

The Blueprint for Mobility Success

Our framework to premier
transportation planning



The Transportation Planning Agency
for Miami-Dade County



Our Mission: Provide innovative cutting edge strategies...

Welcome! At the Miami-Dade Metropolitan Planning Organization (MPO), our philosophy is to plan the best transportation services for the residents and visitors of the "Gateway to the Americas". Our values are in harmony with the principles of a growing community that relies on multiple forms of transportation to get to school, work, home, and favorite destinations. The mission of the Miami-Dade MPO is to establish a legacy of premier planning services and meticulously craft the Blueprint for Mobility Success – Premier Transportation Planning. That is our Framework.

The Miami-Dade MPO is the official transportation planning agency of the county tasked with serving the current and future needs of the area whether by air, sea, or land. The transportation networks in Miami-Dade are composed of roadways, passenger rail, bus service,

freight rail, and facilities for walking and biking. Among the MPO's goals for the next 20 years are to improve transportation systems, support the economic health of the county, and enhance social benefits for the public.

During 2011, the Miami-Dade MPO accomplished many goals and objectives to plan for the county's current and prospective transportation needs. With a population of almost 2.5 million, Miami-Dade transportation officials are looking into the horizon of transportation planning. By the year 2035, the population in Miami-Dade County is expected to escalate significantly, along with the number of trips initiated from automobiles. These are some of the indicators as to why the MPO's transportation infrastructure and services are indispensable to our South Florida jewel – Miami-Dade County.

...for enhancing your transportation choices

IMPROVEMENT PROGRAMS TO ENHANCE OUR SERVICES

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is comprised of detailed transportation planning activities including technical and policy studies that will assist in further defining the comprehensive and multimodal transportation improvement program approved for Miami-Dade County. This document includes the following major categories under which various activities are undertaken in any given year, supporting future transportation projects that eventually will be incorporated in the short and long-term plans:

- Administration
- Data Collection
- Transportation Improvement Program
- Long Range Transportation Plan
- Special Project Planning
- Regional Planning
- Public Participation
- Systems Planning

UPWP FUNDING 2011

■	FEDERAL	\$ 4,434,806
■	STATE	\$ 282,342
■	LOCAL	\$ 862,529



Transportation Improvement Program

The Transportation Improvement Program (TIP) is pivotal to Miami-Dade MPO's planning efforts. The TIP consists of a short-term planning outlook for funding the area's main transportation projects. The document provides a detailed account of priority transportation projects that are federally-funded, as well as those projects that are paid for via state, local, and private funding.

In compliance with federal and state regulations, the Miami-Dade MPO prepares the TIP annually to report on the proposed transportation improvements that will be undertaken in Miami-Dade County for the next five years.

The TIP outlines those projects that have been deemed worthy to receive funding and that develop into full-fledged planning initiatives throughout Miami-Dade. The funding obtained is utilized to improve the aesthetic appeal, mobility, and capacity of Miami-Dade County's transportation network and is allocated for such efforts as:

- Improving transit facilities
- Purchasing new buses
- Resurfacing streets
- Overlaying roadways
- Widening traffic lanes
- Restoring wetlands
- Adding traffic signals
- Building new roads
- Upgrading landscaping
- Creating bike paths
- Developing pedestrian trails
- Replacing bridges
- Improving drainage

We help to sustain the changing character...



...of Miami-Dade's transportation system

Planning reliable transportation is our job...

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is a 20-year projection of transportation projects in Miami-Dade that require attention into the future, as infrastructure deteriorates and growth continues. Traffic congestion, a growing population, longer travel times, and increasing number of vehicle trips lead to the realization that transportation networks must intensify in order to sustain Miami-Dade's changing character.

