

Miami-Dade Freight Plan

Executive Summary
March 2009



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Executive Summary

The performance of the Miami-Dade freight network is critical to the County's mobility and economic competitiveness. Efficient and safe goods movement benefits business and the general public. There are few areas in the country that have the modal access that Miami-Dade shippers and receivers enjoy. This freight plan addresses the region's freight mobility needs and will become the basis for the freight component of the next MPO long-range transportation plan (LRTP). In this manner, the County can improve the movement of freight in ways that are consistent with its future vision.

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Plan Background and Purpose

Freight movement touches the lives of all businesses and residents. Without efficient goods movement, the economic engine of the country, state, and county would stall. The efficient movement of goods is a critical component of Miami-Dade County residents' daily lives and should be a planning focus for the ongoing growth and prosperity of the County. The Miami-Dade Freight Plan describes the County freight system and the needed infrastructure improvements and policies to enhance freight mobility and access to the year 2035.

Freight needs are addressed through projects and policies that respond to requirements of the freight industry and that benefit the region. These projects will be considered within the regional long-range transportation plan (LRTP) which is the MPO's financially constrained priority list of projects to the year 2035. These projects will be weighed among other priorities to provide the best infrastructure improvement and maintenance program for the County.

Goals and Policy Objectives

The following eleven goals are intended to support federal, state, and countywide priorities as established in the County's long range transportation plan and the future vision for freight of the Freight Transportation Advisory Committee (FTAC) and MPO.

Goal 1: Support economic development by enhancing freight system connectivity.

Goal 2: Advance strategic freight initiatives that support job creation and retention to enhance the region's long-term competitive position.

The Freight Plan goals support Miami-Dade County's Long Range Transportation Plan and advance the future vision for freight of the FTAC and MPO.



Goal 3: Enhance freight transportation safety and convenience to ensure mobility and access.

Goal 4: Provide the secure movement of international and domestic goods.

Goal 5: Address the varied freight improvement needs of area shippers, carriers and distributors at both a regional and corridor level.

Goal 6: Improve multimodal access in order to enhance freight efficiency throughout the County.

Goal 7: Promote methods for regional goods movement that are socially and environmentally responsible.

Goal 8: Educate the public on the importance of freight transportation to the region as well as the needs and issues of shippers, carriers, and other affected stakeholders.

Goal 9: Give greater priority and attention to freight in the regional planning process.

Goal 10: Make public investments that help minimize the cost and improve the reliability of goods movement within the County.

Goal 11: Implement and maintain freight initiatives that provide long-term returns on public investment.

Examples of policy objectives associated with these goals include:

- Determine a location(s) for truck parking and staging locations closer to origins/destinations to allow drivers to avoid peak traffic periods and comply with Federal Driver Hours of Service regulations.
- Evaluate the feasibility of “24/7” operations at key freight origins and destinations as a potential freight congestion management strategy.
- Identify and evaluate the feasibility and benefit-cost of low-cost congestion management improvements such as improved traffic signal timing.
- Identify intersections with heavy truck traffic that do not meet present design standards. Advance priority intersection improvements in line with updated intersection design standards.
- Implement the Truck Route System for Miami-Dade County as a foundation or backbone for defining a Miami-Dade County Core Freight System (all modes) and integrate with current planning and programming activity.

- Implement low cost ITS improvements that provide information to freight carriers that allow them sufficient time to react to changing traffic conditions.
- Periodically review the state of the system in terms of pavement quality and other maintenance related measures that are important to carriers.

Significant Countywide Freight Trends

In terms of tonnage, trucks dominate freight movement in Miami-Dade County. Over 80 percent of all the tons moved in the County are by truck. This modal dominance will continue as trucks are required for at least one leg of every move between the County's major freight generators. Rail movements represent nearly all of the remaining tonnage, with air and water having a very small share of total domestic tonnage. By 2035 freight tonnage moved in the county will increase substantially. This underscores the importance of regional freight planning.

