolitan Planning Organization;
- Metro-Dade Public Safety; and
- Municipal Public Works Departments.

Data needs include, but may not be limited to:

- Transportation system capacity;
- Planned and committed transportation system improvements;
- Traffic volumes;
- Roadway level of service standards and existing operating conditions;

- Accident frequency and rates;
- Transit ridership;
- Pedestrian volumes (at selected locations); and
- Bicycle volumes.

The information would be best catalogued in a database file for ease of retrieval and use.

Required information that is currently not collected, in general or at certain locations or facilities in Dade County, shall be collected by the appropriate County agency for input into the system.

12. ESTABLISH CONGESTION MANAGEMENT SYSTEM

A congestion management system must identify and evaluate the potential effectiveness of congestion management and mobility enhancement strategies, and provide indication of where and when these measures should be implemented. Mobility enhancement strategies include traditional treatments such as roadway widening, intersection improvements, transit service enhancements (which are a part of Dade County's Transportation Improvement Program and Long-Range Transportation Plan, but not a part of this Plan), and non-traditional strategies such as the transportation demand management actions recommended in this Plan. A Congestion Management System should take into account the needs of different transport modes, particular locations, and the unique needs of various demographic and economic populations.

PERFORMANCE MEASURES FOR TRADITIONAL TRANSPORTATION SYSTEM ENHANCEMENTS

As a part of its Comprehensive Development Master Plan, Metropolitan Dade County has adopted level of service standards for the regional roadway system and the mass transit system. The road level of service standards are based on peak hour facility capacities as defined by the Transportation Research Board and are the generally accepted standards for defining congestion on roadways. The adopted mass transit level of service standard, however, is a delivery-based standard that does not address system use or capacity to alleviate congestion. There are currently no adopted standards for bicycle or pedestrian facilities.

The County should review its level of service standards for all of the transportation systems to determine if they are appropriate for use as performance measures in the congestion management system. Performance measures must be developed for transportation system facilities that do not have adopted level of service standards. Performance measures to be used in the congestion management system should provide information on existing (daily, peak hour, off-peak, seasonal, or periodic)

congestion problems on the transportation system. The performance measures should also allow for analysis of the effectiveness of potential improvements to the transportation system.

PERFORMANCE MEASURES FOR TRANSPORTATION DEMAND MANAGEMENT ACTIONS

Performance measures developed to measure transportation system conditions will not be appropriate for measuring the effectiveness of site-specific trip reduction actions presented in this Plan. Preference will be given to performance measures for trip reduction actions based on vehicles per 100 employees (V/E Ratio). The existing and future V/E ratios may be field measured at specific locations such as driveways or derived from employee surveys.

IMPLEMENTATION OF THE CONGESTION MANAGEMENT SYSTEM

Compatible with Federal and State regulations, the Congestion Management System should be incorporated into the County's development review and approval process, including the Dade County Concurrency Management System. Such a procedure should systematically identify areas of excess congestion or insufficient mobility and activate regulatory mechanisms to remedy problems in these areas or among identified population groups.

13. DEVELOP COORDINATION AGREEMENTS

The majority of the congestion management actions contained in the Plan require the active participation of municipal, county, regional, and state agencies. Thus, the need for coordination among these agencies will be of critical importance. The entities with which Dade County will negotiate agreements are:

- All municipal governments within Dade County;
- Florida Department of Transportation;
- Regional Commuter Assistance Program;³
- South Florida Regional Planning Council; and
- Tri-County Commuter Rail Authority.

³The Regional Commuter Assistance Program in south Florida is managed and operated by Gold Coast Commuter Services.

In addition, internal coordination agreements will be developed for Dade County agencies which provide transportation.

DRAFT INTERLOCAL AGREEMENTS

A draft Interlocal Agreement should be formulated by the MPO staff for review and adoption by municipal, county, state, and regional agencies —listed above— which provide transportation-related services within the county, or are a part of the land development review process. The purpose of the agreement will be to coordinate congestion management actions, planning and implementation of new development requirements related to transportation demand management, and Transportation Management Association formation among the interested agencies and funding consideration. The agreement will describe the thrust, coordination, responsibilities, and implementation of the Congestion Management Plan programs within Dade County.

NEGOTIATE INTERLOCAL AGREEMENTS

The MPO will be the lead agency in coordinating the review, negotiation, and final drafting of the Interlocal Agreements between Dade County and the municipalities and agencies listed above. Final drafts of the agreements will be provided to each of the entities for individual adoption by their governing boards or executive directors.