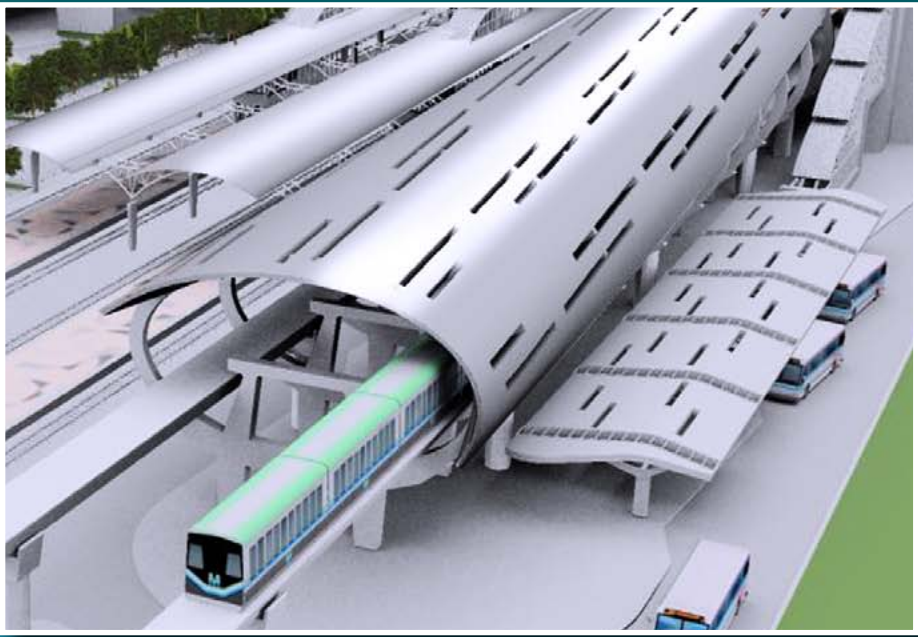
Some of these long-term key projects in the LRTP include upgrades to Metrorail stations, enhanced bus services, the

development of environmentally-friendly transit systems, construction of bicycle/pedestrian facilities, and roadway improvements for freight via the Port of Miami and Miami International Airport.

The LRTP is important because it serves as the MPO's guide for long-term transportation planning. One component of the LRTP is the 2035 Cost Feasibility Plan, which supports highway, transit, and non-motorized improvements, as well as the expansion of High Occupancy Vehicle lanes along major expressways.



PORT TUNNEL RENDERING



AIRPORTLINK STATION RENDERING



SR 836 - SR 826 INTERCHANGE RENDERING

STUDIES AND PROJECTS

The Miami-Dade MPO is working extensively to obtain results with regard to transportation initiatives throughout the entire county. The following pages highlight the major studies successfully completed and the recommendations provided for 2011:

Bicycle/Pedestrian Mobility Plan for Miami Downtown Development Authority - Various transportation planning strategies will work to positively impact the bicyclist and pedestrian experience. Among the recommendations: transform one-way streets into two-way streets, designate street closures during special events, relocate lighting, trees, and benches to prevent the obstruction of bicycle and pedestrian paths, install automated pedestrian detection systems at intersections, conduct bike route improvements by widening curbs, improve access to various Metromover stations, and provide bicycle parking.

Aesthetic Guidelines for Transportation Projects in Miami-Dade County - The design and physical appeal of transportation projects in the county can be enhanced by creating procedures and policies along with informational opportunities to educate and promote awareness to the public. Among the guidelines to consider for an aesthetic overhaul: create a sense of place, provide a sense of community pride, manifest an image, make vegetation planting an essential component, and engage architects and planners to devise design concepts where art, heritage, and culture are accentuated.

Automated Bicycle Rental System and Parking Plan - Automated bicycle rental systems, like Miami Beach's DECOBIKE program, could be feasible in high-activity areas such as downtown Miami, Brickell, Health District, University of Miami, Coconut Grove, and Coral Gables. Also, bicycle parking transit centers, where secure bike parking is combined with amenities such as changing rooms, bike repair, and sales can make bicycling a practical choice for commuters in downtown Miami, Brickell, and South Beach.



Projects that help build a better community...



STUDIES AND PROJECTS



Transit Service Evaluation Study - Key areas of transit across the county are vulnerable to low ridership numbers and routes that need enhanced coordination. Among the recommendations: to eliminate or consolidate low-use bus stops with fewer than five riders, establish a trunk and feeder bus system, combine and truncate routes for better time feasibility, construct a transfer station, and design new bus stop amenities throughout the system. Additional system upgrades may involve separating bus routes and coordinating with jitney services and private operators to provide connections to communities.

