

Palm Beach TPA Peer Exchange



Miami-Dade Transportation
Planning Organization

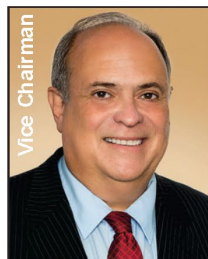
Strategic Miami Area Rapid Transit “SMART” Plan

Aileen Bouclé, AICP
Miami-Dade TPO Executive Director
March 18, 2022

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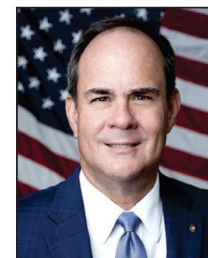
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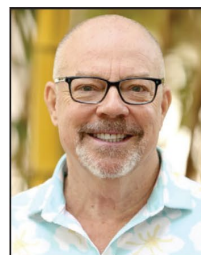
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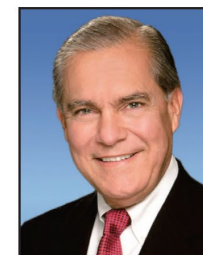
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SMART Plan

SMART Region

Six (6) Rapid Transit Corridors

- ✓ Beach
- ✓ East-West
- ✓ Kendall
- ✓ North
- ✓ Northeast
- ✓ South

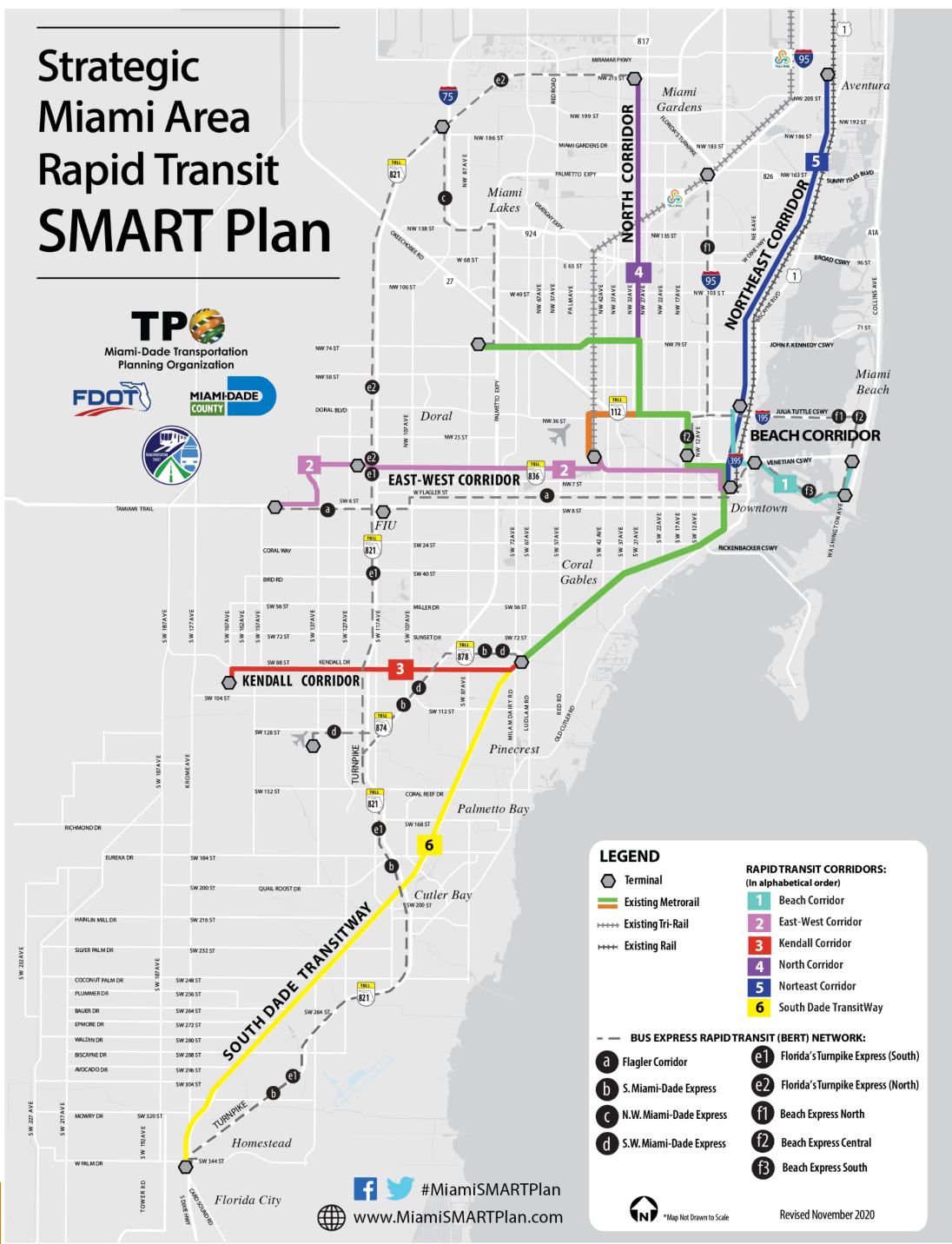
- (1) Project Development & Environment Phase
- (2) Implementation Plan for each corridor