ADOPT INTERLOCAL AGREEMENTS

All Interlocal Agreements negotiated by the MPO staff with Dade County municipalities, Florida Department of Transportation, Regional Commuter Assistance Program, South Florida Regional Planning Council, and Tri-County Commuter Rail Authority shall be formally adopted by the respective governing boards or executive directors. The agreements shall also be formally adopted by the MPO Governing Board and the Dade County Board of County Commissioners.

DRAFT AND IMPLEMENT DADE COUNTY AGENCY COORDINATION AGREEMENT

Consistent with the Interlocal Agreements adopted by the County, MPO staff shall draft, negotiate, and finalize a Congestion Management Coordination Agreement for implementation by all County agencies responsible for transportation services and land development review. The agreement will describe the thrust, coordination, responsibilities, and implementation of the Congestion Management Plan programs within Dade County government, and upon concordance by all parties, become the policy of all affected County agencies.



Barton-Aschman Associates, Inc.

5310 N.W. 33rd Avenue / Fort Lauderdale, Florida 33309 / (305) 733-4220 / FAX (305) 733-4665

WHAT DOES THIS MEAN?

We cannot build our way out of traffic congestion any longer, and because Dade County has been designated as an air quality non-attainment area by the Federal government, it is required to reduce vehicular emission 15% by 1996. This means that alternatives to the private single occupant automobile must be implemented and utilized to both improve air quality and reduce the need for new roads.

WHAT IS DADE COUNTY DOING?

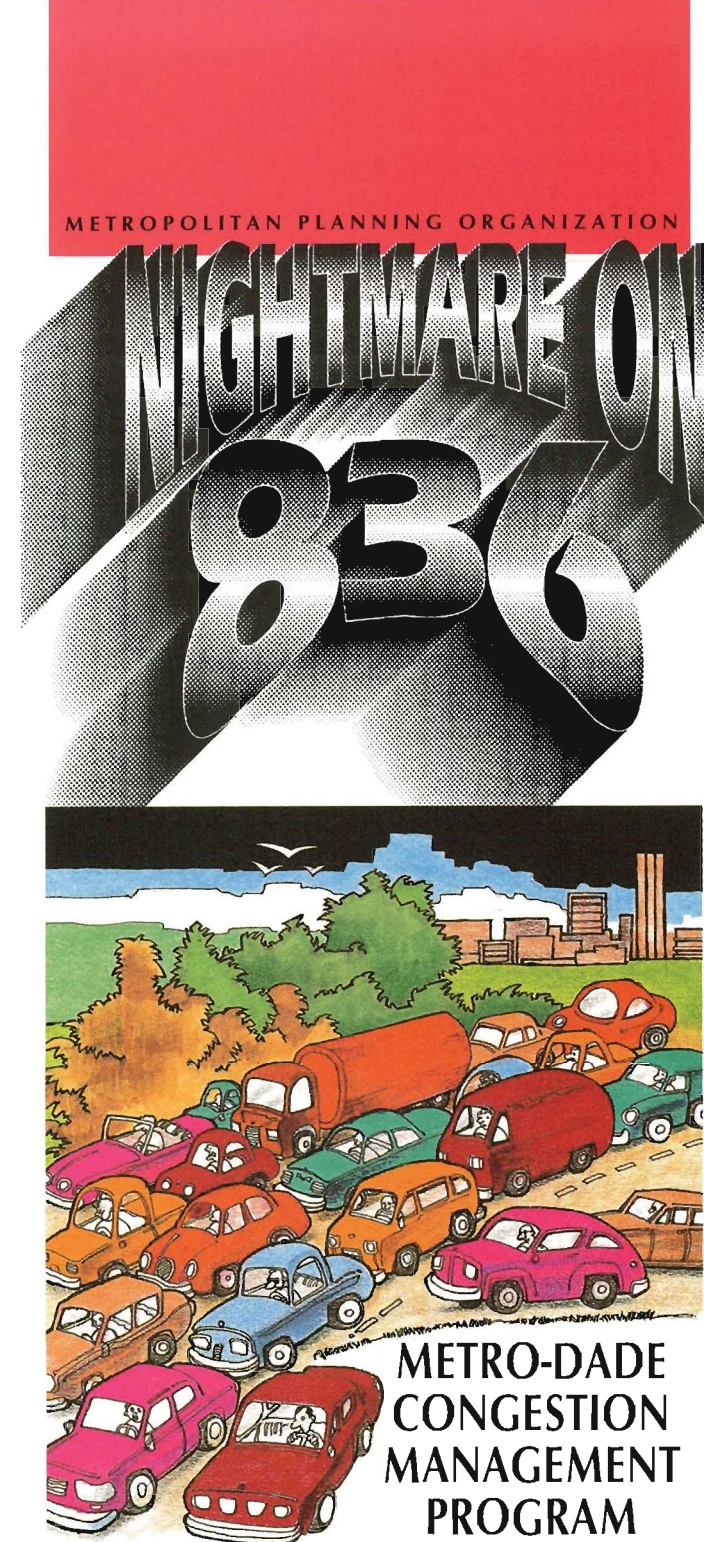
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WHAT CAN YOU DO?

