

2045 | LRTP



STEERING COMMITTEE

# MEETING

March 22, 2019

# Agenda

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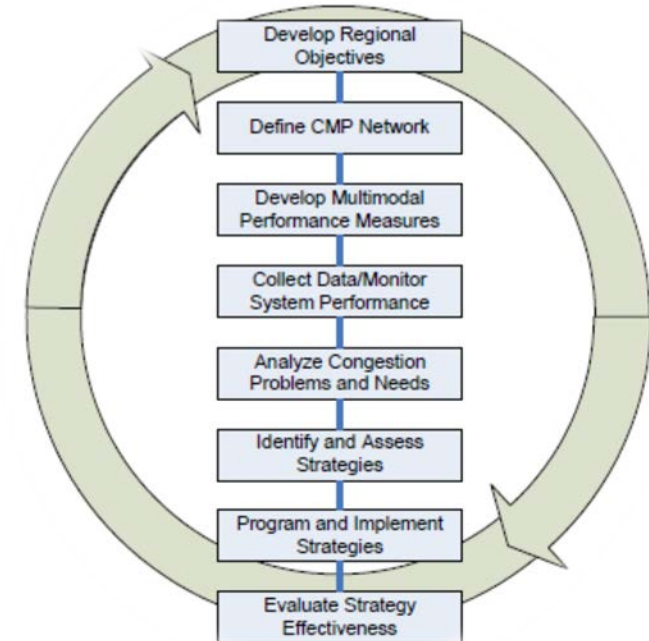


1. Introduction
2. Performance-Based Planning & Programming
3. Scenario Planning Updates
4. Public Involvement
5. Project Updates
6. Brightline Presentation
7. Next Steps

# Project Updates CMP

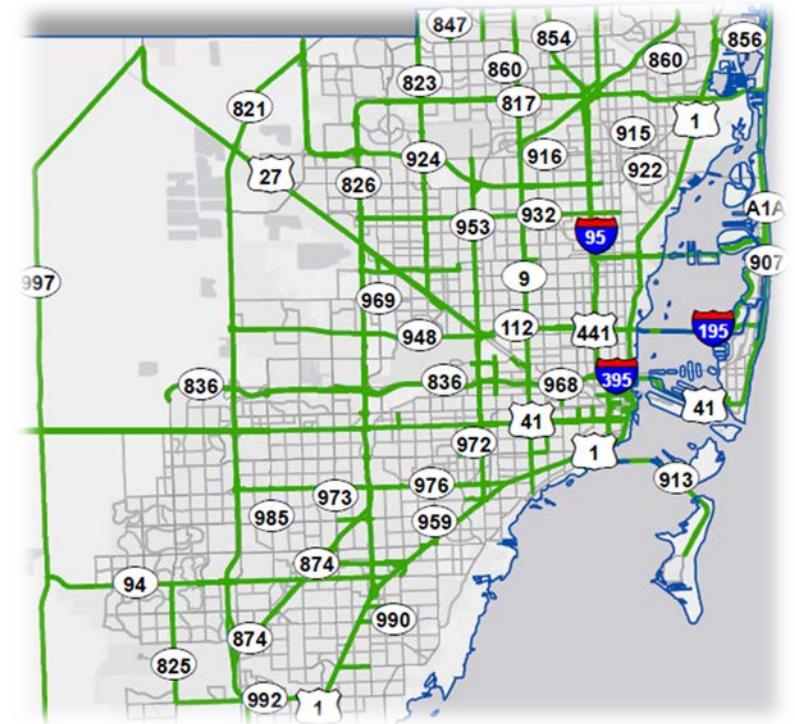
## Congestion Management Tasks

- Goals, objectives, and measures
- CMP network
- Measure System Performance
- Analyze corridors and needs
- Identify, assess CMP strategies, and recommend strategies for congested corridors and needs
  - 5 and 10 year horizons
  - Implementation through MTP, UPWP, TIP
- Visualization of CMP



## Analysis

- Data – National Performance Measures Research Data Set (NPMRDS)
  - 2017 Inrix data from RITIS
  - National Highway System
  - Annual update
- Measure – Level of Travel Time Reliability
  - $LOTTR = \frac{80th\ Percentile\ Travel\ Time}{50th\ Percentile\ Travel\ Time}$
  - Corridor-based