Six (6) Bus Express Rapid Transit Corridors

- ✓ Beach Express
- ✓ Flagler Street
- ✓ Florida Turnpike
- ✓ NW Miami-Dade Express
- ✓ S Miami-Dade Express
- ✓ SW Miami-Dade Express

Over 90 miles of express bus network

Supported by the TPO Governing Board, Miami-Dade County, Municipalities, State and multiple entities



Strategic Miami Area Rapid Transit (SMART) Plan

THE THREE PILLARS

CHOICE

COMMUNITY

CONNECTIVITY

THE SMART PLAN

WHY IS THE SMART PLAN SO CRITICAL?

The SMART Plan includes rapid transit corridors and express bus routes to increase connectivity for approximately **77%** of Miami-Dade County residents that travel outside their residential district for employment to other areas of the County.

SMART PLAN FACTS

1.7 MILLION
RESIDENTS

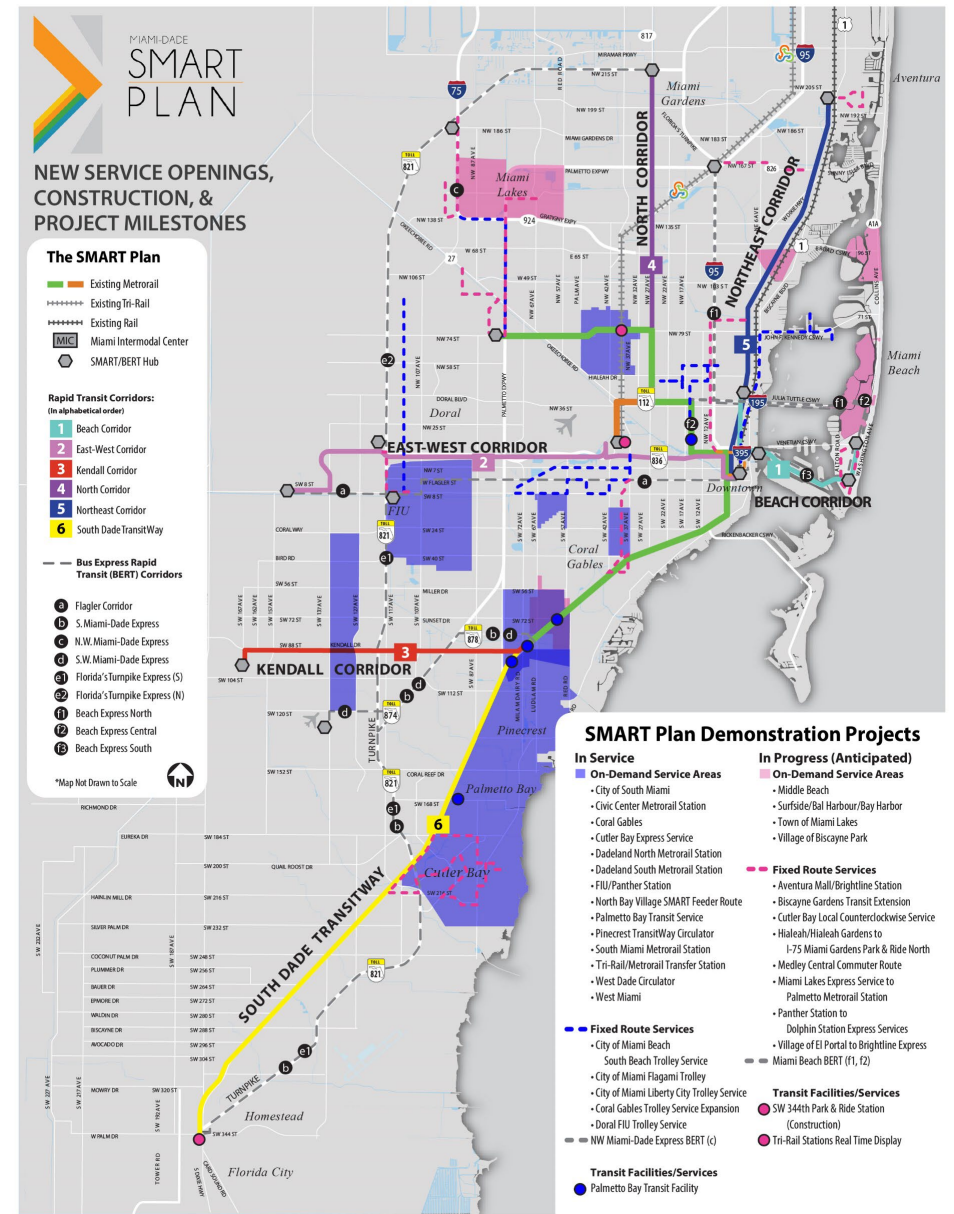
More than half of the County's population live within 2-miles of SMART Plan Corridors.

