THE TRANSPORTATION PLANNING AGENCY FOR MIAMI-DADE COUNTY

2013 ANNUAL REPORT

PROVIDING PREMIER TRANSPORTATION PLANNING

"Looking forward to a better and brighter transportation future"

Photo courtesy of Arquitectonica

MIAMI-DADE MPO CHAIRWOMAN'S MESSAGE

As the Miami-Dade Metropolitan Planning Organization's (MPO) Chairwoman, and on behalf of the MPO Governing Board, it is my pleasure to present to you the MPO's 2013 Annual Report.

The Miami-Dade MPO is in charge of planning for Miami-Dade County's transportation system – including roadways, public transportation, and bicycle and pedestrian mobility – to ensure that the travel needs of the County's residents, visitors, and commuters are met. We're proud of the progress we have made in cooperation with our transportation partners over the past year, and we would like to take this opportunity to highlight some of our major accomplishments of 2013 in the following pages.

Miami-Dade County is one of the world's busiest transportation hubs, as home to both Miami International Airport (MIA) and PortMiami. Thanks in large part to these twin economic engines, the County contributes almost a sixth of the entire state of Florida's gross domestic product, while its ideal weather, beautiful scenery and unique cultural charm attract more than 14 million visitors every year from all over the world. A well planned, integrated transportation system that provides multimodal connectivity to these two important international gateways is critical to supporting this tremendous visitor traffic and maintaining the County's economic vitality, and MIA and PortMiami both figured prominently in the MPO's planning efforts in 2013.

The PortMiami Feasibility Study, completed this past year, provides an analysis of several exciting public transportation options to connect the port with downtown Miami, including a light rail system and streetcars. This study couldn't come at a better time for PortMiami, which is poised to become one of the world's premier seaports thanks to two transformational projects now in progress: the PortMiami tunnel – which will link the seaport to I-395 to dramatically improve traffic flow – and the dredging of the port's channel to accommodate supersized post-Panamax cargo ships upon completion of the Panama Canal expansion now underway.

MIA also was near the top of the year's agenda as the MPO signed on to the Federal Aviation Administration's "NextGen" initiative to upgrade U.S. airports from ground-based to satellite-based air traffic management. This will alleviate future delays at MIA as the airport prepares to meet the challenge of the anticipated growth in traffic volumes in both passenger and cargo operations. Combined with the spectacular success and popularity of the Metrorail extension to the airport, which completed its first year of service in 2013, this latest advance is helping usher in a new era at MIA.

From solidifying the County's status as the Gateway of the Americas to conducting a host of planning activities that will improve multimodal mobility throughout the County, the MPO last year helped build a solid roadmap to continued progress. As we build on these achievements in 2014 and beyond, Miami-Dade County can look forward to a better and brighter transportation future.

Rebeca Sosa
Miami-Dade MPO Governing Board Chairwoman

"The 2040 LRTP allows us better insight on future transportation needs for the area"

THE 2040 LONG RANGE TRANSPORTATION PLAN

As Miami-Dade County looks ahead to the year 2040, the future looks bright in many ways. The area's diversity, location, and quality of life contribute to its global appeal. High levels of foreign investment have helped its economy rebound quickly from the recent recession. It is also nearly finished improving major parts of its transportation system to accommodate additional growth expected to come along with megaships through the new Panama Canal in 2015. The MPO is now in the process of planning for the twenty-five years beyond 2015. Over the past year, it has been busy preparing for and developing its 2040 Long Range Transportation Plan (LRTP), also called "Mobility Options 2040". The 2040 LRTP is an effort by the MPO to establish goals, priorities, and strategies for improving Miami-Dade County's transportation system to meet the needs created by future growth and development. Addressing all modes of transportation, it determines how future funding should be invested based on technical analysis and public opinion. The 2040 LRTP is expected to be completed by fall 2014, and will replace the MPO's current 2035 LRTP, which was adopted in 2009. Using more accurate estimates of future population, employment, and travel behavior, the 2040 LRTP update will better assess future needs for the area. It will also incorporate passenger and goods mobility management elements such as express lanes networks, higher transit use, more non-motorized options, and greater investment opportunities for the private sector. The 2040 LRTP update began in early 2013 with the completion of two studies designed to gather information needed for the process. The MPO then held a series of public workshops to kick off the 2040 LRTP update process and gather feedback from the general public. Those who were unable to make it to the public workshops were offered the opportunity to attend a virtual meeting online, which was open to the public for forty-five straight days. The 2040 LRTP website remains a source of information about the update, and allows visitors to watch the video presentation from the previous public meetings and leave feedback on how they would like to improve their local transportation system. The multi-agency 2040 LRTP Steering Committee was also active throughout 2013 with meetings held on a monthly basis to discuss and guide the process. Other important aspects directly related to the 2040 LRTP process are the individual plan updates for the Bicycle/Pedestrian, Freight, and Congestion Management programs. These updates are parallel processes that will ultimately feed into the 2040 LRTP. Once completed, they will each serve as guides to promote a comprehensive transportation network that is efficient, safe, and interconnected.