# Performance-Based Planning & Programming (PBPP)

Federal and State Planning Requirements and Expectations

United States Code		Code of Federal Regulations		Florida Statutory Requirements
MAP-21/FAST Act		USDOT		
Federal Planning Factors	MAP-21 National Goals	National Performance Management Measures		L RTP required elements include: 1. Innovative Financing Techniques 2. Planning For Future Technologies 3. Indicate Proposed Transportation Enhancement Activities  [339.175(7), F.S.]
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;	<b>Safety</b> - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	<b>Safety Performance Measures</b> 1. No. of Fatalities 2. Fatality Rate per 100 millionVMT 3. No. of SeriousInjuries 4. Serious Injury Rate per 100 millionVMT 5. No. of Combined Non-Motorized Fatalities and Serious Injuries		
Increase the safety of the transportation system for motorized and nonmotorized users;	<b>Infrastructure Condition</b> - To maintain the highway infrastructure asset system in a state of good repair	<b>Infrastructure Performance Measures</b> 1. % of Interstate System Pavement in Good Condition 2. % of Interstate System Pavement in Poor Condition 3. % of Non-Interstate NHS Pavement in GoodCondition 4. % of Non-Interstate NHS Pavement in Poor Condition 5. % of NHS Bridge Deck Area in Good Condition 6. % of NHS Bridge Deck Area in Poor Condition		FDOT  Florida Planning Emphasis Areas 2018 1. Rural Transportation Planning 2. Transportation Performance Measures 3. ACES (Automated/Connected/ Electric/Shared-use) Vehicles
Increase the security of the transportation system for motorized and nonmotorized users;	<b>Congestion Reduction</b> - To achieve a significant reduction in congestion on the National Highway System	<b>System Performance Measures</b> 1. % Person-Miles Traveled on the Interstate that are Reliable 2. % Person-Miles Traveled on the Non-Interstate NHS that are Reliable 3. % Change in Tailpipe CO <sub>2</sub> (greenhouse gas) Emissions on the NHS Compared to the Calendar Year 2017 Level*** 4. Truck Travel Time Reliability (TTTR) Index 5. Annual Hours of Peak Hour Excessive Delay Per Capita 6. % Non-SOV Travel 7. Total Emissions Reduction		
Increase the accessibility and mobility of people and for freight;	<b>System Reliability</b> - To improve the efficiency of the surface transportation system	*** The GHG measure was repealed on May 31, 2018, effective July 2, 2018 [23 CFR §924, 23 CFR § 490]		USDOT  FHWA Expectations Letter Requirements and Emerging Issues  A new Expectations Letter was released on January 10, 2018.
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;	<b>Freight Movement and Economic Vitality</b> - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development			
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	<b>Environmental Sustainability</b> - To enhance the performance of the transportation system while protecting and enhancing the natural environment.			
Promote efficient system management and operation;	<b>Reduced Project Delivery Delays</b> - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices			
Emphasize the preservation of the existing transportation system;				FHWA/FTA- Federal Planning Emphasis Areas 2015 1. <b>MAP-21 Implementation:</b> Transition to Performance-based Planning and Programming 2. <b>Regional Models of Cooperation:</b> Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries 3. <b>Ladders of Opportunity:</b> Access to Essential Services
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and				
Enhance travel and tourism. **				
New Planning Factors established under the FAST Act. USC 134(h)(1)]		[23 USC 150(b)]		

- **Safety Performance**
- **Infrastructure Performance**
  - Pavement
  - Bridge
- **Systems Performance**
  - Systems
  - Freight
- **Transit Asset Management**
  - DTPW – Transit
  - SFRTA



## TPO RESOLUTION #08-19

Agenda Item 7.B.5

**RESOLUTION ESTABLISHING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S (FDOT) "VISION ZERO" SAFETY PERFORMANCE MEASURE TARGETS FOR TRAFFIC FATALITIES AND INJURIES FOR CALENDAR YEAR 2019**

**WHEREAS**, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO), for the Miami Urbanized Area, now known as the Transportation Planning Organization (TPO), requires that the TPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

**WHEREAS**, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

**WHEREAS**, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required the USDOT to establish mobility performance measures for fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads; and

**WHEREAS**, federal rules developed to implement MAP-21 require that state DOTs establish statewide targets each year for the traffic safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, MPOs have the option to support the statewide performance measure targets or establish their own; and

**WHEREAS**, the 2018 Florida Highway Safety Improvement Program includes "Vision Zero" targets for federal safety performance measures for 2019; and

**WHEREAS**, the TPO has coordinated the establishment of "Vision Zero" performance measure targets with FDOT through the statewide Metropolitan Planning Organization Advisory Council; and

**WHEREAS**, the TPC has reviewed the attached Florida Department of Transportation's (FDOT) 2019 "Vision Zero" Performance Measure Targets for Traffic Fatalities and Injuries, and finds them consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA**, that this Board hereby establishes the Florida Department of Transportation's (FDOT) "Vision Zero" Safety Performance Measure Targets for: fatalities; rate of fatalities; serious injuries; rate of serious injuries and non-motorized fatalities and serious injuries for calendar year 2019.