Transportation and Economic Impact Analysis for the Freight Industry - The impact of freight on Miami-Dade accounts for an economic boost of approximately \$26 billion annually. Freight is a major employer, comprising 11 percent of the county's total jobs, of which finance, retail, professional services, hospitality, and healthcare are included. By 2035, it is expected that nearly 260,000 people will be employed by the freight industry in Miami-Dade. The main growth of freight transportation jobs are expected in wholesale trade, messenger services, and truck services.

Safe Routes to Schools Plan - The objective behind the Safe Routes to Schools Plan is to improve safety and aesthetic features at schools throughout Miami-Dade County. The program is federally mandated with the premise that such improvements will create a favorable transportation environment for parents, children, staff, and teachers who do not use their vehicles to get to school. For this study, five schools from the Village of Pinecrest were selected for funding through the Florida Department of Transportation District VI for such improvements as sidewalks, crosswalks, traffic signs, and traffic signals.



STUDIES AND PROJECTS

Countywide High-Crash Locations Safety Study - Recommendations were made for 20 intersections to improve safety at those locations. One of the busiest and most hazardous areas in Miami-Dade is getting prepared for a makeover: the intersection of Northwest 107th Avenue and Northwest 41st Street. This location requires such upgrades as reconfiguring lanes, adding greenery to pedestrian crossings at Northwest 41st Street, providing crosswalks and access ramps for disabled persons on the west end to cross Northwest 41st Street, installing 40 mph speed limit signs in all directions, and paving and resurfacing the road.



Traffic Safety Plan for Elderly Pedestrians in Miami-Dade County - Pedestrian safety for all residents and visitors is foremost to the Miami-Dade MPO. The safety plan for elderly pedestrians reveals the necessity for improved crosswalk markings at intersections, installing illumination signs, adding sidewalks, constructing and aligning access for persons with disabilities, and improving the aesthetic appeal and timing of traffic signals.



Improving Access to Florida International University (FIU) Biscayne Bay Campus - Northeast 151st Street is the only access road to the FIU Biscayne Bay Campus and two public schools. Employment figures and population growth projections are indicating that traffic congestion will significantly increase in this area. This study evaluated three other access routes to the FIU Biscayne Bay Campus that are environmentally sensitive and would require high capital investment and the participation of the affected residents. As a result, improvements were recommended to Northeast 151st Street to add regular traffic lanes, bicycle paths/sidewalks, and a transit hub.





Safe Routes to Parks Study - Improvements to various parks throughout Miami-Dade County are pivotal to the growing needs of residents and visitors alike. The proposed upgrades to recreation facilities and sites for 2011 apply to the following parks:

- **Goulds Park**, a 30-acre park in south Miami-Dade County, would benefit from new sidewalks constructed along Southwest 114th and 115th Avenues, pedestrian crossing pavement markings, and adding a landscaped median for traffic calming.
- **Tropical Park**, located at Bird Road and the Palmetto Expressway, needs bike lanes extended along Southwest 48th Street, pedestrian crossing pavement markings, pedestrian signals, and the installation of stop signs.
- **Francisco Human Rights Park**, located in west Dade in the Westchester community, needs a pedestrian path connection and pavement markings for pedestrian crossing, as well as pedestrian traffic signals.
- **Joseph Caleb Park & Partners Park**, located along Northeast 54th Street, requires pavement markings and a signalized crosswalk for pedestrians along with a landscaped median to slow down traffic.
- **Little River Park**, situated in a residential area of north Dade, needs a pedestrian ramp for disabled persons, sidewalk connections at the intersection of Northwest 105th Street and Northwest 26th Avenue, and pedestrian traffic signals.
- **Country Village Park**, located in northwest Dade, should improve sidewalks to be in compliance with ADA standards, add pavement markings for pedestrians, and landscape the median for traffic calming.



STUDIES AND PROJECTS

Strategies for Integration of Sustainability and the Transportation System – Sustainability is a new element being considered by Congress that MPOs should incorporate in the development of future plans. The Miami-Dade MPO, proactively addressing this directive, developed a study that evaluates different scenarios, including a set of strategies with different emphasis: mobility management (highway oriented), transportation land-uses oriented, and multimodal (transit oriented). The results of this study will improve the development of the Long Range Transportation Plan (LRTP) to maximize county resources.