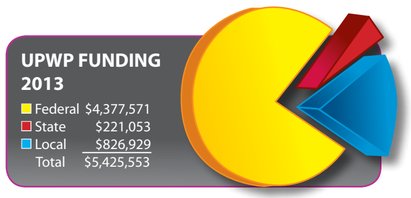
IMPROVEMENT PROGRAMS

"A cooperative effort can help make transportation improvements a reality"

Unified Planning Work Program

The Unified Planning Work Program (UPWP) dictates all the transportation planning activities that will be managed by the MPO over a two-year period, and describes how these planning studies will be funded. The planning studies outlined in the UPWP are then carried out in a cooperative effort between the various regional and local transportation agencies involved. They help further refine the comprehensive and multimodal transportation plans that lead to future improvements in Miami-Dade County.

The UPWP contains eight categories of planning initiatives known as "Work Elements." They cover topics such as Administration, Data Collection, Transportation Improvement Program, Long Range Transportation Planning, Special Project Planning, Regional Planning, Public Participation, and Systems Planning. Within each Work Element, specific studies and activities are identified for funding. Adopted in mid-2012, the current UPWP allocates funding for planning efforts through June of 2014. Funds for the second year of the current UPWP total just over $5.4 million.



Transportation Improvement Program

Updated on a yearly basis, the Transportation Improvement Program (TIP) depicts which planned improvement projects will be allocated over the next five years utilizing either federal, state, and/or local funding. The projects are advanced from the MPO's Long Range Transportation Plan (LRTP), and are prioritized in the TIP according to local needs and the policy goals of the MPO. The TIP is the method by which planned transportation projects are placed into action. It is the final step in the transportation planning process before a project is implemented. The TIP is an integral part of the short range planning process. In order for a transportation project to be eligible for federal funding, it must be included in the local TIP. Approved in May 2013, the MPO's current TIP prioritizes project funding through fiscal year 2018. It includes over $7 billion in programmed funds for intermodal, highway, transit, aviation, seaport, and non-motorized improvements in Miami-Dade County. Projects in the TIP are grouped by mode and transportation agency.

The TIP includes a description, an anticipated schedule, and an estimated cost for each of the projects in addition to an "unfunded needs" section that lists important projects for which there are currently not enough funds in the budget. The "InteracTIP" tool, available on the MPO's website, allows users to also view TIP projects based on geographic locations so they easily see on a map what is being planned for different parts of the county over the next few years.

ENHANCEMENT PROGRAMS

"We bring a friendly greeting to your neighborhood with beautification projects"

The Start of Something New

Municipal Grant Program

Administered each year on a competitive basis, the Municipal Grant Program (MGP) provides funding to municipalities in Miami-Dade County for use towards their individual transportation planning needs. The MGP Committee reviews all proposals and makes award recommendations to the MPO Governing Board for approval. Each proposal is evaluated based on specific selection criteria to determine how well it aligns with countywide and local planning initiatives, improves mobility, or promotes intermodal transportation efforts. The MGP usually funds four or five studies per year with the average recipient receiving about $40,000. Each municipality is responsible for financing at least twenty percent of their proposed budget. The remaining eighty percent can then be covered by the MGP award. Five new studies were selected for MGP funding in 2013:

- **Town of Cutler Bay** - Master Plan Update
- **City of Doral** - Transit Mobility Plan
- **Town of Miami Lakes** - Greenways and Trails Master Plan
- **Village of Pinecrest** - US-1 Corridor Bicycle/ Pedestrian Mobility Plan
- **City of South Miami** - Intermodal Transportation Plan

Transportation Alternatives Program

The MPO's Transportation Alternatives Program (TAP) provides federal funding for smaller-scale improvements that promote alternative modes of transportation such as walking or bicycling. Eligible applicants include any type of local government agency responsible for transportation facilities or recreational areas. The funding legislature for the TAP, known as MAP-21, consolidated several funding programs into one single funding source. TAP funds are dedicated to small projects involving non-motorized transportation, safety initiatives, education, beautification, or other community improvement activities. The following projects were selected for TAP funding in 2013:

- **Miami-Dade County** - Brickell Station Park
- **City of Miami** - Traffic Calming and Pedestrian Safety Improvements
  - Overtown Greenway along NW 11th Street
  - Miami Women's Club Baywalk
  - Health Walk along NW 17th Street
- **City of Miami Gardens** - Betty T. Ferguson Recreation Complex NW 191st Street Project
- **City of Miami Lakes** - Bicycle and Pedestrian Improvements
- **City of Hialeah** - Guardrail Improvements for West 28th Avenue

Miami Women's Club

STUDIES AND PROJECTS

"Our improvements help build a better community"

Baywalk Mobility Plan Study

With funding by the Municipal Grant Program, this mobility plan focuses on the 7-mile segment of Biscayne Bay between Albert Pallot Park and Alice Wainwright Park. It assesses the potential for creating a continuous, world class public space by linking this entire waterfront area. Known as the "Miami Baywalk", this effort would help further the City of Miami's commitment to providing access to Biscayne Bay for residents, visitors, and businesses alike. Serving as a road map for making Miami Baywalk a reality, the four major goals of the Baywalk Mobility Plan are: Connectivity, Identity, Safety, and Recreation. The Plan seeks to connect the different districts that currently constitute the Miami Baywalk area. It recommends strategies for branding that include cohesive signage and using local public art pieces to exhibit cultural charm. It also outlines the importance of making the area safe and comfortable so that people are attracted to its public spaces for social and recreational usage. The creation of a permanent continuous Baywalk will be an important step towards fulfilling a firm commitment to provide public access for all.

Margaret Pace Park

City of Coral Gables Trolley Master Plan

In an effort to expand the success of its trolley service along Ponce de Leon Boulevard, the City of Coral Gables initiated this study with funding by the Municipal Grant Program to determine the feasibility and benefits of establishing similar service in other parts of the city. The current trolley service is a fare-free, local circulator that makes numerous stops on its 4-mile route between the Douglas Road Metrorail Station and West Flagler Street. It provides connections between Miami-Dade Transit (MDT) services and popular destinations in Downtown Coral Gables. The study conducted surveys to determine travel patterns and preferences for existing and potential passengers. It then proposed several recommendations for enhancing the trolley system as a whole. These include operating a new 1.1-mile loop around the downtown area, connecting to a proposed extension of the University of Miami's "Hurry Cane Shuttle" in the vicinity of Merrick Park, and improving the passenger experience with technology-related upgrades such as real-time information availability.

"Future growth brings challenges to meet the demands and expectations of the community"

Signage Program for the Miami Health District

The Health District is the second largest employment area in Miami-Dade County. Building on earlier work that identified the need for signage improvements in Miami's Health District, this study provides an implementation plan, which includes specific locations and wording for new signs. The program covers three different scales of signage, the largest being the freeway-level. Next is the local street-level for vehicles traveling within the District, and finally, small scale bicycle and pedestrian-level signage that will assist with finding places of interests or transit stops. Because these new signs will all share a common and recognizable design theme, regardless of their size, they will help to create a stronger and better defined sense of place within the Health District. In addition to improving the condition of existing signs and making navigation easier at all levels, this identifiable signage program will help brand the District for visitors to immediately recognize they are in a unique and important part of Miami-Dade County.

Transit Options to PortMiami Feasibility Study

PortMiami, known as the "Cruise Capital of the World", welcomes millions of cruise passengers every year. This study examines various transit connections between PortMiami and downtown Miami that would provide residents and tourists an alternative to driving when accessing the Port. Transit service to PortMiami would also expand Miami-Dade's intermodal capabilities and provide benefits in the process such as traffic reduction, air quality improvement, and additional room for growth instead of parking lots. In the process of analyzing transit options, this study examined various premium modes and routes for making this important connection, including Metromover, Metrorail, light rail, and commuter rail. The study recommended a 1.9-mile Metromover Shuttle between the Historic Overtown/Lyric Theatre Metrorail Station to PortMiami with a connection to the Freedom Tower Metromover Station. In addition, the study proposed extending any future light rail service in the downtown Miami area to serve the Port.