The adoption of the foregoing resolution was moved by Board Member Sally A. Heyman. The motion was seconded by Board Member Rebeca Sosa, and upon being put to a vote, the vote was as follows:

**Chairman** Esteban L. Bovo, Jr.-Aye

**Vice Chairman** Francis Suarez-Aye

Board Member Juan Carlos Bermudez	-Absent	Board Member Vince Lago	-Aye
Board Member Jose "Pepe" Diaz	-Absent	Board Member Daniella Levine Cava	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Roberto Martell	-Aye
Board Member Dan Gelber	-Absent	Board Member Joe A. Martinez	-Absent
Board Member Oliver G. Gilbert, III	-Aye	Board Member Jean Monestime	-Aye
Board Member Perla T. Hantman	-Aye	Board Member Dennis C. Moss	-Aye
Board Member Carlos Hernandez	-Absent	Board Member Stephen R. Shelley	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Shelly Smith Fano	-Aye
Board Member Eileen Higgins	-Aye	Board Member Rebeca Sosa	-Aye
Board Member Barbara J. Jordan	-Aye	Board Member Javier D. Souto	-Absent
Board Member Smith Joseph	-Absent	Board Member Xavier L. Suarez	-Aye

The Chairperson thereupon declared the resolution duly passed and approved this 24<sup>th</sup> day of January, 2019.

## TRANSPORTATION PLANNING ORGANIZATION

By Zainab Salim  
Zainab Salim, Clerk  
Miami-Dade TPO



Safety Performance Measure	2019 FDOT Statewide Safety Targets
Number of Fatalities	0
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	0
Number of Serious Injuries	0
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	0
Number of Combined Non-Motorized Fatalities and Serious Injuries	0

Agenda Item 6.B.6

**TPO RESOLUTION #18-19****RESOLUTION APPROVING THE MIAMI-DADE DEPARTMENT OF  
TRANSPORTATION AND PUBLIC WORKS STATE OF GOOD  
REPAIR PERFORMANCE TARGETS FOR FISCAL YEAR 2019-2020**

**WHEREAS**, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO), for the Miami Urbanized Area, now known as the Transportation Planning Organization (TPO), requires that the TPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

**WHEREAS**, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

**WHEREAS**, the TPC has reviewed the Miami-Dade Department of Transportation and Public Works State of Good Repair Performance Targets for Fiscal Year 2019-2020, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA**, that the attached Miami-Dade Department of Transportation and Public Works State of Good Repair Performance Targets for Fiscal Year 2019-2020, is hereby approved.

The adoption of the foregoing resolution was moved by Board Member Rebeca Sosa. The motion was seconded by Board Member Audrey M. Edmonson, and upon being put to a vote, the vote was as follows:

**Chairman** Oliver G. Gilbert III- Aye  
**Vice Chairman** Esteban L. Bovo, Jr. - Aye

Board Member Juan Carlos Bermudez	-Aye	Board Member Smith Joseph	-Aye
Board Member Daniella Levine Cava	-Aye	Board Member Vince Lago	-Absent
Board Member Jose "Pepe" Diaz	-Aye	Board Member Roberto Martell	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Joe A. Martinez	-Aye
Board Member Shelley Smith Fano	-Aye	Board Member Jean Monestime	-Aye
Board Member Dan Gelber	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Perla T. Hantman	-Aye	Board Member Stephen R. Shelley	-Absent
Board Member Carlos Hernandez	-Absent	Board Member Rebeca Sosa	-Aye
Board Member Sally A. Heyman	-Absent	Board Member Javier D. Souto	-Aye
Board Member Eileen Higgins	-Aye	Board Member Francis Suarez	-Absent
Board Member Barbara J. Jordan	-Aye	Board Member Xavier L. Suarez	-Absent

The Chairperson thereupon declared the resolution duly passed and approved this 21<sup>st</sup> day of February, 2019.

**TRANSPORTATION PLANNING ORGANIZATION**

By Zainab Salim  
Zainab Salim, Clerk  
Miami-Dade TPO



Agenda Item 6.B.7

## TPO RESOLUTION #19-19

**RESOLUTION APPROVING THE SOUTH FLORIDA REGIONAL  
TRANSPORTATION AUTHORITY (SFRTA) TRANSIT ASSET  
MANAGEMENT (TAM) PLAN STATE OF GOOD REPAIR TARGETS  
FOR FISCAL YEAR 2018**

**WHEREAS**, the Interlocal Agreement creating and establishing the Miami-Dade Metropolitan Planning Organization (MPO), for the Miami Urbanized Area, now known as the Transportation Planning Organization (TPO), requires that the TPO provide a structure to evaluate the adequacy of the transportation planning and programming process; and

**WHEREAS**, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions; and

**WHEREAS**, the TPC has reviewed South Florida Regional Transportation Authority (SFRTA) Transit Asset Management (TAM) Plan State of Good Repair Targets for Fiscal Year 2018, made a part hereof, and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area,

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA**, that the attached South Florida Regional Transportation Authority (SFRTA) Transit Asset Management (TAM) Plan State of Good Repair targets for Fiscal Year 2018, is hereby approved.

