THE TRANSPORTATION PLANNING AGENCY FOR MIAMI-DADE COUNTY

2012 ANNUAL REPORT

What makes the
Miami-Dade MPO unique?

MESSAGE FROM THE MPO

Welcome!

The Miami-Dade Metropolitan Planning Organization (MPO) is pleased to share our progress and accomplishments made throughout 2012 with our community. At the Miami-Dade MPO, we take pride in our unique approach of going above and beyond to engage local citizens in all aspects of the transportation planning and decision-making process. Our main focus is providing an integrated, multimodal transportation system that efficiently moves both people and goods throughout Miami-Dade County, and thus, enhancing the quality of life for both residents and visitors alike.

As the official planning agency and transportation policy-making organization for Miami-Dade County, the MPO is responsible for the planning and managing of funding for projects and programs that enhance the region's transportation network over the short and long-term future. This complex transportation network includes elements that range from freeways, passenger rail service, airport, and seaport facilities to smaller-scale facilities such as sidewalks, local bus service, bicycle lanes, and recreational walking paths.

The Miami-Dade MPO realizes that communication with local citizens and government agencies is the most critical part of transportation planning, and that's what makes us unique. The MPO has several innovative practices, programs, or committees that go beyond standard public involvement initiatives, and are aimed specifically at gaining community input in ways that others do not. Unique efforts such as the Freight Transportation Advisory Committee, the Transportation Aesthetics Review Committee, Community Action Agencies, Public Involvement Management Team, and coordination with other agencies like local school boards that are often overlooked, allow the MPO to continually gauge public and professional feedback to ensure that decisions are in the best interests of all citizens.

With continued growth and development throughout the region, 2012 was an exciting year for the Miami-Dade MPO. Many of the transportation investments made over the years are beginning to come to fruition. Major construction projects are breaking ground or being completed, showing the successful vision of yesterday's planning efforts. The MPO is now preparing to continue this process by updating its Long Range Transportation Plan to the year 2040. As yet more population and employment growth are expected throughout the region over this time period, it is more important than ever to make sound and informed decisions about the future of transportation in Miami-Dade County.

MAP-21 TRANSPORTATION BILL

Moving Ahead for Progress

On July 6, 2012, President Barack Obama signed a $105 billion transportation bill entitled "Moving Ahead for Progress in the 21st Century Act", or MAP-21, which took effect October 1, 2012. The new law replaces SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users), a 2005 bill that was extended ten times after its September 30, 2009 expiration.

MAP-21 provides some stability for funding and planning for transportation projects in the near-term, and takes a performance-based approach that focuses on multimodality and regionalism. It identifies seven national goals for transportation planning agencies:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Under MAP-21, the U.S. Department of Transportation establishes key performance measures and standards for transportation systems. Common performance measures include such factors as average commute time, transit route miles, or number of vehicle accidents per day. States, MPOs, and public transportation agencies then set targets for each measure, and report progress towards these targets on a regular basis. The MPOs are required to coordinate their performance targets with public transportation providers within the region to promote synergy among transportation planning efforts.

In addition to performance initiatives, MAP-21 also streamlines the National Environmental Policy Act (NEPA) process in an attempt to speed up multi-year environmental reviews for federal transportation projects, and promotes greater involvement from the private sector in partnering with public agencies to achieve these projects.

By accelerating the implementation of transportation improvements, steadily gauging the need for them and their effectiveness, and allowing for opportunities to take advantage of private-sector expertise and efficiencies, MAP-21 provides an integrated framework for continued growth and development throughout South Florida.

MAP-21 FUNDING AUTHORIZATIONS ***(in billions of dollars)***

Fiscal Year	Highways	Transit	Safety	Research	TOTAL
2013	40.6	10.6	1.2	0.4	52.8
2014	40.6	10.7	1.3	0.4	53.0
TOTAL	81.2	21.3	2.5	0.8	$105.8

Moving Ahead for progress in the 21st century

ENHANCING SERVICES

Transportation Improvement Program

As a part of its short-term planning process, each year the MPO prepares a new Transportation Improvement Program (TIP) to prioritize funding for upcoming projects. This continuously-updated process ensures that projects are implemented in a manner that complies with federal requirements, and are consistent with the comprehensively planned development of the region. The TIP establishes the order in which improvements will be advanced over the five-year priority period, and sets long-range transportation projects into action.