"Helping to provide better connections to transit, bicycling, and walking"

Miami Gardens Bicycle and Pedestrian Mobility Plan

The City of Miami Gardens, located on the northern edge of the county, is the third largest municipality in Miami-Dade and home to several large commercial activity centers including the SunLife Stadium. In an effort to enhance non-motorized transportation mobility and accessibility throughout Miami Gardens, this mobility plan outlines improvement strategies for its bicycle and pedestrian facilities. With funding by the Municipal Grant Program, the City of Miami Gardens explored connecting their neighborhoods with its public spaces, businesses, and activity centers using urban design concepts that promote safe and accessible pedestrian facilities and bicycle paths. This will help to create healthy, livable environments that support all modes of transportation and encourage increased community interaction. The newly finished Bicycle and Mobility Plan utilizes various data sources and levels of analysis to develop customized and context-sensitive recommendations for improvement. This includes measures ranging from construction of new bicycle lanes, installation of wayfinding signs to improve pedestrian crosswalk facilities, and promotion of new safety-related educational initiatives.

Downtown Miami Intermodal Terminal Feasibility Study

Downtown Miami is a hub of economic activity that is expected to become even more significant with projected growth on the horizon. This study examined the feasibility of different candidate sites for establishing a downtown terminal facility that will serve Miami-Dade's multimodal transportation needs in the future. For the preferred site, conceptual alternatives were developed for a facility that would integrate access for bicycles, pedestrians, automobiles, buses, and planned passenger rail systems (Tri-Rail Coastal Link and All Aboard Florida). This study selected the most appropriate location to be integrated into the same block as the Stephen P. Clark Government Center, at the southeast corner of NW 2nd Avenue and NW 3rd Street. A partial street closure and redesign was proposed for NW 1st Street in front of the Government Center to make it a safer pedestrian, 'transit only' block. This study also developed detailed site plans that incorporate the architectural functionality and aesthetics of the proposed facility. This will serve as the first step in making the vision of this proposed intermodal terminal into a reality, and also guide the adjacent All Aboard Florida Miami Terminal development in the future.

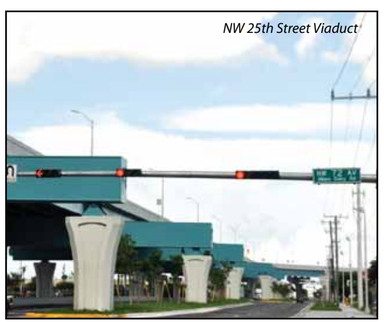
"Enhancing transit ridership and service fosters economic growth opportunities"

NW 27th Avenue Enhanced Bus Service

This study is part of a larger effort to make transit improvements to key corridors identified in the People's Transportation Plan (PTP). It specifically focuses on NW 27th Avenue, and explores the immediate goal of enhancing transit service and ridership through the implementation of enhanced bus service (EBS), with a long term goal of eventually implementing rail transit service. The segment of NW 27th Avenue under consideration for improvements is a significant north-south corridor in Miami-Dade County that runs from Miami International Airport to the Broward County line near NW 215th Street. In developing the framework for implementing transit improvements, this study carried out several necessary tasks: cost estimates, environmental analysis, and operating plans for the new stations and buses that would be a part of this limited-stop, rapid service. In addition to fewer stops, the EBS would take advantage of traffic signal technology and queue-jumper lanes, which allow buses to take priority over other vehicles at intersections to increase bus speeds. This study also designed conceptual plans for a new transit terminal and park-and-ride facility at the northern end of the corridor. This new facility would serve as a transfer point between Broward County Transit and Miami-Dade Transit bus routes, and would also support transit-oriented development for the areas surrounding the terminal.

Connecting NW 25th Street to the Homestead Extension of Florida's Turnpike

Planning for the transport of freight and cargo along Miami-Dade's roadways is an important role of the MPO. It not only provides economic growth opportunities, but also ensures that freight and trade operations and daily commuters are able to travel safely together. The purpose of this study was to explore options for connecting NW 25th Street to the Homestead Extension of the Florida's Turnpike (HEFT) so that freight traffic can more easily access the surrounding warehouse area in Doral and the NW 25th Street Viaduct into Miami International Airport (MIA). After reviewing multiple alternatives, it was determined that the most efficient way to move westbound traffic on to northbound HEFT is by utilizing NW 117th Avenue, which is an access road that runs parallel to the HEFT. Traffic will travel north along this roadway to the NW 41st Street interchange where a flyover will be constructed to provide a direct connection to the HEFT. To then accommodate southbound traffic from the HEFT on to eastbound NW 25th Street, it is being recommended to construct an extension of NW 122nd Avenue from the NW 41st Street interchange down to NW 25th Street. These two suggested movements for northbound and southbound traffic on to the HEFT from NW 25th Street will ultimately provide safe, efficient travel patterns for both freight and commuters, while adhering to the Turnpike's limited access roadway guidelines.