The adoption of the foregoing resolution was moved by Board Member Rebeca Sosa. The motion was seconded by Board Member Audrey M. Edmonson, and upon being put to a vote, the vote was as follows:

**Chairman** Oliver G. Gilbert III- Aye  
**Vice Chairman** Esteban L. Bovo, Jr. - Aye

Board Member Juan Carlos Bermudez	-Aye	Board Member Smith Joseph	-Aye
Board Member Daniella Levine Cava	-Aye	Board Member Vince Lago	-Absent
Board Member Jose "Pepe" Diaz	-Aye	Board Member Roberto Martell	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Joe A. Martinez	-Aye
Board Member Shelley Smith Fano	-Aye	Board Member Jean Monestime	-Aye
Board Member Dan Gelber	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Perla T. Hantman	-Aye	Board Member Stephen R. Shelley	-Absent
Board Member Carlos Hernandez	-Absent	Board Member Rebeca Sosa	-Aye
Board Member Sally A. Heyman	-Absent	Board Member Javier D. Souto	-Aye
Board Member Eileen Higgins	-Aye	Board Member Francis Suarez	-Absent
Board Member Barbara J. Jordan	-Aye	Board Member Xavier L. Suarez	-Absent

The Chairperson thereupon declared the resolution duly passed and approved this 21<sup>st</sup> day of February, 2019.

TRANSPORTATION PLANNING ORGANIZATION

By

*Zainab Salim*  
Zainab Salim, Clerk  
Miami-Dade TPO



FTA Asset Classes	Performance Measures	Targets (Failure)
Equipment Non-revenue support service and maintenance vehicles	Vehicles – 8 years Others (1-5 scale)	0% 0% (<2.5)
Rolling Stock Revenue Vehicles	Locomotives- 39 years Coach- 39 years Self-propelled- 39 years Bus (Cutaway) – 10 years	0% 0% 0% 0%
Infrastructure Rail fixed-guideway track	Performance restrictions	8%
Facilities Buildings and Structures	Passenger (1-5 scale) Maintenance ( 1-5 scale) Administrative (1-5 scale)	30% (<2.5) 30% (<2.5) 0%
Systems	Service (1-5 scale)	15% (<2.5)

## Primary

(Select One)

- ☐ Safety
- ☐ Pavement
- ☐ Bridge
- ☐ Systems Performance -  
TTR (people)
- ☐ Freight (goods)

## Secondary

(Select All That Apply)

- ☐ Safety
- ☐ Pavement
- ☐ Bridge
- ☐ Systems Performance -  
TTR (people)
- ☐ Freight (goods)

## Primary (Select One)

### ☐ Safety

“Safety” in name/description Primary purpose to improve safety

### ☐ Pavement

RRR Projects

### ☐ Bridge

Bridge Projects

### ☐ Systems Performance - TTR (people)

Capacity, express lanes, interchange, and TSM&O projects

### ☐ Freight (goods)

Freight Movement Projects on the Interstate

## • Secondary (Select All That Apply)

### ☐ Safety

Projects that improve safety as a result of work done for other purposes such as RRR projects

### ☐ Pavement

Widening Projects

### ☐ Bridge

Widening or RRR project that includes a bridge

### ☐ Systems Performance - TTR (people)

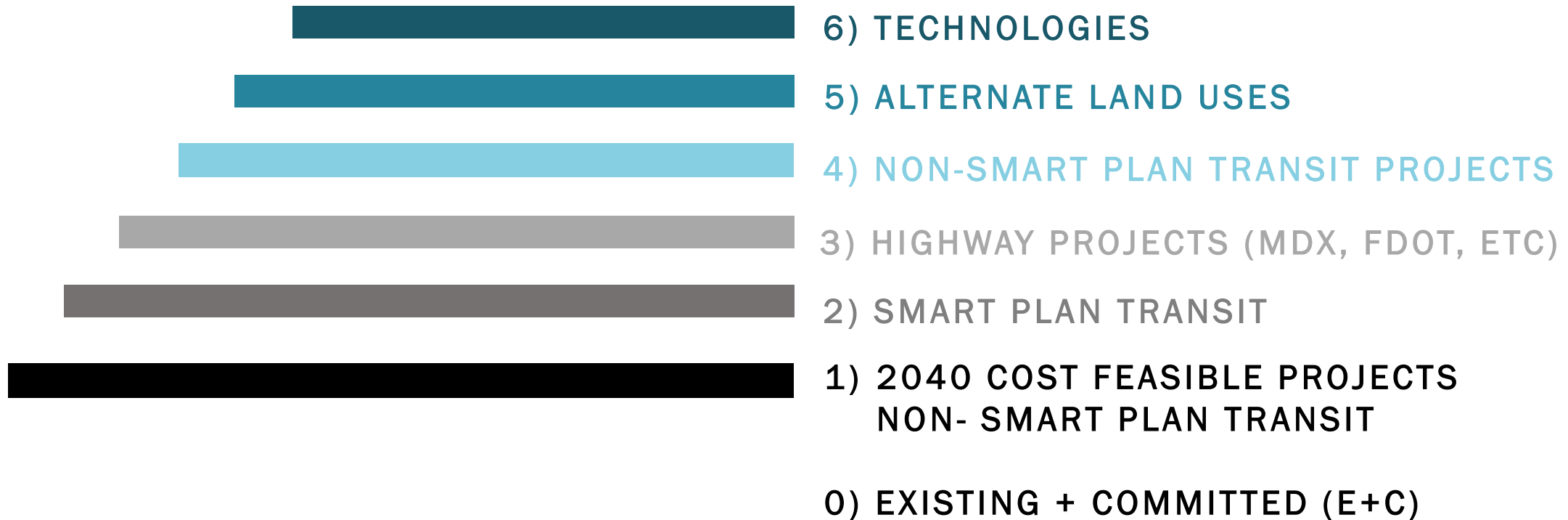
### ☐ Freight (good)