In 2012 the MPO adopted its most recent TIP, which covers the fiscal years 2013 to 2017. It includes just over $6.8 billion in programmed funding with about 70 percent designated for roadway improvements and 30 percent for transit, aviation, and seaport improvements. In addition to publishing the adopted TIP document each year, the MPO also produces a citizen's version of the TIP in an effort to make the information more easily accessible to members of the general public who are not as familiar with the transportation planning process.

The MPO also maintains InteracTIP, a web tool that allows users to access all TIP-related materials, search for improvement projects by mode, and display the proposed locations on a map viewer.

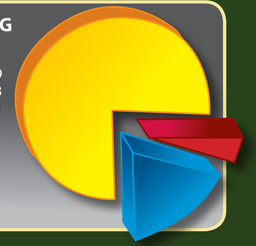
Unified Planning Work Program

The Unified Planning Work Program (UPWP) outlines all of the transportation planning studies and activities that will be undertaken in any given year. These planning studies cover both policy issues and technical aspects, and ultimately help define the improvement projects that will be included in the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

The Miami-Dade MPO takes an innovative approach to developing its UPWP by conducting an annual "Call for Ideas" in which it requests input from local stakeholders on planning priorities or topics. The UPWP Development Committee then evaluates these ideas, along with proposals submitted by local municipalities and organizations, before recommending which planning studies will be funded.

UPWP FUNDING 2012

Federal	$5,414,209
State	$236,053
Local	$1,075,291



SMART PLANNING

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is a comprehensive planning strategy that facilitates decision making, and guides future transportation investments over the next twenty years. Multimodal in nature, the LRTP includes proposed improvements to roadways, transit, and bicycle and pedestrian facilities.

While the current LRTP extends to the year 2035, the MPO has begun preparing for the upcoming update to the year 2040. Scheduled for completion in 2014, the 2040 LRTP will be important in planning for Miami-Dade County's future in a time of significant growth, development, and changes with the adoption of MAP-21 (Moving Ahead for Progress in the 21st Century Act). The MPO is preparing a series of studies, data, and materials for the 2040 LRTP, and has carried out two studies that will help guide the Plan's direction.

The first is the *2040 LRTP: Compliance with Federal and State Requirements Study*. It reviews best practices, emphasis areas, emerging planning trends, performance measures, pending surface transportation legislation, and statewide intermodal and multimodal transportation initiatives. It then develops recommendations based on these factors for consideration in the planning of the upcoming 2040 LRTP update process such as:

- Exploring new funding options like mileage-based user fees, public-private partnerships (P3s), and congestion pricing for parking.
- Working closely with the State to develop MAP-21 performance measures.
- Aligning with emerging regional priorities such as the *Seven50 Regional Vision and Blueprint*.

In reviewing best practices related to long range transportation planning, this study also examines current trends and exemplary LRTPs from other major metropolitan areas for improving the planning process here in Miami-Dade County.

The second major study that will assist with the LRTP update is the *2040 LRTP: Needs Assessment Study*, which analyzes available data to determine the major county travel corridors that are most in need of improvements, and develops long-term scenarios to implement them. This study identifies unmet needs, and prioritizes projects to address them with cost estimates to go along with the implementation plans. It will ultimately form the base for finalizing transportation improvement needs for the 2040 LRTP.

Together these two studies, along with continuing efforts that will build on their findings, will allow the MPO to make more informed decisions about transportation improvement priorities when planning for the future of Miami-Dade County.

STUDIES AND PROJECTS

Evacuation Planning Assessment for the US-1 and SW 344th Street Intersection Area

As a crucial evacuation route from the Florida Keys, US-1 provides the only way out and access to mainland storm shelters in Miami-Dade County. When traveling north, all vehicles must travel through the US-1/SW 344th Street intersection immediately before merging onto the Homestead Extension of Florida's Turnpike (HEFT). This intersection can cause delays and back-ups resulting in stress to an already anxious general public trying to leave the Keys.

This recently completed planning assessment will help guide enhancements to the area so that it can more easily facilitate heavy traffic volumes during large-scale evacuation events. This will greatly reduce travel time, while increasing safety and security during emergency situations.

After considering several conceptual alternatives, this study recommends that the most effective improvement would be a southern extension of the HEFT's northbound entrance ramp. The two-lane, elevated flyover would allow traffic to bypass the signalized intersection and reach the HEFT more easily. By aiding in the reduction of traffic congestion originating from neighboring Monroe County, this study emphasizes the regional focus and intergovernmental cooperation promoted by the Miami-Dade MPO.