NW 25th Street Viaduct

"Maximizing technology allows for easy access to information while improving safety"

Congestion Management Process Strategies

The MPO's Congestion Management Process (CMP) is designed to monitor the state of Miami-Dade's transportation system. It identifies overly congested areas in need of improvements, which are then added to the county's long- and short-range planning efforts. The aim of this study is to select three roadway corridors highlighted by the CMP, and apply congestion management strategies leading to recommendations for specific improvements to each of them. Of the seven potential candidates initially considered, the study team chose Old Cutler Road, Doral Boulevard (NW 36th/41st Street), and Kendall Drive (SW 88th Street) for evaluation. Because these three roadways exhibit different traffic patterns and vary in size, the resulting strategies for improvements will vary. The study's recommendations range from a series of non-signalized left turn lanes along Old Cutler Road to more advanced solutions for reducing congestion like transit improvements along Kendall Drive, and a large-scale realignment and turn signal redesign to better incorporate freight traffic along Doral Boulevard.

BiKE Miami-Dade

The MPO's new Bicycle Knowledge Explorer, known as "BiKE Miami-Dade", is a planning tool on the MPO website that allows users to gather information about certain areas and preplan their trips by creating customized routes based on their needs, preferences, and skill level. The tool can also be used on a mobile device such as a smart phone or tablet facilitating use when cyclists are out and about and their plans should change, or if they encounter unexpected obstacles along the way. BiKE Miami-Dade is first and foremost a route planner that can be used to plan a specific trip in advance. It is also a database of information that is important for cyclists to know in general. After continued use of the tool, a person can become more familiarized with the information it offers as it relates to places they are most likely to ride. Knowledge of details like typical traffic conditions and the presence of different types of bicycle facilities in the area will allow riders to have a better and safer biking experience, even if they don't use BiKE Miami-Dade to specifically plan every trip.

"We encourage a creative approach to foster better understanding"

A true multimedia experience

Computerized Techniques

The MPO is structured to provide its Governing Board with the most beneficial and accurate information available when making decisions about the future of Miami-Dade County's transportation system. One of the ways this is accomplished is through the use of specialized advisory committees that review proposed plans, policies, projects, and initiatives to evaluate the benefits and potential drawbacks of each before they are adopted or funded. The advisory committees have a wide variety of members that, depending on the committee, range from transportation agency representatives to local business leaders and members of the general public. The MPO completed a series of short videos about these committees to better explain their roles in the planning process and the types of issues they encounter. These videos are now incorporated into the MPO website, along with meeting materials, presentations, and other documents about each committee, to provide visitors a true multimedia experience. The videos showcase the Transportation Planning Council (TPC), the Transportation Planning Technical Advisory Committee (TPTAC), and the four citizen advisory committees that include representation from the general public as follows:

Bicycle Pedestrian Advisory Committee (BPAC) reviews bikeways and pedestrian mobility planning recommendations, and coordinates the education, enforcement, and encouragement of bicycle and pedestrian-related initiatives.

Citizens Transportation Advisory Committee (CTAC) evaluates the recommendations generated during the development of the MPO's transportation plans, and ensures that proposed transportation projects are responsive to the community's perceived needs and goals.

Freight Transportation Advisory Committee (FTAC) advises on multimodal freight transportation, and includes members from private sector freight firms involved in break-bulk, marine cargo, logistics, local distribution, air cargo, terminal, rail freight, warehouse, and over-the-road operations.

Transportation Aesthetics Review Committee (TARC) performs the architectural and aesthetics review of major bridges and transportation projects, and evaluates their potential impacts on the community before contracts are finalized.

PortMiami Gantry Crane

"Coordination and feedback provides vital information to our planning process"

Safe Routes to Schools Initiatives

The Safe Routes to School (SRTS) Program was developed to create a safer and more favorable environment for students to walk and bike to and from their respective schools within Miami-Dade County. Schools are ranked based on priorities to determine which schools would benefit the most from improvements to unsafe conditions for student pedestrians.

During 2013, ten schools were studied for SRTS improvements. The resulting recommendations focused primarily on the street network within a half-mile of each school, where they are likely to have the greatest benefit. The most common SRTS recommendations include improvements to sidewalks, crosswalks, school crossing signs, and school flashers.