Capacity, Managed Lanes Projects



# Scenario Planning Update

# Scenario Planning: Miami-Dade 2045 Scenarios

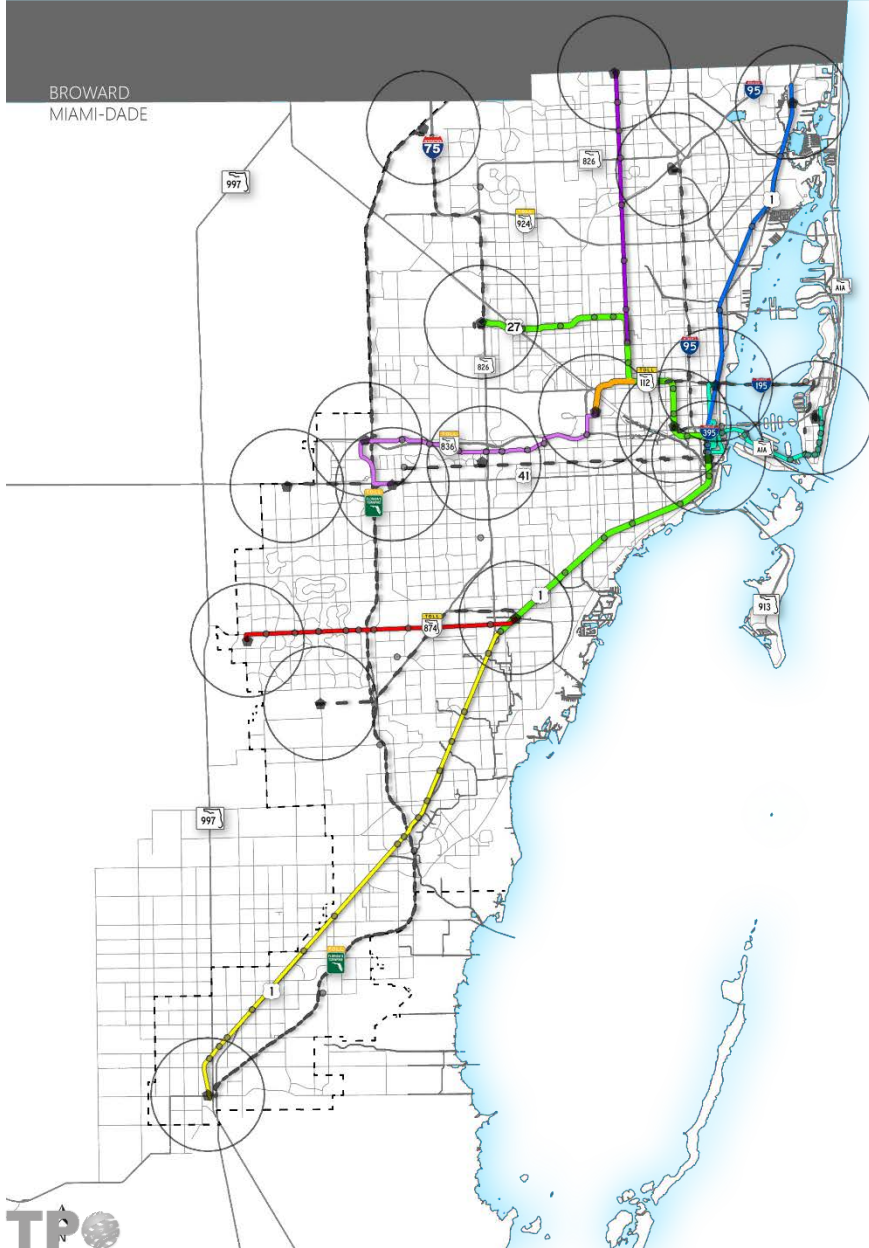


- Alternative Land Uses
  - South Corridor – BRT
  - North Corridor – Fixed Guideway Transit
  - East/West Corridor – Metrorail
  - Kendall Corridor - BRT
  - Beach Corridor – Light Rail
  - Northeast Corridor – Commuter Rail