Climate Change Mitigation Peer Exchange – Miami-Dade MPO staff was invited to participate in a peer exchange to discuss the role of the MPOs in climate change mitigation. Only 12 cities were invited to this peer exchange including the major MPOs in the nation, such as San Francisco, Washington, DC, and New York, among others. During discussions, the Miami-Dade MPO addressed current efforts to integrate the reduction of greenhouse gas (GHG) emissions in the transportation planning process as well as projects implemented in the area.

Other Studies Completed in 2011:

- 2011 InteracTIP that keeps an interactive track of the major projects included in the 5-year TIP;
- Transitional Speed Zones were evaluated to determine the feasibility of adding speed reduction buffer zones as drivers approach high schools to improve safety;
- South Florida Clean Energy and Greenhouse Gas Emission Reduction Program;
- Feasibility Study for Implementing a car sharing program in the City of Miami;
- Bicycle/Pedestrian Master Plan for the Town of Cutler Bay;
- Hialeah Transit System Express Service Feasibility Study; and
- Traffic Circulation and Parking Study for the City of Miami Springs.



BICYCLE AND PEDESTRIAN INITIATIVES

Bicycle Pedestrian Program

The Bicycle Pedestrian Program attempts to bridge the gap between the transportation infrastructure for automobiles and the needs of bicyclists and pedestrians. The program aims to identify those mobility opportunities that are available to achieve this goal.

Of all traffic-related deaths in Miami-Dade County each year, crashes involving pedestrians and bicyclists account for 40 percent. A main component of the Bicycle Pedestrian Program is to educate the community about safer walking and biking.

Education takes place in the form of encouragement and by promoting cycling through national programs such as Bike Month and Bike to Work Week. The Miami-Dade MPO participates in the **Annual Walk to School Day**, held each October by the Miami-Dade County Public Schools, when parents are encouraged to walk with their children and learn about pedestrian and traffic safety.

In 2011, the Miami-Dade MPO co-hosted a two-day **"ThinkBike" Workshop** with the Consulate General of the Kingdom of the Netherlands and the City of Miami. This workshop brought together Dutch bike experts, local politicians, planners, advocates, engineers,

and business representatives to plan and discuss how streets, can be improved for optimal bicycle use. To then learn hands-on from the Dutch, an MPO representative, as part of a Miami-Dade delegation, was invited to the Netherlands to learn about how they have successfully implemented bicycle-friendly infrastructure. The Netherlands has consistently ranked at the top when it comes to bicycle usage, when compared to other European nations. While the United States utilizes bicycles for about one percent of total trips, the Netherlands stands at 27 percent.

The MPO began hosting the Association of Pedestrian and Bicycle Professionals (APBP) monthly webinar series of non-motorized transportation topics. These events have raised awareness and created opportunities for inter-agency coordination on bicycle and pedestrian projects.

Also in 2011, the Gold Coast Section of the American Planning Association, Florida Chapter, provided the Miami-Dade MPO the Award of Merit **"Best Plan, Report or Study"** for the production of the Bicycle/Pedestrian Mobility Plan for the Miami Downtown Development Authority.



WALK TO SCHOOL DAY EVENT



NETHERLAND'S BIKING CONFERENCE

America's Most Walkable Cities

According to Sightline Institute's Walk Score program, among the 50 Largest U.S. cities, the top 10 most walkable cities are New York, San Francisco, Boston, Chicago, Philadelphia, Seattle, Washington D.C., Miami, Minneapolis, and Oakland. Despite its abundance of cars and traffic, Miami is the nation's eighth most walkable city. The survey of the nation's largest 50 cities looked at how easily residents could access goods and services within short distances.



We help make
bicycling safe and fun...

MUNICIPAL GRANT AND TRANSPORTATION ENHANCEMENT PROGRAMS

Municipal Grant Program

The Miami-Dade MPO allocates funds to the various municipalities to assist them in developing transportation plans to alleviate traffic congestion, develop bicycle and pedestrian master plans, and improve mobility to enhance the quality of life of their residents.

The MPO selected the following four major projects for funding in 2011 under its Municipal Grant Program (MGP), allocating \$150,000 toward those projects. Each city is responsible for matching 20 percent of the total grant money received.

Village of Pinecrest Safe Routes to School - The Village adopted a safe routes program for five schools within the village: Pinecrest Elementary, Palmetto Elementary, Howard Drive Elementary, Palmetto Middle, and Palmetto Senior High.