Origin-Destination Surveys for Central Garage

This report is part of a data collection series that is taking place over a five-year span, and will provide information on ridership patterns for the entire transit system. In April of 2013, an on-board survey was conducted for 22 local bus routes served by the MDT Central Division Garage. These surveys were intended to obtain further insight on ridership characteristics, such as mode of access and egress, origin-destination patterns, travel patterns, trip purpose, and information on demographic characteristics of current transit riders. Combined with the prior survey results, this information will help transportation planners and decision-makers understand and determine how to best allocate resources based on existing needs and projected growth.

Arterial Grid Network Analysis Phase II

This study examines Miami-Dade County's network of arterial roadways to identify opportunities for increasing capacity and efficiency. It uses a systemwide approach to develop long-term and effective strategies for addressing traffic congestion on priority roadway corridors. Carried out as an update to a similar study from 2006, this analysis takes into account the fact that current traffic levels in Miami-Dade exceed the capacity of many arterial roadways despite a recent reduction in traffic volumes and vehicle miles traveled. This has caused the need for a re-evaluation of the county's roadway grid system to identify opportunities for enhancing network connectivity, and thus reducing congestion on these specific arterial roadways.

"We take advantage of technology to increase efficiency, performance, and provide education"

Increasing community awareness

Supporting the FAA "NextGen" Initiative

The Federal Aviation Administration's (FAA) Next Generation Air Transportation System, called NextGen, will alleviate delays at the nations most congested and delay-prone airports. NextGen is the transformation of the National Airspace System from a ground-based system of air traffic control to a satellite-based system of air traffic management, utilizing a portfolio of policy, procedures, and 21st-century technology. To support the Miami-Dade Aviation Department's (MDAD) efforts in upgrading Miami International Airport's (MIA) air traffic control system, the MPO signed up with this National effort that promotes NextGen technology. This will increase efficiency, performance, and accuracy for passenger and cargo operations at MIA as volumes for both are expected to increase in the future.

MPO Hosted Webinar Series for a Second Year

Throughout 2013, the MPO continued to host a monthly series of webinars on bicycle and pedestrian topics. Presented by the Association of Pedestrian and Bicycle Professionals (APBP), each webinar included national and regional experts speaking on a variety of subjects designed to help educate the general public and planning professionals alike on ways to improve walking and cycling conditions in Miami-Dade. Webinar discussions included:

- Best Practices in Pedestrian Wayfinding
- Driving Deaths Down: Proven Countermeasures that Work
- Bicycle Parking and Transit
- Economic Benefits of Walkable and Bike Friendly Communities
- What's in there for me: Mining National Data for Information on Walking and Bicycling
- From Paint to Preform: Getting the Most from Pavement Markings
- Getting Better Data for Better Decisions: Improving Performance Measures and Outcomes
- Integrating Spatial Data to Develop Community Priorities
- Using Photo Enforcement to Improve Pedestrian Safety
- Is There Safety in Numbers for Cyclists and Pedestrians?
- Integrating Equity in Bicycle and Pedestrian Planning

"Proud to be champions of sustainability while encouraging a healthier lifestyle"

"Bike305" Bike to Work Day

On March 5, 2013, Miami-Dade County residents were encouraged to leave their cars behind and ride bikes to work to reap the health benefits of cycling, save money on gas, and reduce traffic congestion. MPO staff, along with the Consul General of the Netherlands, was on hand to support the first annual "Bike305" Bike to Work Day at the University Metrorail Station. This event furthered the MPO's relationship with the Dutch government and encouraged Miami-Dade County to be more bike-friendly. Along with local planners, advocates, engineers, and business people, Nelson Vails, the first African-American to win an Olympic Medal in Cycling, joined the "Bike305" Bike to Work Day cycling team, which also included seven Municipal Mayors.

Southeast Regional Bike Safety Summit

The MPO's Bicycle/Pedestrian Coordinator presented at the Southeast Regional Bike Safety Summit in Tampa on April 11, 2013. The Summit, hosted by U.S. Transportation Secretary Ray LaHood and National Highway Traffic Safety Administration (NHTSA) Administrator David Strickland, brought together federal, state, and local officials, planners, designers, engineers, law enforcement, safety experts, and others throughout the bicycle community to identify innovative ideas for improving bicycle safety in communities. The Summit began with an expo, tour, and rally for bicycle safety, followed by a series of interactive panel discussions including a discussion on "Planning and Built Environment" of which MPO staff provided expertise.

