MIAMI-DADE
LONG RANGE TRANSPORTATION PLAN UPDATE
(to the Year 2035)

STEERING COMMITTEE MEETING NO. 2

MEETING SUMMARY

Stephen P. Clark Government Center
111 N. W. 1st Street
Miami, Fl 33128

10th Floor CITT Conference Room

Friday, March 14, 2008
10:00 A.M.

Members Present
Javier Acevedo
Larry Allen
Manuel Armada
Maria Batista
Mayra Diaz
Xavier Falconi
Wilson Fernandez
Carl Filer
Larry Foutz
Jose Gonzalez
Susanna Guzman-Arean
Javier Heredia
Rolando Jimenez
Shari Kamali
John O'Brien
Carlos Roa
Elizabeth Rockwell
Joseph Quinty
Napoleon Somoza
Phil Steinmiller
Vivian Villaamil
Mark Woerner

Others Present
John Kulpa
Jitender Ramchandani
Mary Ross
Jose Sanchez
Rory Santana
Franco Saraceno
Aaron Weeks

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I. Welcome - Introduction of Steering Committee Members

Carlos Roa, Project Manager, opened the meeting and members of the Steering Committee introduced themselves.

II. Summary of 2005 SE Florida Regional Model inputs and validation results

Franco Saraceno, Gannett Fleming, presented a summary of preliminary model inputs and validation results for the Miami-Dade County portion of the Southeast Regional Planning Model, Version 6.5 (SERPMv65). Mr. Saraceno made comparisons to the 2000 validation of the Miami Urban Area Transportation System model (MUATS); peer Florida regional models; and observed data, and highlighted the following points in the presentation:

- **Socioeconomic data inputs** – The special generator inputs (ZDATA3) are significantly different for the 2005 validation from the 2000 validation. The source of these revised inputs will be explored for clarification. Regarding the residential data inputs (ZDATA1A), it should be noted that the number of vehicles in 2005 represents a 5% decrease from the 2000 figures. In addition, the persons per household in the 2005 dataset declined significantly from 2000 in several planning areas. Regarding the employment data inputs (ZDATA2), the biggest employment increase from 2000 to 2005 occurred in the service employment sector. Industrial employment also increased, but the commercial employment decreased in every planning area.
- **Highway Network** – The 2005 highway network in the SERPMv65 includes approximately 1% more lane miles than the 2000 MUATS network. Travel time isochrones, used to quality control highway network coding, indicate some potential problems with the Miami-Dade portion of the SERPMv65 network. The network should be reviewed in detail by the FDOT modeling team to ensure proper coding. A new input speed methodology in the SERPMv65 results in overall higher highway speeds than the original lookup speeds. The congested speeds in the SERPMv65 represent an average 24% decrease from the input speeds, compared with a 26% difference in the input and congested speeds in the 2000 MUATS.
- **Transit Network** – The Metrobus and Metrorail network summary statistics indicate reasonable network coding, but for Metromover and Trirail, there are

some questions as to how the speeds are coded in the highway network versus the transit line files.

- **Trip Generation results** – Comparisons to other Florida regional models and the 2000 Southeast Florida Regional Travel Characteristics Survey (SEFRTC) indicate a reasonable breakdown of trips by trip purpose and average productions per household by trip purpose. Two exceptions to this include: 1. a relatively high proportion of work trips documented in the SEFRTC (27%) versus other regional models (16% - 23%) and 2. a relatively high rate of work trips per household documented in the SEFRTC (2.89) versus other regional models (0.94 – 1.97). The SERPMv65 results are more consistent with other Florida models than with the survey in both cases.
- **Mode Choice results** – The SERPMv65 mode choice results are consistent with the mode choice targets in most cases. A noted deviation is associated with walk access to Metrorail and auto access to Metrorail trips. The model overestimates walk access to Metrorail and underestimates auto access to Metrorail. Reasons for this should be explored in more detail.
- **Highway Assignment results** – The overall volume to count ratio in Miami-Dade County is 0.98, with a ratio of 1.02 for screenline counts. The screenline at the Broward/Miami-Dade county line is overestimated by 7% (1.07), but a review of the V/C ratios on the major facilities, formerly the external stations in the MUATS, reveals a much higher overestimation, at 23% (1.23). This merits further review to determine the validity of the model-estimated cross-county flows.

The question of how managed lanes improvements are modeled was brought up by Mr. Larry Allen. Mr. Saraceno responded that this is an issue that is currently receiving a lot of attention and research and that various methods are being analyzed. He added that Gannett Fleming will coordinate with the Regional LRTP modeling consultant to determine the appropriate methodology on a regional basis.

Additional model-related information requested by Steering Committee members include network plots by area type and speed and a plot of the Existing plus Committed network, which has yet to be developed.

III. Discussion on Existing plus Committed (E+C) network development

Mr. Saraceno distributed a draft list of TIP projects as a starting point to develop the E+C network. Steering Committee members were asked to review the list to determine if there were capacity improvements with construction (or later) funding in the TIP that were not in the list. A discussion ensued about the definition of the E+C network and it was agreed upon that the E+C would include any capacity improvements that had construction funding by 2013 (the out year of the 2009 TIP) and that were expected to be completed by 2015.

IV. Regional LRTP: Status Report

Wilson Fernandez stated that, if there are more than three proposers for the Regional LRTP consultant, they would be shortlisted March 31, 2008. Shortlisted consultants would make presentations on April 10, 2008 and work is scheduled to commence in May 2008.

V. Interactive LRTP Website

Mr. Roa stated that the project website is scheduled to be launched in July, 2008. An interim page on the MPO website will be utilized until then for LRTP materials. Mr. Saraceno explained to the Steering Committee that the eventual project website will contain all relevant project information, including public involvement schedule and documents, all technical memorandums, and detailed project information, with a mapping element. He stated that the functionality of the website would be similar to the InteracTIP site, currently used for the MPO's TIP. One of the features that will distinguish the LRTP website is the enhanced use of visualization. For any project in the LRTP that has renderings, photos or other visualization associated with it, the graphics will be linked to the project location in the website's mapping element.

VI. Status of agency and municipal master plans compilation

Mr. Roa reminded the Steering Committee that they should submit agency and municipal master plans as soon as possible so that they can be considered in the update of the LRTP.

VII. Next Meeting

Mr. Roa reminded the Steering Committee that the next meeting would take place on April 25, 2008 at 10:00 A.M. in the 10th Floor CITT Conference Room.

VIII. Adjournment

The meeting was adjourned at 12:00 P.M.