Tolled Highways with Rapid/Enhanced Bus Routes and Ridesharing

This study is the next step in developing a countywide managed lanes network on existing major highways. These managed lanes would include enhanced or rapid bus service, which would provide fast and consistent trips between key destinations in Miami-Dade County. The use of existing roadway infrastructure would allow all improvements to be implemented within a five-year time frame.

The concept of managed lanes allows vehicles to travel in separated lanes with less traffic by either paying a toll or carrying a required minimum number of passengers. Allowing buses, vanpools, and high occupancy vehicles (HOVs) to access these lanes helps move more people in an efficient manner, and also reduces congestion in the non-managed lanes for those drivers who choose not to pay.

While express bus service within tolled lanes is becoming a fairly common practice in most urban areas, it usually is confined to single, linear corridors that can be isolated from other premium transit services. The system currently under study would be unique in that it would provide an interconnected network of express bus service, allowing a greater range of mobility throughout the county. This system could then form the framework for smaller local transit improvements by providing a reliable baseline service to build on in the future.

Our planning helps
prepare
for an emergency

STUDIES AND PROJECTS *(continued)*

Origin-Destination Surveys

A series of data collection studies will take place over a five-year time span, and provide information on Miami-Dade Transit (MDT) ridership patterns. These surveys focus on Metrorail, Metrobus, and the 95 Express Bus services. This survey information will be used to enhance the Southeast Florida Regional Planning Model (SERPM), which helps local planners and decision makers determine how to best allocate transportation improvements based on existing conditions and projected growth.

The surveys provide valuable information on the travel patterns of the survey participants. In addition to basic ridership counts, the survey questions were designed to obtain data on the origin, destination, and purpose of individual trips. The ways in which a person traveled to or from the bus, and passenger demographic information such as age, race, ethnicity, household size, and vehicle availability were also collected. The survey results will be analyzed to identify key trends and facts to then better serve the public by tailoring routes in the most efficient and effective way possible.

Maps for Bus Route 27

Legend:
Red - High Trip Concentration
Yellow - Medium Trip Concentration
Green - Low Trip Concentration

Development of Truck Parking Facilities

During 2012 the MPO completed the second phase of this multi-part study aimed at finding the best locations to establish an overnight parking facility for long-haul trucking operations. This study is in response to the anticipated increase in the amount of freight movement through the PortMiami and South Florida as a whole once the Panama Canal is widened in 2014 to accommodate larger vessels with more cargo capacity. Additionally, this study is unique because it seeks to establish a public-private partnership (P3), as it is targeted towards potential private sector developers instead of the more common public agency partners. P3 endeavors can provide faster implementation times, more efficient operations, and a cost effective delivery of projects.

In Phase I the need for overnight parking facilities was established, and potential vacant sites were identified based on several factors such as parcel size, distance from freeway interchanges, and zoning designations. Phase II of the study refined the list of candidate sites further by applying a more in-depth screening process. As part of this effort, the MPO worked with private companies to help develop site plan layouts based on existing facilities, cost estimates associated with each one, and business model plans to outline the development of a potential P3 partnership.

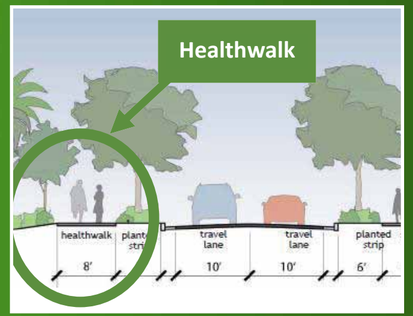
We strive to make it accessible

STUDIES AND PROJECTS *(continued)*

Health District Bicycle/Pedestrian Mobility Plan

Building on the results of previous studies conducted in the area, this planning effort will help make Miami's Health District a better place for walking and bicycling. Research and analysis was conducted to develop a set of recommendations, including both non-engineering improvement options and engineering projects, that can create a safer, more attractive, and more convenient environment for pedestrians and bicyclists.