Figure ES-1: Domestic Shipments by Mode

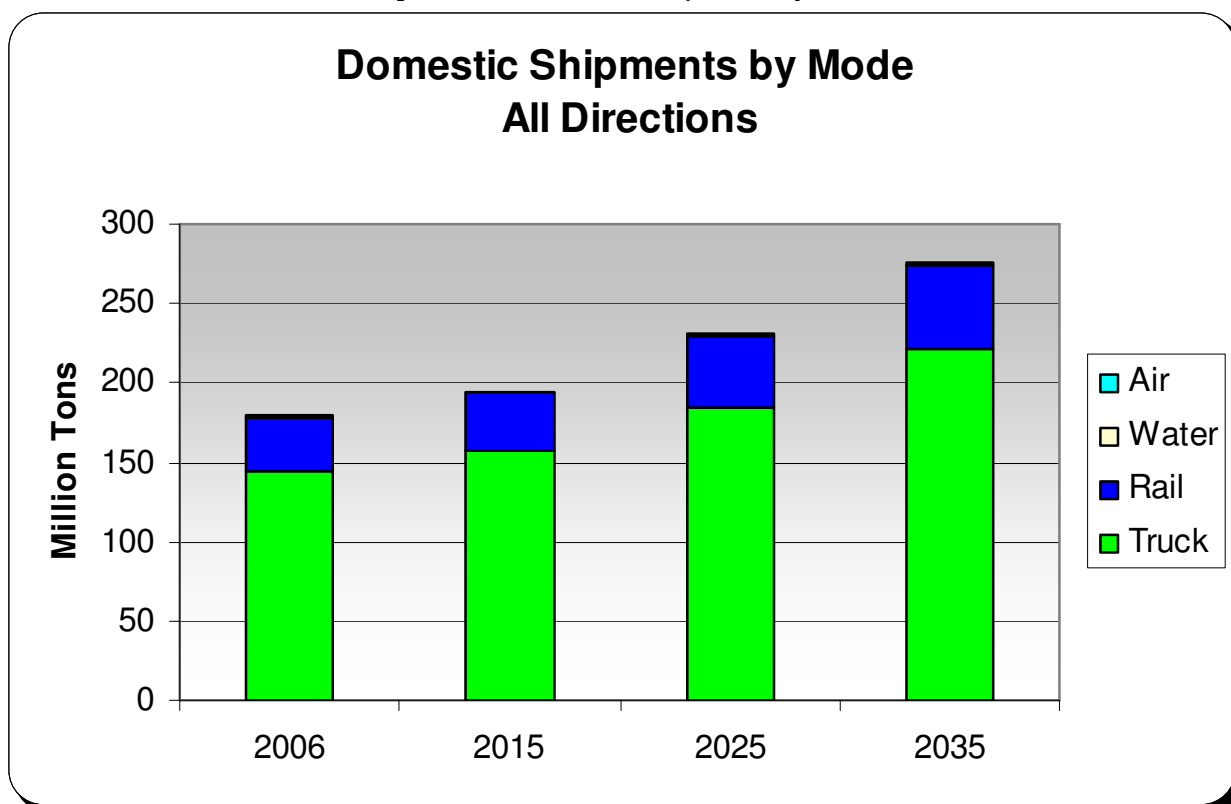
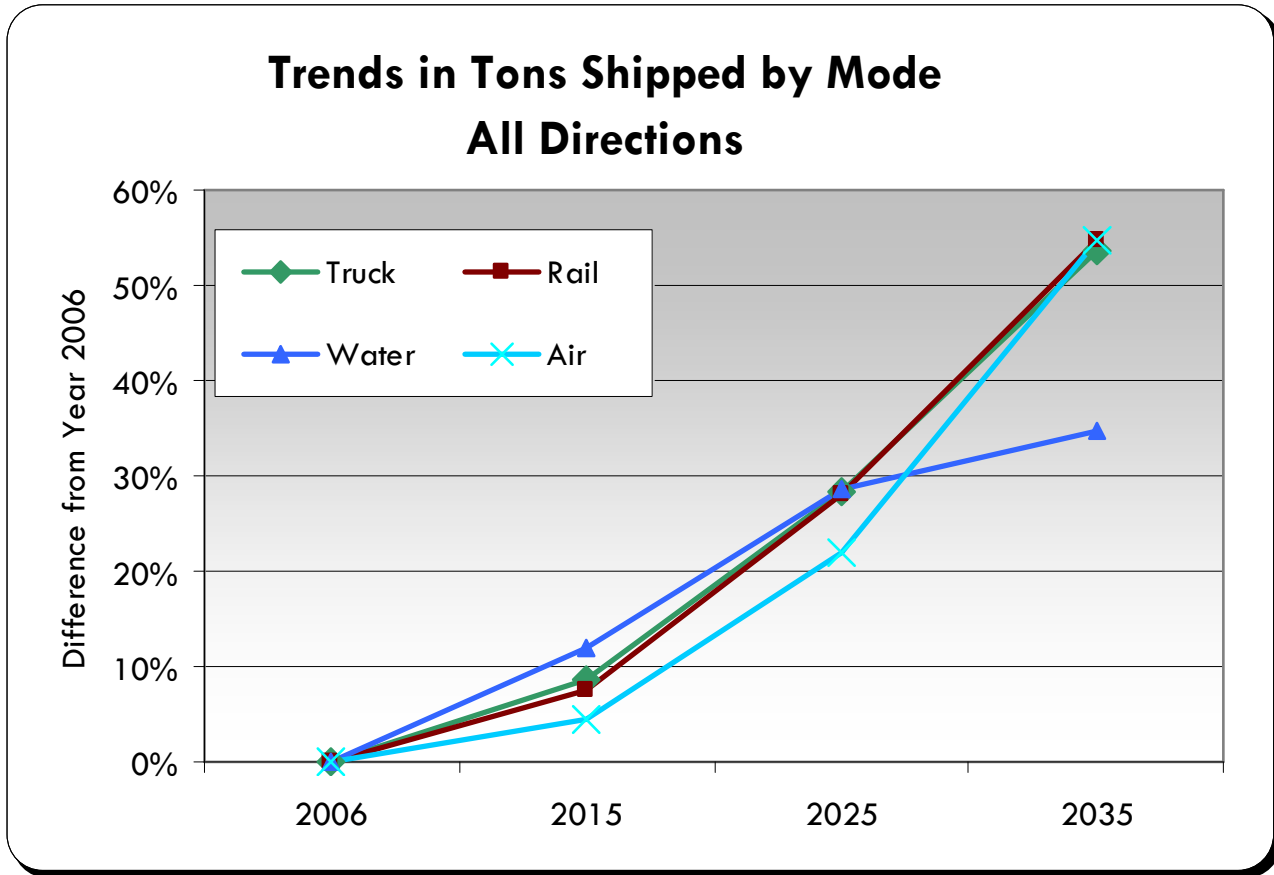