All of us can do our part in reducing traffic congestion and improving air quality. First, we must find other modes of transportation. TDM actions offer some viable alternatives.

- Rideshare
- Ride Metrobus
- Arrange alternate work hours
- Ride your bike
- Walk
- Call the following for additional information:

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If you drive anywhere in Dade County during rush hour - morning, noon or night - you are painfully aware of how true those words are.

Dade County has a total of 2,932 lane-miles of state roadways, not to mention the many, many more county and local roads. There are almost two million people in Dade County, with about one million living in the suburbs. Because of this, over 95% of the total urban travel in Dade County is done by private single occupant automobile.

THE PROBLEM?

**Congestion.....Gridlock!
NIGHTMARE ON 836, I-95, 826,...**

The consequences of traffic congestion are threefold.

First, traffic congestion costs Dade Countians over a billion dollars per year in extra fuel, insurance, and in lost time.

Second, private single occupant automobiles are the leading cause of air pollution in Dade County, resulting in the Federal government designating the County as an air quality non-attainment area.

Finally, funding for roadway improvement cannot keep pace with the increasing demand placed on our roadways.

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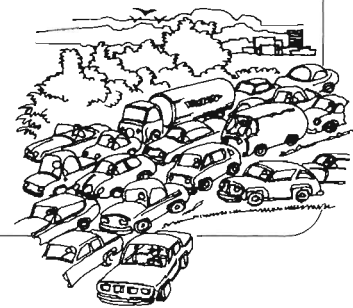
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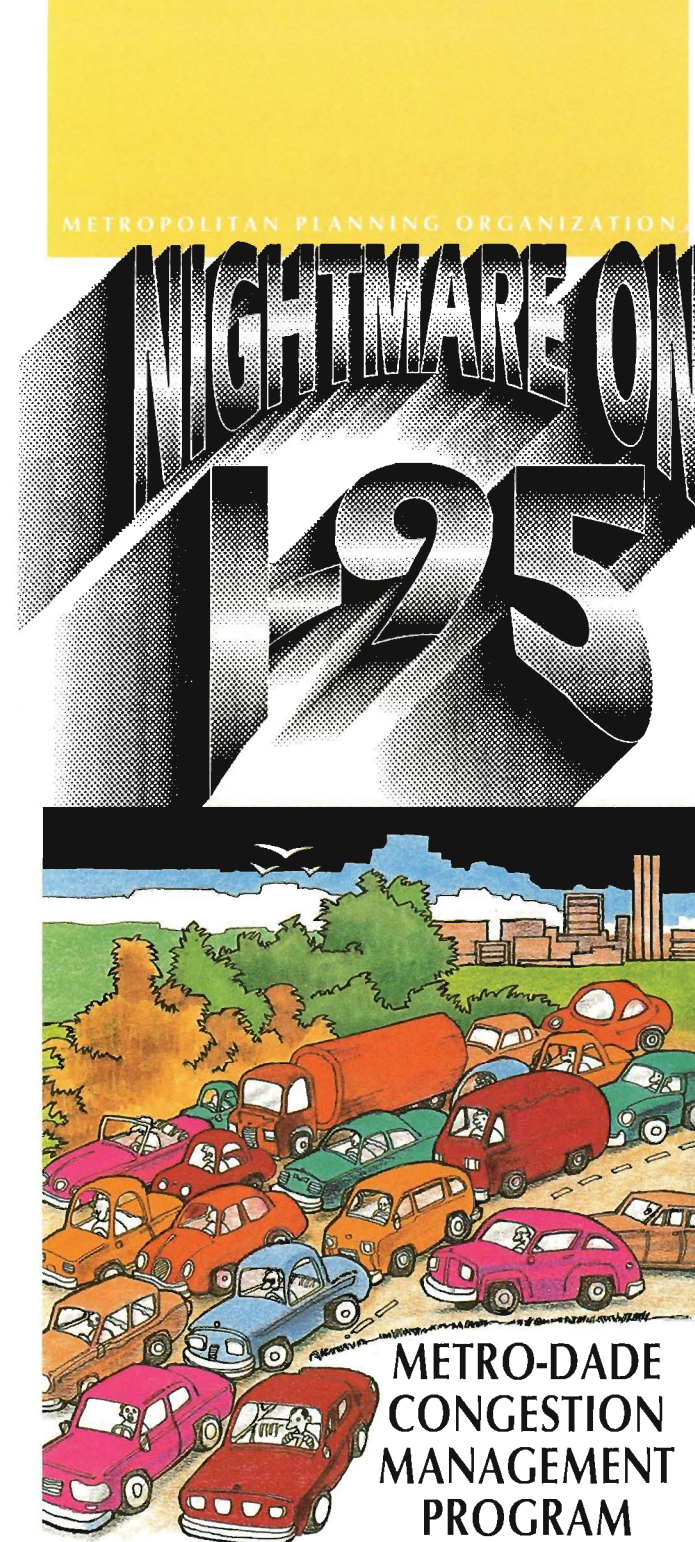
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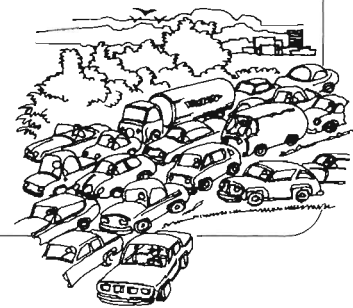
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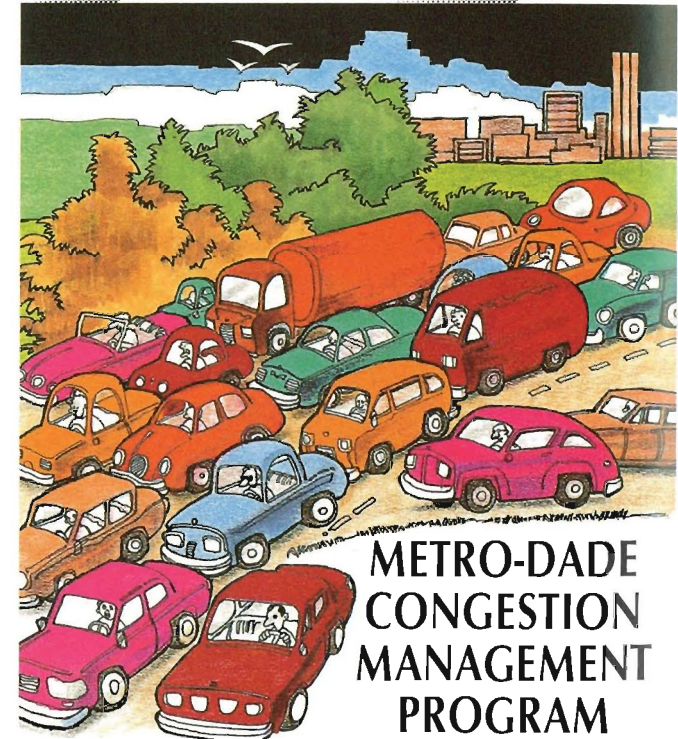
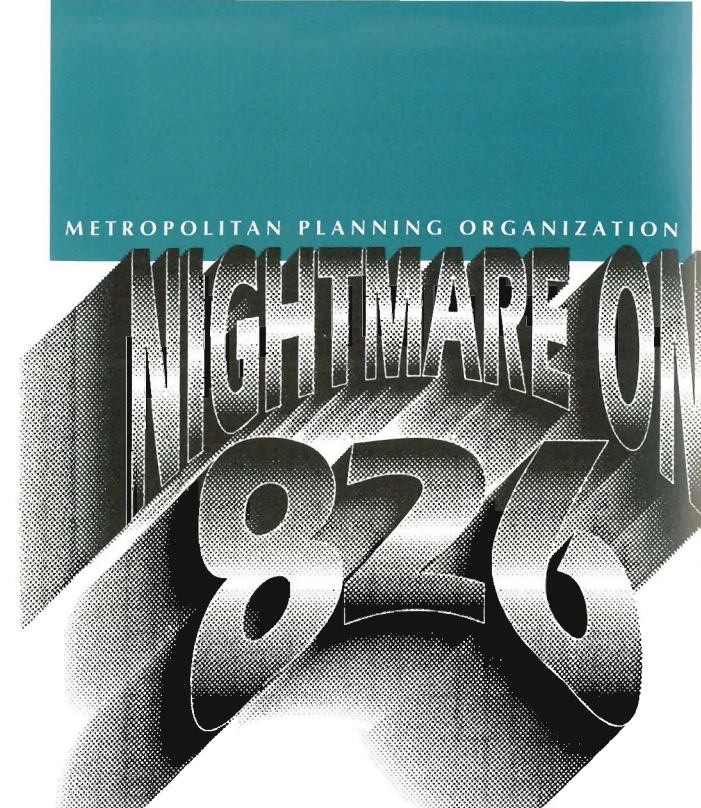
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