Bike Safety Month Proclamation

The MPO was on hand to support the "Proclamation for Bicycle Safety Month" at the Board of County Commissioners (BCC) Meeting on May 21, 2013. The BCC designated the month of May 2013 as "Bicycle Safety Month" in Miami-Dade County, and encouraged all residents and visitors to show mutual respect for each other by being aware of cyclists and by cycling safely on our roads. The Miami-Dade MPO has studied many aspects of bicycle safety over the years. It has also played a major role in implementing bicycle facility improvements and education initiatives to improve cycling conditions throughout the county. As a result, the MPO was able to supply pertinent information on bicycling safety and best practices, and help raise awareness for this important effort.

"Our outreach efforts promote safety and a healthier lifestyle that build a stronger community"

Consortium for a Healthier Miami-Dade

The Consortium for a Healthier Miami-Dade is a group of 161 organizations that work together to promote healthy lifestyles and communities. On May 24, 2013, Co-Chair Marisel Losa presented a special recognition award to the Miami-Dade MPO Bicycle/Pedestrian Coordinator for his work as the Chair of the Health and the Built Environment Committee at the Consortium's annual seminar.

Consortium partners share the common belief that through collaboration and prevention-focused initiatives, Miami-Dade County residents can live longer, happier, and healthier lives. Consortium initiatives are guided by the goals and objectives established in "Healthy People 2020," the nationwide blueprint designed to serve as a framework for improving the health of all people in the United States.

Reconnecting America's Peer Exchange

The Miami-Dade MPO hosted Reconnecting America's "Financing Transit Oriented Development (TOD) and Infill Supportive Infrastructure Peer Exchange". The event provided technical expertise from national practitioners on transportation funding strategies including value capture, public-private partnerships (P3), joint development, and other financing mechanisms such as tax-increment financing for TOD. It also provided an opportunity for HUD/EPA Sustainable Communities Partnership grantees to share case studies, best practices, and lessons learned from their own regions. Southeast Florida is part of this partnership through the "Seven50" project, being led by the South Florida and Treasure Coast Regional Planning Councils.

MPO Staff Speaks at CIASF Event

The Commercial Industrial Association of South Florida (CIASF) is a non-profit organization of business leaders involved in the development, design, construction, sales, and leasing of industrial and commercial real estate in south Florida. The CIASF publishes annual reports on office and industrial market conditions in Miami-Dade County. Participation at their event provided an avenue to educate the group about the main functions of the MPO, and more specifically, its role in freight transportation planning. Coordination and feedback from groups like the CIASF is vital to the planning process in that it provides insight from a private-sector perspective on issues related to the freight and shipping industry.

MAKING A DIFFERENCE IN THE COMMUNITY *(continued)*

"Providing better transportation choices to help meet everyone's needs"

Working with our transportation partners

FDOT Secretary Addresses MPO Governing Board

A major transportation partner in Miami-Dade County, the MPO works closely with the Florida Department of Transportation (FDOT) on a variety of different planning initiatives. FDOT Secretary, Ananth Prasad, addressed the MPO Governing Board by providing them with an update on the FDOT's recent progress. This afforded the Board members the opportunity to discuss their individual concerns. Mr. Prasad highlighted the FDOT's major projects in Miami-Dade County, and also discussed the Florida's Turnpike Enterprise's two projects: direct connection ramps from the Homestead Extension of Florida's Turnpike (HEFT) to the SR 836 Express Lanes direct and the Killian Parkway northbound partial interchange at HEFT milepost 19.4.

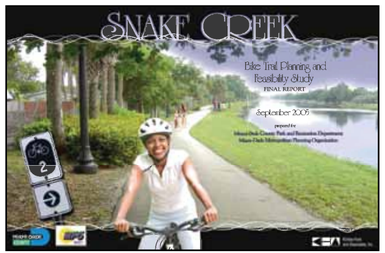
"On the Move..." Transportation Guide

The transportation system in Miami-Dade County can often be confusing to traverse and understand for residents and visitors alike. As such, the MPO plays an active role in educating the general public regarding the transportation resources available to them. To help accomplish this goal, the MPO publishes its citizens' pocket guide to transportation called "On the Move…" Released in 2013, the 4th edition of "On the Move…" is designed to be user-friendly, with up-to-date information on all transportation modes within Miami-Dade County, from highways and toll lanes to transit routes and bicycle trails. The MPO's pocket transportation guide provides a variety of emergency and non-emergency contact numbers, and is also translated and distributed in Spanish and Creole to reach a broader audience.