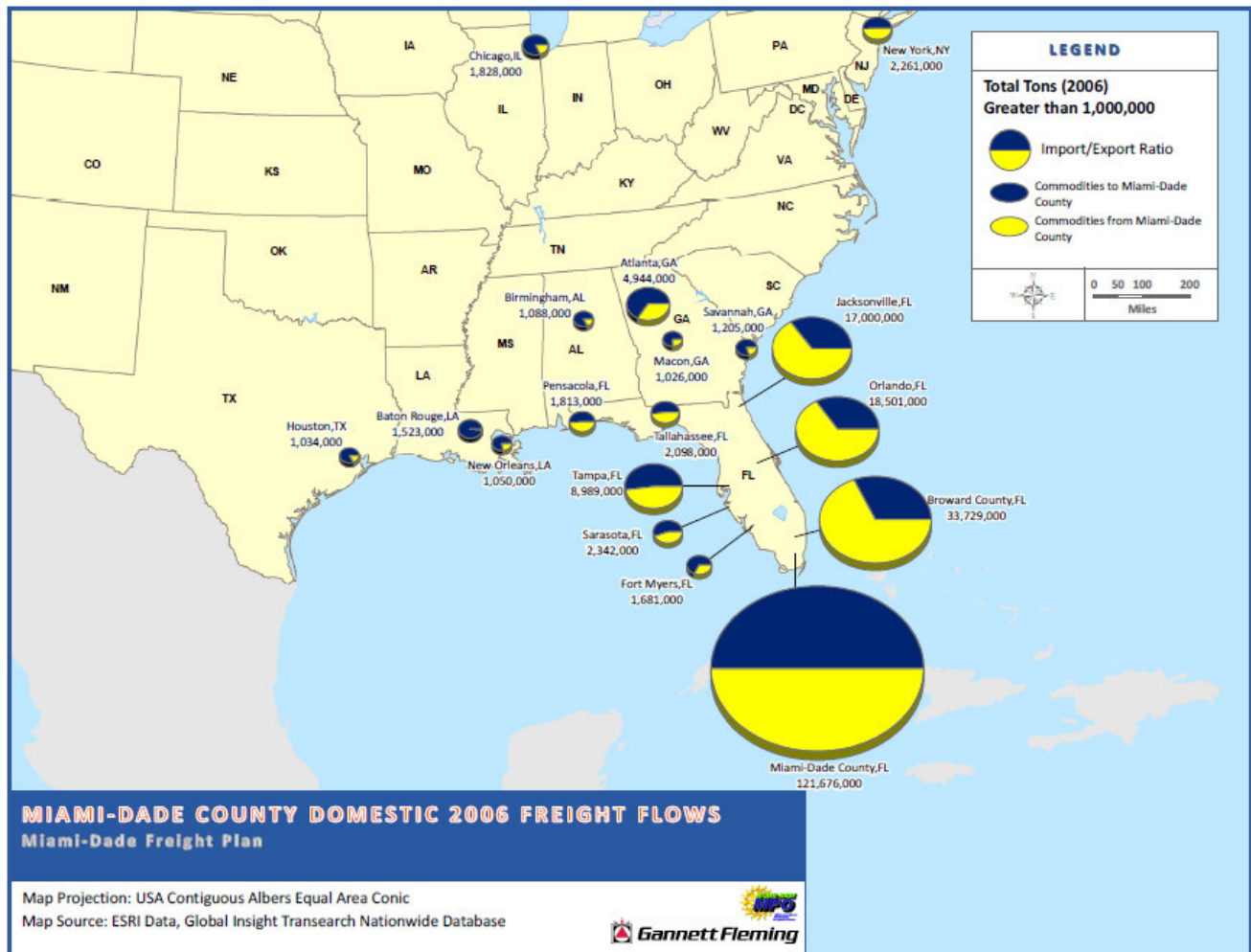