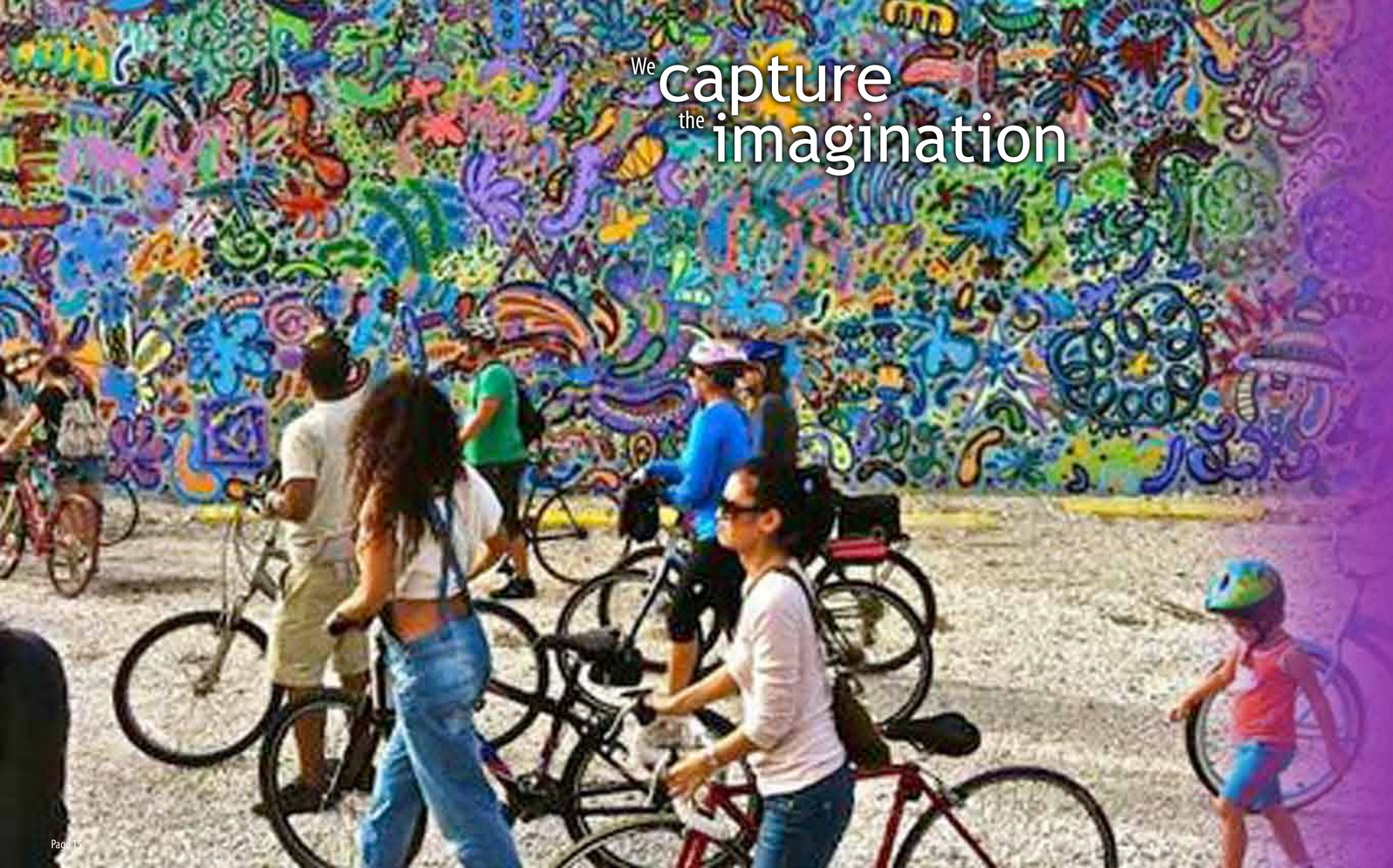
The non-engineering improvements fall into categories such as policy changes, education, and enforcement. The fifteen engineering improvement projects include initiatives such as additional bicycle parking, restriping crosswalks, increasing the number of multimodal transfer connections, and modifying existing traffic signal timing to be more pedestrian-friendly. Together, the combination of these two approaches will ensure that the Health District becomes a more walkable and bikeable community.



Pedestrian Improvements at Railroad Crossings

Building on the State of Florida's efforts to reduce crashes at highway-rail crossings, this study focuses specifically on non-motorized road users by assessing bicycle and pedestrian safety conditions at rail crossings in Miami-Dade County. It establishes a methodology for evaluating pedestrian safety deficiencies, and identifies improvements that can be implemented in both the near and long-term future.

The 273 crossings in Miami-Dade County were narrowed down to 82 for further field evaluations using criteria such as surrounding land use, proximity to schools or bus stops, and the presence or lack of safety elements. Once pedestrian safety deficiencies were identified using performance measures during field reviews, a toolbox of strategies was developed to find the most effective way of improving safety conditions. These combinations of strategies included elements such as different types of lighting, fencing, gates, walkways, and pavement markings.