855,000
JOBS

Are located within a 2-mile radius of SMART Plan Corridors.

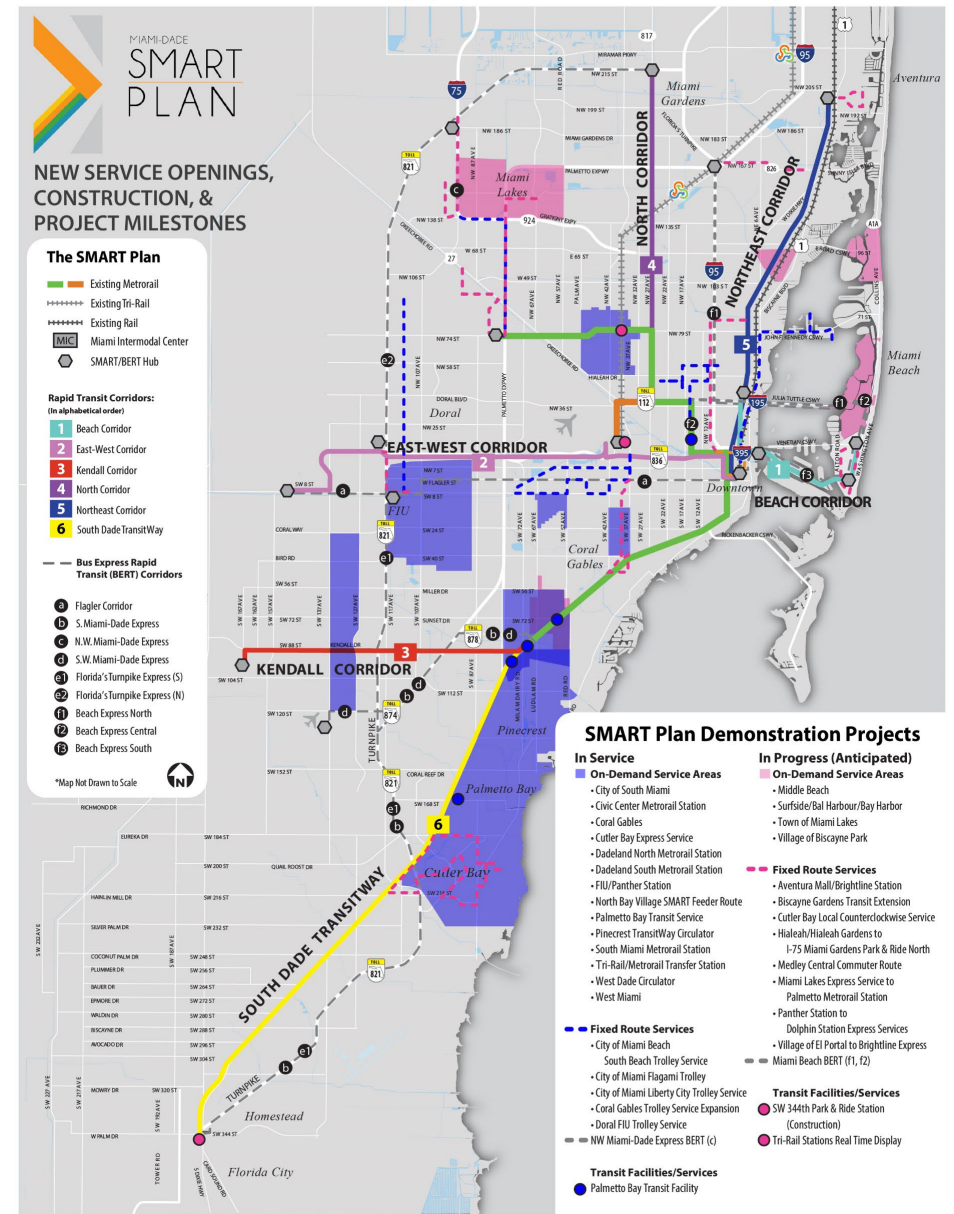
In Service Demonstration Program Projects