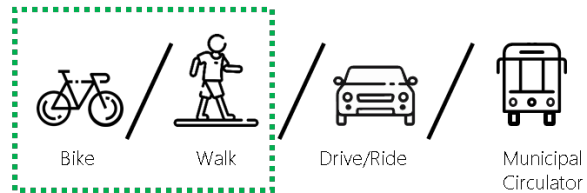
# Public Involvement

# Project Updates

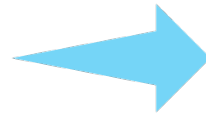
# Bicycle Pedestrian Master Plan on going efforts.

BROWARD  
MIAMI-DADE

First Mile (or leg)

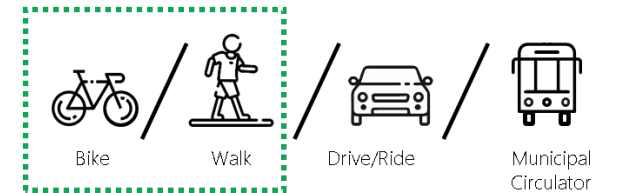


Home

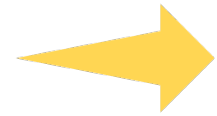


First Transit Stop

Last Mile (or leg)



Last Transit Stop

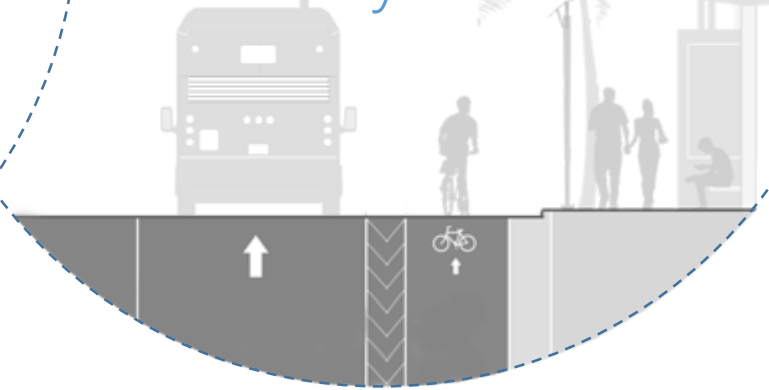


Work

Determining  
**DEMAND** via Context  
Classification



Understanding the  
Level of **STRESS** for  
Pedestrians and  
Bicyclists



# Determining **DEMAND** via Context Classification

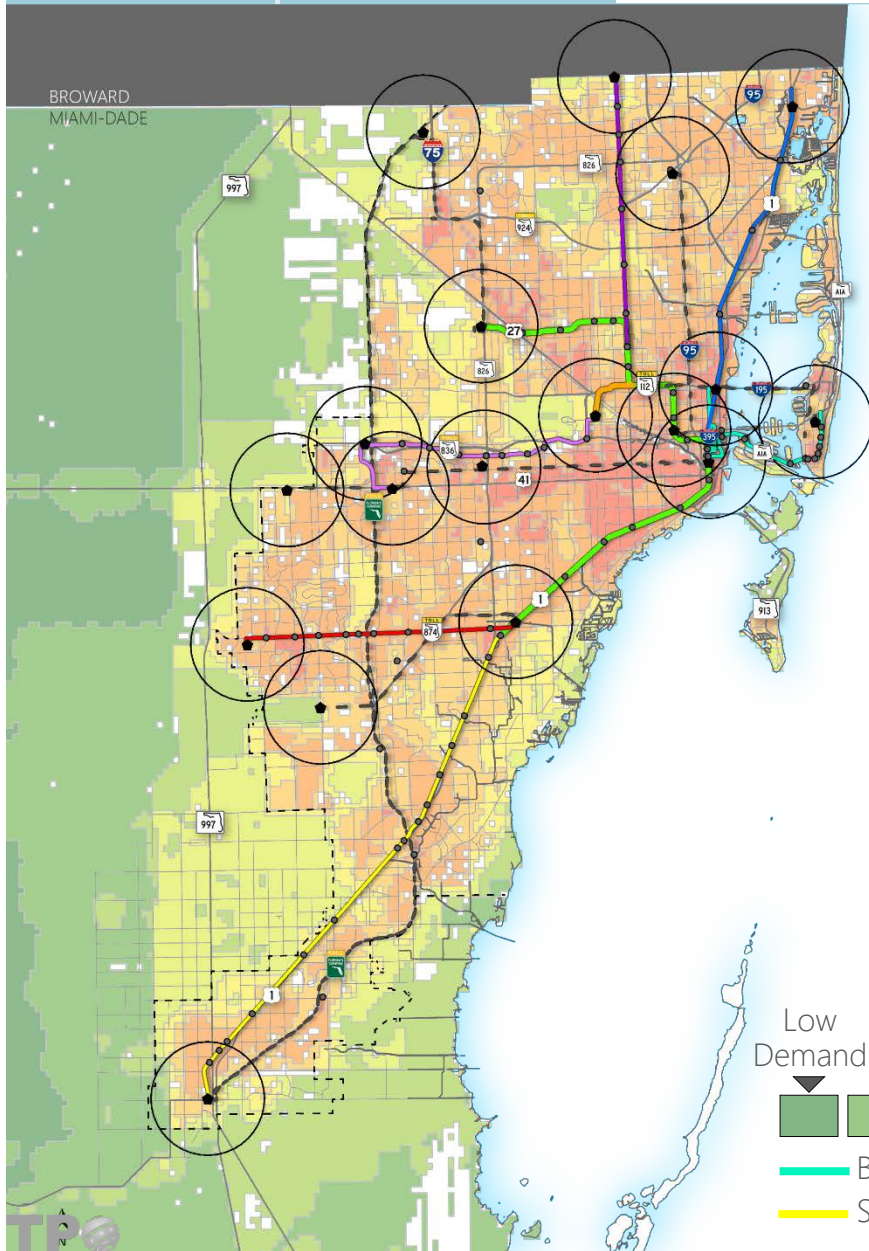


FIGURE 2 FDOT CONTEXT CLASSIFICATIONS



**C1-Natural**  
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2-Rural**  
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T-Rural Town**  
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

**C3R-Suburban Residential**  
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

**C3C-Suburban Commercial**  
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

**C4-Urban General**  
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

**C5-Urban Center**  
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

**C6-Urban Core**  
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Low Demand

High Demand



Beach Corridor

BERT Routes

Metrorail

Transit Terminal

MDT Transit Station

South Corridor

Northeast Corridor

North Corridor

Kendall Corridor

East West Corridor



## Determining **DEMAND** via Context Classification

- Inspired by FDOT's Context Classification System.
- Geared towards a countywide assessment.
- Further refinement required to make High-Demand areas more prominent