STUDIES AND PROJECTS *(continued)*

Bicycle Route Planning System - Phase II

As one of the MPO's latest resources to help make Miami-Dade County a better environment for bicyclists, the "Bicycle Route Planning System" allows users to create custom bike routes online based on personal preference or changing priorities. This tool provides users with up-to-date information so that they can make better informed decisions about their surroundings when choosing a path to their destination.

In addition to using the map feature to determine the location of bicycle facilities or which roadways result in the most interaction with vehicle traffic, bicyclists can enter a starting point and an ending point, and generate multiple travel routes between the two. The routes will vary depending on what factors are determined to be the most important. The user can choose the route with the shortest distance, fastest travel time, least amount of roadway traffic, or most desirable scenery. As a result, this tool allows bicyclists to plan ahead, and create a safer, more enjoyable biking experience.

Interactive Transportation Planning Tool

This online tool is a map-based planning application that allows users to overlay different combinations of transportation data as Geographic Information Systems (GIS) layers. This provides one centralized location to access, interact with, visualize, and analyze information from different sources at the same time.

Users have access to current transportation data taken from surveys or traffic sensors, as well as future estimates based on forecast models. This tool provides demographic information such as population counts and mode of travel to work. It shows traffic congestion based on a roadway's level of service (LOS) data, and also includes transit routes, stops, and ridership information. Available from the county level down to individual roadway segments, the data used is already widely available to transportation professionals. What makes this tool unique is that it compiles this data, and requires no special software to view it, making it readily available to the public.

We appreciate the
uniqueness
of our
neighborhoods

STUDIES AND PROJECTS *(continued)*

Evaluation of Current Methodolgy to Determine Transportation Concurrency

The concept of transportation concurrency ensures that facilities such as roadways or transit stops are available at the same rate as growth and development occurs in urban areas. Since the mid-1980s, the State of Florida has mandated specific legislative requirements related to this practice. As a result, many county and municipal governments, including Miami-Dade, have implemented concurrency management programs to guide local plans and requirements.

This study reviewed the most recent concurrency regulations, and identified best practices used in other parts of the country. With the elimination of growth management by Governor Rick Scott, transportation concurrency is now optional at local levels. In a follow-up phase, the MPO will use the results of this study to develop scenarios for improving the existing concurrency strategy, and recommend the most effective way of applying the County's Concurrency Management Plan in the future.

Implementation Plan for Enhanced Bus Service along Biscayne Boulevard

This study is a part of a plan that would develop and implement full Bus Rapid Transit (BRT) service along Biscayne Boulevard. It is one of three related studies aimed at improving transit service along corridors with the highest ridership in Miami-Dade County. BRT is similar to local bus service. BRT allows riders to move to and from key destinations much faster by reducing the number of stops. This type of service has been compared to a train on rubber tires.

This study assesses the different options and possibilities for establishing BRT service along Biscayne Boulevard from the Broward County line south to Downtown Miami. Results of the enhanced service on the corridor could include faster and more reliable travel times between Aventura and Miami, as well as improved stops or stations along the way for both the enhanced bus service and existing local bus routes in the area.

STUDIES AND PROJECTS *(continued)*

Pedestrian Safety Around High-Risk Schools

As a part of the MPO's ongoing Safe Routes to School Plan, developed in response to a federal program of the same name, this study identifies local schools that would benefit from pedestrian infrastructure improvements. Safe Routes to School is an effort to create a more favorable environment for non-motorized transportation to and from elementary and middle schools in Miami-Dade County. It includes both education initiatives and infrastructure improvement projects.

In addition to identifying priority schools, this study also reviewed existing conditions and staff opinions to determine what specific improvements would be most beneficial to each school. Once high-risk schools were selected based on the examination of crash data, other factors such as roadway characteristics, land use, and sidewalk conditions within each school district were taken into consideration. Recommendations for the safest routes and cost estimates for funding the suggested pedestrian improvements were then made for each of the three schools studied.

Establishing School Crossing Guard Locations

With the goal of assisting local municipalities in using their resources in the most effective way possible, the MPO and the Miami-Dade County Public School Community Traffic Safety Team (CTST) carried out this study to evaluate the need for crossing guard locations within their jurisdictions. School crossing guards are placed in areas where unusual conditions require assistance for children to safely cross the street. With a greater number of children walking to school, decision makers must make strategic choices about how to best allocate limited resources.