City of Miami Springs Traffic Circulation and Parking Study for Westward Drive - Utilized transportation methods to revitalize the downtown commercial core and to adjust traffic patterns that need to be updated.

Town of Cutler Bay - Created a vision for non-motorized transportation within the Town's boundaries and developed a feasible project list to enhance bicycle and pedestrian mobility. The project list serves as a component of the Town's Transportation Element to the Growth Management Plan.

City of Miami Health District Bicycle and Pedestrian Mobility - The city has developed a bicycle-pedestrian mobility plan for the Health District around Jackson Memorial Hospital and the Civic Center Metrorail Station that includes infrastructure, policy, and program recommendations. The plan includes intersection improvements, bike parking, access for disabled persons, sidewalk and crosswalk repairs, and the development of the "HealthWalk".

Transportation Enhancement Program

The Transportation Enhancement Program (TEP) provides funds for eligible projects including bicycle and pedestrian facilities, beautification, acquisition of scenic sites, and the restoration of historic transportation facilities. Each year the Miami-Dade MPO reviews applications for TEP projects from approved agencies, and recommends priority projects for funding by the Florida Department of Transportation District VI. The two projects that received funding in the 2011 TEP application cycle were the Downtown Development Authority's **Wayfinding and Signage System Program** and **Bicycle and Pedestrian Mobility Improvements**. Also in 2011, the following projects were included in the Transportation Improvement Program from the 2010 TEP application cycle:

Miami Circle Greenway Extension - City of Miami's "Miami River Greenway" from the Miami Circle to South Miami Avenue.

WalkSafe Program - University of Miami Miller School of Medicine's continuation of its juvenile pedestrian safety education program.

Middle Beach Recreational Corridor Phase II - City of Miami Beach's new paved path along the dune from 46th to 64th Streets.

Biscayne Trail Segment C - Miami-Dade Parks, Recreation, and Open Spaces Department's new paved path along the L-31E Canal from SW 300 Street to SW 328 Street.

Old Cutler Trail Bicycle Route - Miami-Dade Public Works Waste Management Department's improvements to "Old Cutler Trail" from SW 136 Street/SW 62 Avenue to Cartagena Plaza.

Pedestrian Safety & Trail Enhancement - City of Miami Gardens' construction of sidewalks and implementation of a pedestrian safety educational program.

Municipalities play an important role in developing our transportation system...



State-of-the-Art Modeling

The Miami-Dade MPO relies on a sophisticated, state-of-the-art computer model to determine the transportation improvements that should be implemented in future years. Previously, the MPO had used a four-step transportation model, which utilized average household trip patterns. What is exciting is that in 2011 the MPO shifted to a new generational program **Activity-Based Model (ABM)**, making the region one of only a handful of urban areas in the United States using this model.

The ABM views all trips that are made as interconnected and ties them to specific households. It then generates trips for each individual family member in each household, and assigns those trips based upon proximity to schools, work, and availability of transit, cars, and time during the day. In essence it is capable of accurately representing travel patterns in the region by multiple purposes and time of day and better forecasting the use of transit and the demand for such complex systems as managed lanes.

Statewide Model Task Force

To ensure successful implementation of its modeling efforts, the Miami-Dade MPO plays a major role in the Statewide Model Task Force (MTF). MPO staff serves as one of the main **Tri-Chairs** with the responsibility of developing the policy and the technical framework for Florida's transportation model, while another staff person is the **Model Advancement Committee Chair**. That person also serves as the **Regional Technical Transportation Advisory Committee (RTTAC) Modeling Subcommittee Chair**.

Technology

The MPO has been instrumental in bringing new technology to the county in coordination with our partners: Florida Department of Transportation District VI (FDOT), Miami-Dade Transit (MDT), and Miami-Dade Public Works Waste Management (PWWM) Department:

MDT's EASY Card and Metrorail AirportLink
FDOT District VI's I-95 Managed Lanes, Port Tunnel, and Northwest 25th Street Viaduct
PWWM's countywide traffic signal upgrade program

Helping to
meet future
travel
demands
through
improved
technology..