Figure ES-2: Trends in Tons by Mode



Domestic shipments are expected to jump nearly 50 percent by 2035 for cargo both into and out of the county. The total number of goods shipped from Miami-Dade is slightly above those received, making the county a net exporter and providing a trade surplus.

Figure ES-3: 2006 Domestic Freight Flows to/from Miami-Dade County



Project Needs

The freight plan addresses regional freight needs through recommended projects and supportive freight policies. Priority freight projects for the region include.



Table ES-1: Tier 1 Freight Project Recommendations

Tier 1 Freight Plan Project Recommendations

Project	Details
Downtown/Port Access	Construct I-95 NB Slip Ramp on NW 6 th St. Implement NE/NW 5 th /6 th Sts./Port Blvd. improvements for access between POM and I-95 slip ramp.
I-95 (Broward County Line to Downtown) Managed Lanes Program	Allow for trucks on managed lanes Monitoring of traffic conditions
SR 836/I-395/MacArthur Cswy. (NW 137 Ave. to Proposed Port of Miami Tunnel)	Elevated express lanes Implementation of E-W Rail Line to reduce passenger traffic 836-112 interconnector implementation (part of MIC project)
NW25 St. (89th Court to HEFT)	Traffic signal improvements Improve intersections to accommodate truck movements and provide direct connection to HEFT
NW 87 Ave. (SR 836 to NW 58 St.)	Improve SR 836/NW 12 St./NW 87 Interconnections including the 12 th Street grade separation over NW 87th. Improve intersections to accommodate truck movements
NW 119 St. (Gratigny to I-95)	Develop E-W expressway connector mid-north County
Integration of Truck Route System and the regional ITS network	Implementation of ITS improvements specifically geared toward trucks will aid the movement of all traffic as this results in more efficient truck movements.
Medley Freight Hub Streetlight Improvements	Add street lights to local roads in Medley to increase safety and help to facilitate expanded hours of operations.
Medley Local Roadway Improvement Program	Improve the local infrastructure to and from businesses in the Medley area--Pavement, turning radii. 1.5 miles of roadway.
Okeechobee Road Operations/Access Improvement Project	Signal timing improvements, improve access, and improve signing to provide better flow along Okeechobee and access from side roads and access by trucks to and from Medley (NW 138th St to 79th Ave)
Port of Miami Infrastructure (Including all access roads in/through downtown Miami)	Expand shipping/freight industry hours of operations Port Tunnel Improve intersections to accommodate truck movements in existing NW 1 st /Miami Ave./NE/NW 5 th /6 th St corridor Expand SB left-turn lane on Biscayne Boulevard for trucks entering the POM.
Truck Parking Improvement	Provide a location in the area of Okeechobee and the HEFT for long-term truck parking and staging. Area should provide the amenities necessary for drivers to serve Miami-Dade County while meeting their Federal Hours of Service requirements. Develop truck staging area near NW 36th Street and NW 37th Ave for the Port of Miami River.
Way-Finding Sign Improvement Program	Improve county-wide for movements to/from regional freight hubs
Freight Rail Safety and Security	Projects that enhance safety and security of freight transportation, including grade crossing improvements, grade separation projects, signal upgrades, etc.
Short Sea Shipping Pilot Project	Conduct a Pilot Project of short sea shipping to evaluate if containers could be transported effectively from the POM to the Port of Miami River using shallow draft vessels to relieve congestion at the POM and reduce truck traffic.
NW 25 St Viaduct	Construction is currently underway on the East Segment from SR 826 to NW 67th Avenue. Includes reconstruction/widening of NW 25th Street and the construction of a viaduct from just east of SR 826 to NW 68th Ave. Funding for phase II of the 25th Street Viaduct is not currently in FDOT's 5-Year work program.