This study developed a list of weighted criteria, such as traffic volumes, crosswalk lengths, number of and age of children walking to school, roadway speed limit, and crash history, that can be used to establish a need-base score for individual schools. Ultimately, this information will assist in determining which intersections will benefit the most if crossing guards were placed there. Local officials can then use these results, along with other factors unique to their school zones, to deploy crossing guards in the most suitable locations to ensure safety for the children and motorists alike.

We make
safety
a main
priority

BICYCLE & PEDESTRIAN INITIATIVES

Bicycle and Pedestrian Program

As part of its focus on non-motorized transportation, the Bicycle Pedestrian Program (BPP) helps the Miami-Dade MPO ensure that the needs of those who choose walking or bicycling as a means of mobility are met to the same extent as those who choose all other modes of travel. One of the goals of the MPO is to achieve a higher percentage of these non-motorized trips by identifying and focusing on the areas where improvements are most needed or would be most beneficial.

Guided by the most recent Bicycle Facilities Plan, which prioritizes projects and potential funding, the BPP uses engineering enhancements such as bike-safe roadway design, bike paths, sidewalks, and parking facilities. Additionally, the BPP goes beyond enhancement projects, and promotes education on safety strategies, enforcement of laws and regulations, and encouragement of people to use existing facilities on a regular basis. Four strategies: engineering, education, enforcement, and encouragement help the MPO establish a safer and friendlier environment for bicyclists and pedestrians.

Expanding Trail Access and Activity…
In 2012, the Miami-Dade Parks, Recreation, and Open Spaces Department broke ground for two bicycle/pedestrian shared-use paths, which the MPO had studied and prioritized for funding. The "Black Creek Trail" in the southern part of the county will be 9-miles long and include amenities such as covered shelters and enhanced landscaping. The "Snake Creek Trail Extension" in Miami Gardens is a 3.4-mile extension of the trail, which will create a contiguous greenway corridor between the City of North Miami Beach, the City of Miami Gardens, and unincorporated Miami-Dade County.

In addition to groundbreaking activities, the ribbon cutting ceremony and grand opening of Miami-Dade Transit's M-Path Bicycle and Pedestrian Bridge also took place in 2012. The "M-Path", an 8-mile trail that runs under the Metrorail guideway, was expanded by an additional mile. The improvements which included the bridge, as well as new lighting, signage, fencing, and intersection striping, will significantly enhance users' experience. The opening of the bridge connects the renovated M-Path to the existing South Dade Trail, which now creates a continuous 30-mile facility that is one of the longest in Florida and a part of the larger East Coast Greenway.

Thinking Outside the Box…
The MPO has been active in seeking examples from other locations to help improve the bicycle and pedestrian facilities and culture throughout the Miami-Dade County. Most recently, the MPO was invited to participate in the "Bicycle Leadership Tour of the Netherlands" sponsored by the Bikes Belong Foundation. Because bicycling is such an integral and effective part of Dutch transportation and land use policies, the experience helped staff learn about new ideas for incorporating similar designs into the County's planning practices.

As a result, the MPO began a study that will recommend ways to use these innovative strategies on local corridor and area-wide improvement projects. Touring the Netherlands' bicycle facilities will ultimately bring a new perspective to the way local agencies think about non-motorized transportation planning in Miami-Dade County.

Old city charm while being innovative

ENHANCEMENT PROGRAMS

Municipal Grant Programs

The Municipal Grant Program (MGP) allows the Miami-Dade MPO to assist local municipalities in partially funding their transportation planning needs. This competitive program requires recipients to match at least 20 percent of funding received, and proposals are evaluated based on criteria that help to achieve the County's transportation priorities. Applicants are encouraged to seek funding for planning initiatives that reduce roadway traffic congestion, increase mobility at all levels, promote multimodal transportation, and are consistent with the local and countywide comprehensive plans.

Five studies were selected by the MPO in 2012 to receive funding under the MGP:

- The City of Coral Gables Trolley Master Plan
- The City of Miami Overtown/Wynwood Bicycle Pedestrian Mobility Plan
- The City of Miami Regional Intermodal Plan (MRIP)
- The City of Coral Gables Citywide Bicycle and Pedestrian Master Plan
- The Town of Miami Lakes Origin and Destination Study

Transportation Alternatives Program

Each year the MPO receives applications from local government agencies for funding through the Transportation Alternatives Program (TAP). The TAP allows the selected applicants to be reimbursed by the Florida Department of Transportation (FDOT) for eligible enhancement projects that are an important part of transportation improvements, but are not normally included in the project funding. These enhancement projects fall into categories such as safety activities, historic preservation, environmental conservation efforts, and aesthetic landscaping or scenic beautification programs.