FREIGHT TRANSPORTATION PROGRAM

Freight Program

The MPO Freight Program serves a pivotal function for the county. The goal of freight is to ensure mobility and economic competitiveness with the efficient transfer and movement of goods and services to the public. Freight serves critical keystones in our society and the MPO is tasked with guaranteeing the economic vitality, safety, security, preservation, and efficient management and operation of freight.

The main generators of freight in Miami-Dade are located along seven areas: Medley, Doral Warehouse District, Miami International Airport, Port of Miami, FEC Intermodal Facility, rock quarries in unincorporated Miami-Dade, and the Miami River.

In 2011, the MPO concentrated on three main projects affecting the county's freight industry:

1. **Panama Canal Expansion in 2014** – The planned widening and expansion of the Panama Canal will allow larger vessels to serve the east coast from the Far East, thereby allowing several ports on the Gulf and east coast to capitalize on this opportunity.
2. **Overnight Truck Parking** – The MPO conducted two studies to identify a site for long-term parking and staging to be developed in a possible public-private partnership. The facility should provide necessary amenities to serve the trucking community.



3. **Freight Industry Economic Impact** – With the exception of agriculture and mining, the region's economy is driven by financial services, tourism, retail trade, and professional services. As a result, residents depend on freight transportation services to obtain the majority of their essentials such as groceries, medical supplies, office supplies, automobiles, and fuel. Important facts include:

- In the last few years, freight has been responsible for more than 150,000 jobs in Miami-Dade, including jobs in warehousing/storage, wholesale, retail, production, manufacturing, messenger service, and logistics consulting. Of that number, 4,345 jobs were supported by the Port of Miami, while 6,300 jobs were supported by Miami International Airport.
- The total economic benefits of freight in Miami-Dade are estimated at \$26 billion. In order to keep up with the impact that freight creates in our area, the Miami-Dade MPO is working diligently to improve the infrastructure that supports freight. Road maintenance, traffic congestion, rail crossings, and air quality are all part of the economic impacts that freight carries as transportation sectors are affected by freight's strong demands on our roads.



The role
of freight is
absolutely
essential...

...to our
community

SOUTH FLORIDA VANPOOL PROGRAM

Program Highlights

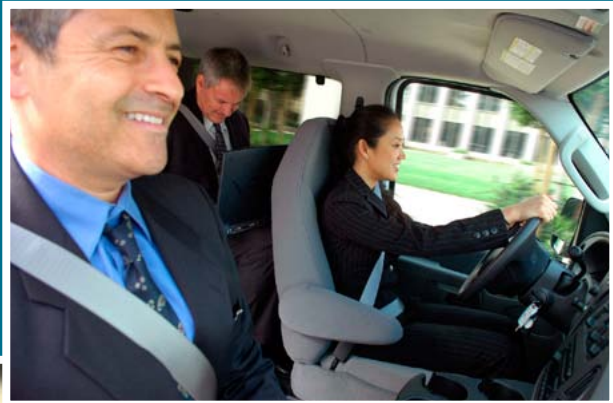
The Miami-Dade MPO manages the South Florida Vanpool Program (SFVP), which is considered an effective alternative for the daily commute of workers. Sharing a ride to work with others reduces costs associated with tolls, fuel, and driving stress. This program is designed to promote multiple passengers to share a van to get to work and is available to residents who live or work in Miami-Dade, Broward or Palm Beach, and who travel 15 miles or more to get to work.

During 2011, there were 218 active vanpool participants, comprising 32 percent female riders, and 68 percent male riders. The vans can hold between seven and 15 passengers. The SFVP eliminates 1,200 cars from being on the road and 1,200 parking spaces are saved for others in need of parking. Other savings include 1.9 million gallons of fuel and more than 670,000 trips saved last year.

Vanpool participants have the opportunity to select their van and can take advantage of built-in perks of the program, such as a month-to-month agreement, 24-hour roadside assistance, administration and customer support, a \$400 monthly stipend to help reduce costs, and the availability of backup vans. Any individual or employer may start a vanpool group.

Some of the accomplishments during 2011 were the creation of vRide, an online van community launched with the intent of allowing participants to search for existing vanpools or form new ones.

Also in 2011, SFVP embarked on a marketing campaign dubbed **"Together we ride. Together we save,"** which included TV and radio commercials. To join the South Florida Vanpool Program call **1-800-234-RIDE** or visit www.southfloridavanpool.com.