### Factors Incorporated into assessment.

Population

Job Density

Existing Land Use

Future Land Use

City Block Density

Building Density

Building Height

Low Demand

High Demand



Beach Corridor

BERT Routes

Metrorail

Transit Terminal

MDT Transit Station

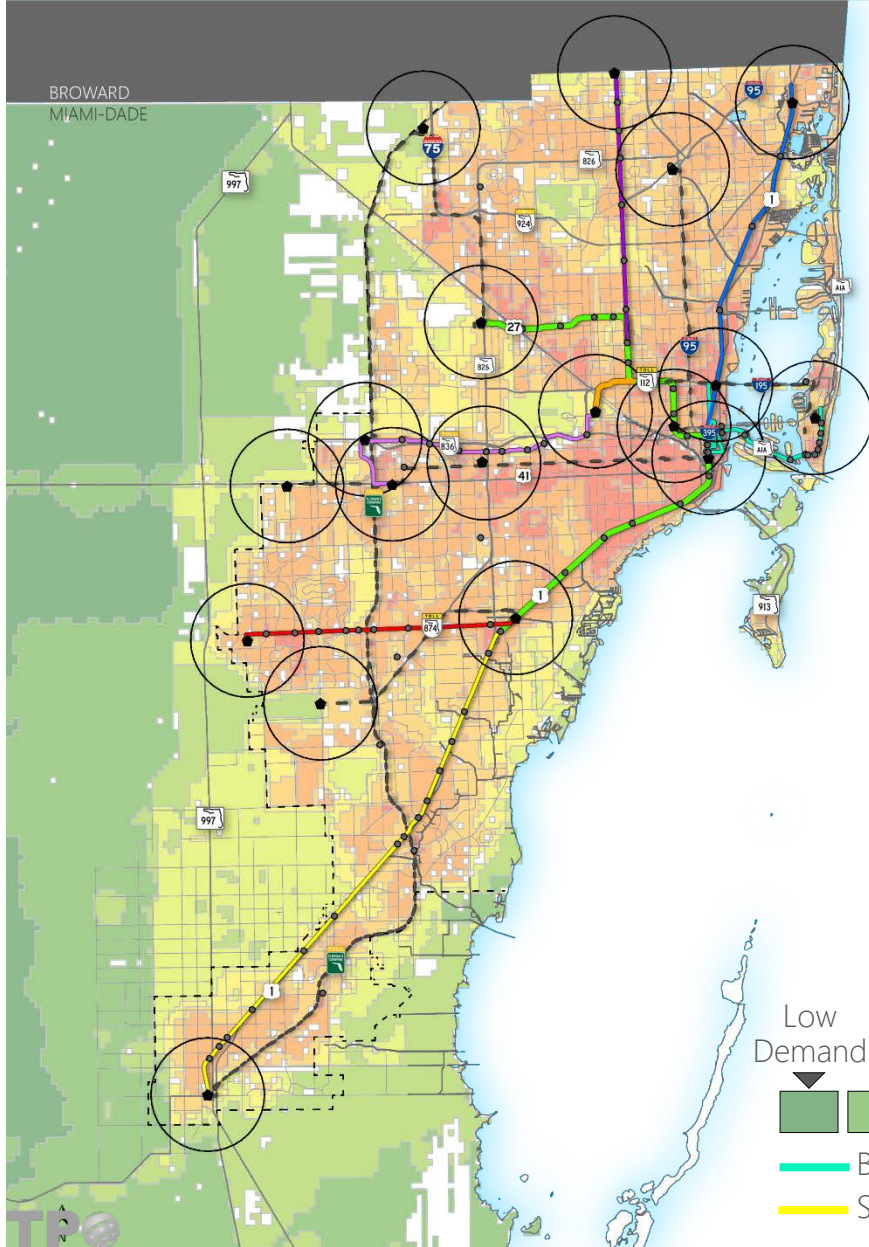
South Corridor

Northeast Corridor

North Corridor

Kendall Corridor

East West Corridor



BROWARD  
MIAMI-DADE

# Current Analysis of Miami-Dade County's Non-motorized Level of **STRESS**

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

**LTS 4**

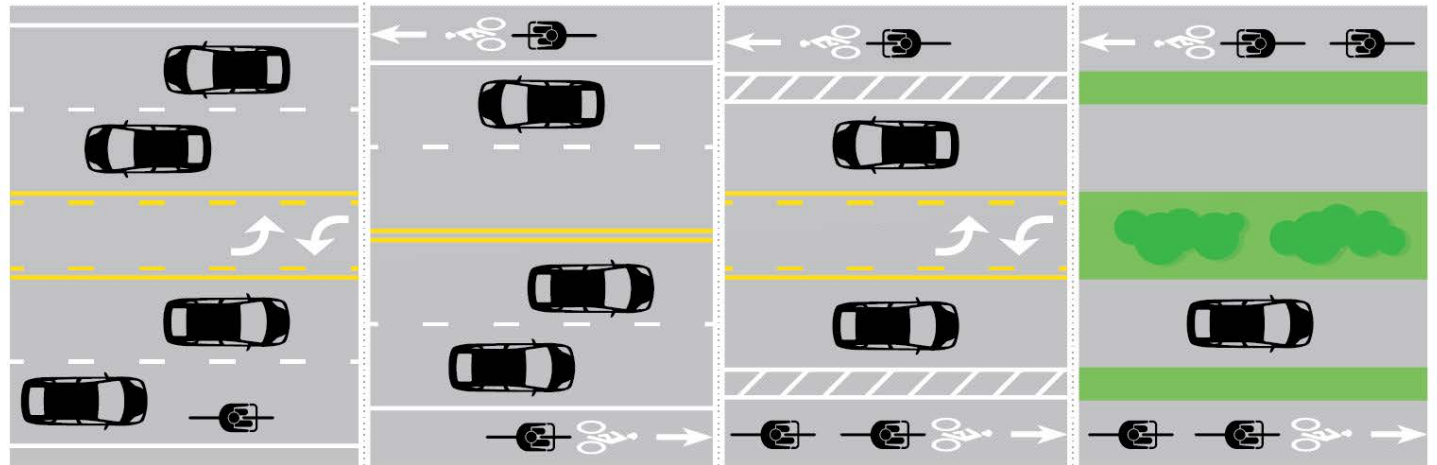
No bike lane on a busy street

**LTS 3**Narrow bike lane or shoulder  
on a busy street**LTS 2**

Buffered bike lane on a calm street

**LTS 1**

Separated bike lane



Transit Terminal

MDT Transit Station

Level 4 Stress

Level 3 Stress



BROWARD  
MIAMI-DADE

## Current Analysis of Miami-Dade County's Non-motorized Level of **STRESS**

- Inspired by Mineta Transportation Institute's Levels of Traffic Stress (LTS) analysis. Top priority is encouraging all-user ridership.
- Geared towards a countywide assessment.
- Focuses on Segment analysis.
- Requires additional efforts for a completion. (Existing Bicycle Inventory)

### Factors Incorporated into assessment.

Existing  
Bicycle  
Facility  
Characteristics

Annual  
Average Daily  
Traffic

annual  
average daily  
truck  
volumes

Number of  
Lanes

Posted  
Speed

Bicycle  
Crashes

Pedestrian  
Crashes

Density of  
Signalized  
Intersections



Transit Terminal



MDT Transit Station



Level 4 Stress



Level 3 Stress

# Brightline

# Next Steps



Next Meeting:  
April 26, 2019