Six new TAP projects were selected for funding:

- Miami Downtown Development Authority (DDA) – *Wayfinding and Signage System Program* and – *Bicycle and Pedestrian Mobility Improvements*
- The City of Miami Gardens – *Recreational Trail Enhancement and Safety Program*
- The City of North Miami Beach – *Greynolds Park Bike Lane/Path*
- The City of Doral – *Section 17 & 20 On-Street Bikeway*
- The City of Miami Springs – *Providing Access to the Curtiss Mansion as a Trailhead*

PUBLIC INVOLVEMENT

Community Outreach

The Miami-Dade MPO continuously encourages citizens to participate in the transportation planning process. Back in 2004 staff began visiting schools, places of work, and community functions to get people involved in the planning process and generate awareness about alternative transportation modes. Since that time staff has participated in 333 outreach events (an average of 42 per year), and logged approximately 3,300 comments, suggestions, and requests into a central database.

In 2012 staff visited: Barry University, Dorothy Quintana Community Center, DoubleTree Hotel, Florida International University Biscayne Bay and University Campuses, Gwen Cherry Center, Intercontinental Hotel, Jackson Memorial Hospital, Jungle Island, Mandarin Lakes Community, Mandarin Oriental Hotel, Marriott Biscayne Bay, Miami-Dade College Kendall and Wolfson Campuses, Norwegian Cruise Line, Overtown Community Center, Perrine Community Center, Ryder, Sapient Marketing Firm, South Hialeah Elementary, South Shore Community Center, The "O" Cinema, The W South Beach, Toussaint Louverture Community School, UM School of Architecture, and Whole Foods Market.

All correspondence received is directed to the applicable transportation agency's Public Involvement Officer (PIO) where he/she directly corresponds with the citizen to address their need(s) or concern(s). Public feedback ranges from requesting more frequent bus service to suggesting streetlights be installed along specific residential streets to increase safety and security. Ultimately, the goal is to encourage citizens to provide their ideas to create a better transportation system for Miami-Dade County.

Supporting the Distracted Driving Campaign…
In 2012 the MPO actively supported the Florida Department of Transportation's "Put It Down" Distracted Driving Campaign in Miami-Dade and Martin counties. According to the Pew Research Center, 40 percent of American teens say they have been in a car when the driver used a cell phone in a way that put everyone's lives in danger. In addition, 11 percent of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash. Statistically, this age group has the largest population of distracted drivers. The "Put It Down" Campaign targets these drivers between the ages of 16 and 24 by promoting safe conditions on local roadways.

Hosting Bicycle and Pedestrian Webinars…
Throughout 2012 the MPO hosted a monthly series of webinars on bicycle and pedestrian issues related to transportation planning and urban design. Presented by the Associations of Pedestrian and Bicycle Professionals (APBP), each webinar included regional or national experts speaking on a variety of topics aimed at educating the audience about strategies for incorporating bicycle and pedestrian facilities into different communities. The webinars included topics such as resolving conflicts at intersections, land use planning for new developments, wayfinding options for cyclists, reducing pavement footprints, and transforming streets into inviting public spaces. By providing the public with information about the latest methods and technologies, local communities will be better prepared to assist the MPO in making decisions that will improve their neighborhoods.

CITIZEN ADVISORY COMMITTEES

The Miami-Dade MPO receives valuable input from our local citizens who serve on advisory and review committees. These committees help to ensure that MPO projects and planning initiatives are aligned with the needs and opinions of the general public.

Bicycle Pedestrian Advisory Committee (BPAC)

The BPAC supports MPO staff by providing input on matters related to bicycling and walkability including:

- Observing International Walk to School Day on October 3, 2012 and Florida Bicycle Month during March of 2012
- Supporting the approval of new bicycle parking corrals downtown and in the Wynwood neighborhood
- Approving the Bicycle-Pedestrian Mobility Plan for the Health District around Jackson Memorial Hospital and the Civic Center Metrorail Station
- Recommending that the speed limit along Coral Way between SW 32nd Avenue and SW 12th Avenue be reduced to 35 miles per hour

Citizens Transportation Advisory Committee (CTAC)

The CTAC is made up of residents within Miami-Dade County who bring different, unique perspectives on transportation to advise the MPO on how to improve the system as a whole that includes:

- Implementation of free public Wi-Fi access at the Miami International Airport (MIA)
- Adoption of the FY 2013 and 2014 Unified Planning Work Program (UPWP), which ensures that all MPO-sponsored planning studies and projects are working toward a common goal
- Adoption of the FY 2013-2017 Transportation Improvement Program (TIP), and citizen's version of the TIP, which prioritizes the funding of transportation improvement projects for the near-term future

Transportation Aesthetics Review Committee (TARC)

The TARC helps to ensure that major transportation projects have a positive aesthetic impact on both local residents and visitors to the area. Notable accomplishments and projects in 2012 included:

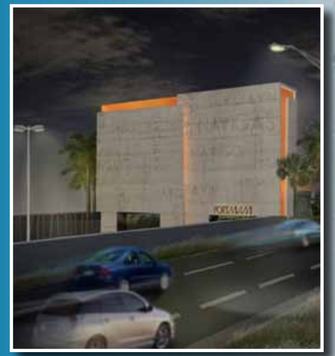
- Improving the conceptual aesthetic and architectural design for the PortMiami Tunnel Project
- Passing two resolutions that focused greater emphasis on ground-level urban design associated with the I-395 Reconstruction Project
- Providing formal comments to the State of Florida requesting revisions to statutes that would improve the aesthetic environment surrounding billboards

Freight Transportation Advisory Committee (FTAC)

The FTAC consists of freight industry representatives who advise the MPO on freight movement issues and truck traffic needs. Throughout 2012 FTAC was involved in the following efforts to improve freight movement throughout the region and promote private sector involvement:

- Continued review and evaluation of site locations for the Overnight Truck Parking Plan, Phase II
- Assessing cargo warehouse capabilities for establishing a major distribution center in Miami-Dade County
- Reviewing the 2040 Countywide and 2040 Regional Freight Master Plan developments

PortMiami Tunnel Entrance



Entrance will glow orange at night
– *Renderings by Arquitectonica*

Improving the aesthetics of the PortMiami Tunnel Project

REGIONAL INITIATIVES

Building Regional Partnerships

One of the major emphasis areas of the Miami-Dade MPO is regional transportation planning. The MPO recognizes that South Florida is an interconnected region, and that all agencies within this area should work together to enhance mobility.

As South Florida grows, Miami-Dade County continues to actively work with its neighbors on regional initiatives. These include the 2040 Regional Transportation Plan for Southeast Florida (RTP), the Regional Freight Plan, and other Southeast Florida Transportation Council (SEFTC) initiatives, such as regional transportation modeling and public involvement.

The 2040 RTP, which is being led by the Miami-Dade MPO, will be an update to the inaugural 2035 RTP, which was completed in 2010. The 2040 update will build on the local long range transportation plans from the Miami-Dade, Broward, and Palm Beach MPOs, which will further strengthen regional cooperation and integration between the three neighboring counties. Integrating local transportation plans allows the MPOs to look at project prioritization from a broader perspective, and gives the public an opportunity to comment on proposed projects outside of their county.

The MPO is also involved with planning for regional transit projects such as the 95 Express Bus Service and the South Florida East Coast Corridor (SFECC) Study that proposes to reinstate passenger rail service along the Florida East Coast (FEC) Railway between Downtown Miami and Jupiter. In addition to collaboration with public partners in other counties, the MPO has also begun working with private partners to increase regional transportation options. *"All Aboard Florida"* is a proposed passenger rail service along the FEC that would be privately owned and operated, but would require considerable coordination with local agencies, such as the Miami-Dade MPO. It would run from Miami to Orlando with intermediate proposed stops in Fort Lauderdale and West Palm Beach.

With growth and development blurring boundary lines throughout our region, planning for an efficient multimodal transportation system that facilitates inter-country travel is more important now than ever. The Miami-Dade MPO is committed to helping meet our citizens' future transportation needs both within Miami-Dade County and throughout South Florida as a whole.

We hope you found this 2012 Annual Report insightful as we move into another year of embarking upon transportation projects and assessing the needs of our citizens and visitors. At the Miami-Dade MPO, our goal is to sustain and improve the county's transportation infrastructure. We are bound by excellence and vow to continue to work toward the Blueprint for Success in Transportation Mobility – that is our commitment.

Miami-Dade MPO Governing Board

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Harold Desdunes, P.E.

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Irma San Roman, Interim Director

A special thanks to our transportation partners in the creation of this report.

The Miami-Dade MPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. To request this document in accessible format please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade MPO at (305) 375-4507, mpo@miamidade.gov, or www.miamidade.gov/mpo.

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