Local communities benefit from our outreach efforts...



Community Outreach

Public Involvement is an essential part of the work performed by the Miami-Dade MPO. Securing access to public meetings and events and ensuring that all affected persons are welcomed to such venues are part of the public involvement brand.

During 2011, public outreach efforts included visits from the MPO staff to community centers, civic centers, schools, and senior centers with dozens of residents attending. The MPO was directly responsible for reaching out to residents from across Miami-Dade including citizens in the Brownsville, Allapattah, Naranja/Leisure City, Edison, Miami, Wynwood, Culmer, Goulds, Liberty City, Hialeah, and Miami Beach.

The Bicycle and Pedestrian Outreach Program strives to increase the number of people who bicycle and walk while reducing the number of traffic crashes that involve pedestrians and bicyclists. This outreach program utilizes a variety of public involvement tools and strategies to inform Miami-Dade citizens about their transportation options.

The Bicycle Pedestrian Advisory Committee (BPAC) meetings and community outreach events, the Bicycle Pedestrian Kiosk, the website, presentations to schools and local organizations, safety information, maps, and future project plans are made available to the public. This program also maintains the Bicycle Pedestrian Kiosk, a permanent display strategically located in the Government Center Metrorail Station that serves as the public’s 360-degree guide to bicycle and pedestrian issues.

The Transportation Outreach Planner was developed eight years ago by the Miami-Dade MPO as an interactive, web-based program initially called the Community Characteristics Program (CCP). The program has assisted Transportation Planners and Public Information Officers in the creation of effective public involvement programs, especially to effectively work with disabled persons, disadvantaged populations, and those with limited English proficiency.

In 2011, the program became regional as the Broward and Palm Beach MPOs joined, and a new name was adopted. The “Transportation Outreach Planner” was selected to better describe its purpose. The American Planning Association Gold Coast Section, Florida Chapter, selected Miami-Dade MPO as the winner of the “Public Outreach” award for the creation of the Transportation Outreach Planner in partnership with Florida International University.

We encourage use of this program for your specific needs by visiting <http://mpotransportationoutreachplanner.org>.



CITIZEN ADVISORY COMMITTEES

Involvement of our Citizens

Citizens are involved in the Miami-Dade MPO's transportation planning process through their volunteer efforts on the following advisory committees:

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

The Bicycle Pedestrian Advisory Committee (BPAC) made strides in 2011 to support various transportation and education driven initiatives including:

- Designating March 2011 as Florida Bike Month
- Naming October 2011 as Walk to School Month
- Supporting traffic-safety legislation to make distracted driving illegal
- Working with Miami-Dade Transit to improve bicycle access to the Metrorail and Metrobus systems

TRANSPORTATION AESTHETICS REVIEW COMMITTEE

The Transportation Aesthetics Review Committee (TARC) served as advisors in 2011 to create the *"Aesthetic Guidance and Action Plan"* to focus on design guidelines for pavements, guardrails, medians, and scenic views. They also reviewed and approved three Miami-Dade Expressway Authority projects:

- State Road 874 Ramp Connector
- State Road 924 West Extension
- State Road 924 East Extension

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

The Freight Transportation Advisory Committee (FTAC) assists the Miami-Dade MPO in addressing issues related to freight and providing guidance related to cargo and shipment improvements that should be made for safety and efficiency. Among the main issues handled by the committee during 2011 were:

- Expansion of the Panama Canal in 2014
- Overnight Truck Parking
- Economic Impacts of the Freight Industry

CITIZENS TRANSPORTATION ADVISORY COMMITTEE

The Citizens Transportation Advisory Committee (CTAC) made contributions in 2011 with the following recommendations:

- To choose a locally preferred alternative for the Kendall Corridor Alternatives Analysis
- To adopt the FY 2012-2016 Transportation Improvement Program, the updated Public Participation Plan and the Florida Department of Transportation District (FDOT) VI, FY 2013 – 2017 Tentative Work Program
- To request the Miami-Dade County Public Works Waste Management Department work with the City of Miami to fund improvements along Southwest 17th Avenue from US-1 to Flagler Street

We help give Miami-Dade
its unique transportation character...

We hope you found this 2011 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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Gus Pego, P.E., Secretary

Harold Desdunes, P.E.

MPO Secretariat

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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