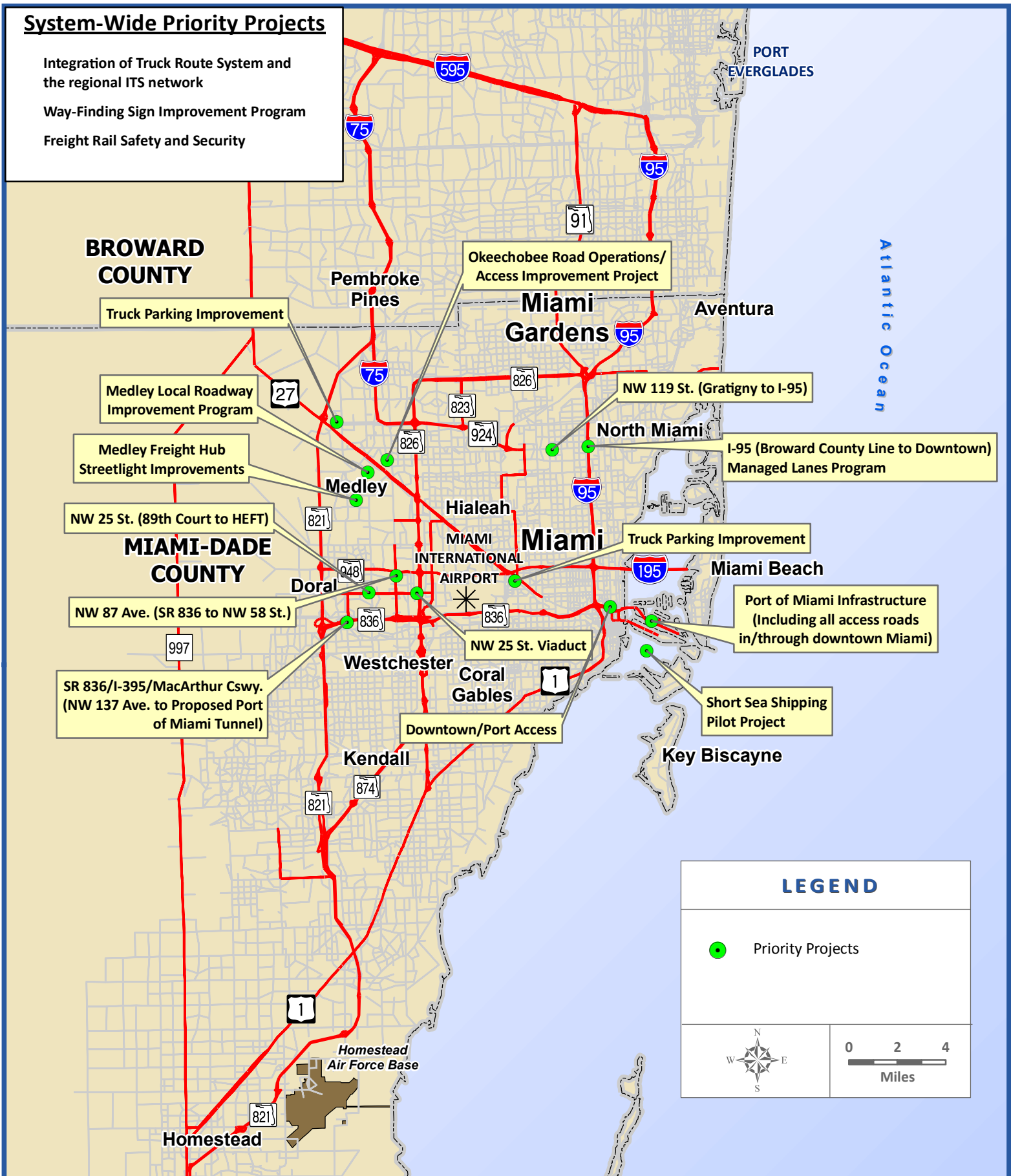


The recommended projects have been identified by developing a consolidated inventory of existing projects and comparing the inventory of projects in relation to needs addressed through data analysis, stakeholder input, and consistency with Freight Plan and LRTP goals and objectives. The data analysis included a commodity flow study of historic trends and future forecast through 2035, a subarea study of the Medley area, an origin and destination study based on a survey of area truckers, and a review of outputs of the region's travel demand model.

All recommended projects will be considered as input of the Freight Transportation Advisory Committee for the MPO's update of the Regional Long Range Transportation Plan.

System-Wide Priority Projects

Integration of Truck Route System and the regional ITS network
Way-Finding Sign Improvement Program
Freight Rail Safety and Security



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● Priority Projects



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MIAMI-DADE FREIGHT PLAN PRIORITY PROJECTS

Miami-Dade Freight Plan

Map Projection: Florida Stateplane, East Zone; Datum NAD 1983 - Survey Feet

Map Source: ESRI Data, Miami-Dade County Enterprise Technology Services Department, Broward County Planning Services Division, and Corradino Group Truck Route System



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