"Continuously planning to bring improvements to our communities"

Snake Creek Trail Grand Opening

A little over a year from its groundbreaking in July 2012, the Snake Creek Trail in Miami Gardens opened for use. The Grand Opening for the 3.4-mile long, 10-foot wide paved non-motorized, shared-use trail extension took place on October 16, 2013. Its completion creates a longer, continuous greenway by connecting to another 1.6-mile trail in North Miami Beach. The trail was first studied in 2005 by the Miami-Dade County Park, Recreation, and Open Spaces Department (PROS) and the MPO as the "Snake Creek: Bike Trail Planning and Feasibility Study." The purpose of the study was to assess the development of a non-motorized trail and linear park within the Snake Creek Canal (C-9) right-of-way, between the Florida's Turnpike and NE Miami Gardens Drive.



Peer Exchange on Freight Movement and Megaregions

MPO staff presented at the "Connected Places: Freight Movement and Megaregions Peer Exchange" in Atlanta, Georgia. The Peer Exchange provided a unique opportunity to discuss the many freight-related projects occurring here in our megaregion of South Florida, and also learn about what is taking place in other sister megaregions throughout the United States. The event was co-sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Transportation Planning Capacity Building Program, the Atlanta Regional Commission, the Center for Quality Growth and Regional Development (CQGRD) at Georgia Institute of Technology, and the Metro Atlanta Chamber.

"Valuing our natural resources while building an integrated regional transportation system"

2040 Regional Transportation Plan

As sizeable and significant as Miami-Dade County is on its own, it is important to remember that it is also a part of the larger Southeast Florida Metropolitan Area that includes substantial population and employment in neighboring Broward and Palm Beach Counties. The Miami-Dade MPO understands that transportation in a contiguous urbanized area is a regional issue as people and goods move from place to place with little regard for political boundaries. As a result, the Miami-Dade, Broward, and Palm Beach MPOs jointly funded jointly funded the preparation of the Southeast Florida 2040 Regional Transportation Plan (RTP), with the Miami-Dade MPO serving as the lead agency.

The Plan will identify the most significant transportation investments needed to meet growing travel demands throughout the three-county region. Important elements of the 2040 RTP include: coordination of projects crossing county lines, performance of regional travel demand modeling estimations, coordination of funding assumptions, prioritization of regional projects, and public engagement. In addition, for the first time a Regional Non-Motorized and Transit Systems Master Plan will be developed and included in the overall 2040 RTP.

The 2040 RTP will be consistent with and build on each county's individual Long Range Transportation Plan (LRTP). Given that the 2040 RTP has a much broader outlook than the local LRTPs, it will focus upon the regionally significant corridors as identified and adopted by the respective three MPO Governing Boards. The 2040 RTP is expected to be completed in early 2015.

Improvements for the Region

Regional Freight - The MPO is also collaborating with its neighbors in Broward and Palm Beach to produce "Cargo 2040: The Southeast Florida Regional Freight Plan." Freight and cargo movements are a vital part of any economy. In order to compete in the national and global marketplace, the region must have an efficient and effective transportation system that incorporates airport, seaport, rail, and roadway connectivity to move anticipated freight volumes. Still in its early stages, the update of this Plan will examine commodity flows, economic impacts, and stakeholder feedback to determine regional freight needs and deficiencies. Similar to the 2040 RTP process, it will then identify and prioritize regional improvement projects and strategies to better meet future freight demand throughout the three county region. Cargo 2040 is expected to be completed by mid-2014.

Vanpool Program - In addition to planning efforts, the Miami-Dade MPO promotes initiatives that are currently and actively improving regional mobility, such as the South Florida Vanpool Program (SFVP). Vanpooling allows groups to share a ride to and from work in a van provided by the SFVP. It provides a more comfortable, affordable, and environmentally-friendly commute for area residents. Covering Miami-Dade, Broward, and Palm Beach counties, the SFVP currently has 230 active vanpools that average about six persons per van and 67 miles per roundtrip. Nearly half of all vanpool commutes take place between Miami-Dade and Broward counties. Vanpools help reduce traffic by keeping around 1,200 single-occupancy vehicles off of our roadways on a daily basis.

We hope you found this 2013 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 towards Providing Premier Transportation Planning – that is our commitment.

Miami-Dade MPO Governing Board

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Miami-Dade MPO

Irma San Roman, Executive 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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