- City of Miami Beach South Beach Trolley Service – **November 2017**
- City of Miami Flagami Trolley – **July 2018**
- City of Miami Liberty City Trolley Service – **August 2019**
- Doral FIU Trolley Service – **August 2018**
- Coral Gables On-Demand Service – **January 2019**
- Pinecrest Transitway Circulator – **January 2019**
- North Bay Village SMART Feeder Route – **July 2019**
- Palmetto Bay Transit Service – **July 2019**
- Palmetto Bay Transit Facility – **March 2019**
- West Miami On-Demand Service – **August 2020**
- FIU/Panther Station On-Demand Service – **September 2020**
- Area On-Demand Services:
 - South Miami Metrorail Station – **October 2020**
 - Dadeland North Metrorail Station – **October 2020**
 - Dadeland South Metrorail Station – **October 2020**
 - Civic Center Metrorail Station – **February 2021**
- Cutler Bay Express Service – **December 2020**
- City of South Miami On-Demand Service – **December 2020**
- Aventura Mall/Brightline Station – **May 2021**
- West Dade Circulator On-Demand Service – **February 2021**
- Coral Gables Trolley Service Expansion
- Tri-Rail/Metrorail Transfer Station On-Demand Service – **August 2021**



In Progress Demonstration Program Projects

- Miami Lakes Express Service to Palmetto Metrorail Station – **Fall 2021**
- Village of El Portal to Brightline Express Service – **Fall 2021**
- Medley Central Commuter Route – **Fall 2021**
- Biscayne Gardens Transit Extension – **Fall 2021**
- Surfside/Bal Harbour/Bay Harbor On-Demand Service – **Fall 2021**
- Panther Station to Dolphin Station Express Service – **Fall 2021**
- Hialeah/Hialeah Gardens to I-75 Miami Gardens Park & Ride – **Fall 2021**
- Cutler Bay Local Counterclockwise Service – **Spring 2022**
- Middle Beach On-Demand Service – **Approved June 2021**
- Tri-Rail Stations Real Time Displays – **Approved June 2021**
- Village of Biscayne Park On-Demand Service – **Approved June 2021**
- SW 344th Park & Ride Station (Construction) – **2024**



Miami-Dade County SMART Demonstration Program

Quarterly Monitoring Reports

RIDER SATISFACTION:

- ✓ Ridership per Quarter
- ✓ Ridership Growth Percentage

RETURN ON TRANSIT INVESTMENT:

- **Cost Per Revenue Mile:** *Average Cost per Revenue Mile for the Reporting Period*
- **Route Productivity:** *Average Weekday Scheduled Revenue Hours for Reporting Period*



Ridership Per Quarter

Legend:
 ■ Previous periods (Orange)
 ■ Current Reporting Period (Blue)

* Service began and Ridership collected during Covid-19 Pandemic, which began in March of 2020

Reporting Period	Ridership (Approximate)
JUL-SEPT 2020	3,200
OCT-DEC 2020	12,500
JAN-MAR 2021	13,000

Provides connectivity to Panther Station and the East-West Corridor

Ridership Per Quarter

Legend: Previous periods (orange), Current Reporting Period (blue)

* Ridership collected during Covid-19 Pandemic, which began in March of 2020

Quarter	Ridership	Category
JUL-SEP-2018	55,000	Previous periods
OCT-DEC-2018	55,000	Previous periods
JAN-MAR-2019	60,000	Previous periods
APR-JUN-2019	65,000	Previous periods
JUL-SEP-2019	65,000	Previous periods
OCT-DEC-2019	62,000*	Previous periods
JAN-MAR-2020	15,000*	Previous periods
APR-JUN-2020	31,000*	Previous periods
JUL-SEP-2020	29,000*	Previous periods
APR-JUN-2021	31,000	Current Reporting Period

REPORTING PERIOD: JANUARY 1 - MARCH 31, 2021

RIDERSHIP GROWTH PERCENTAGE
Between the periods of October - December 2020 and January - March 2021
7.41%

COST PER REVENUE MILE
Average Cost per Revenue Mile for the Reporting Period
\$5.14

ROUTE PRODUCTIVITY
Average Weekday Scheduled Revenue Hours for the Reporting Period
16.50 hr

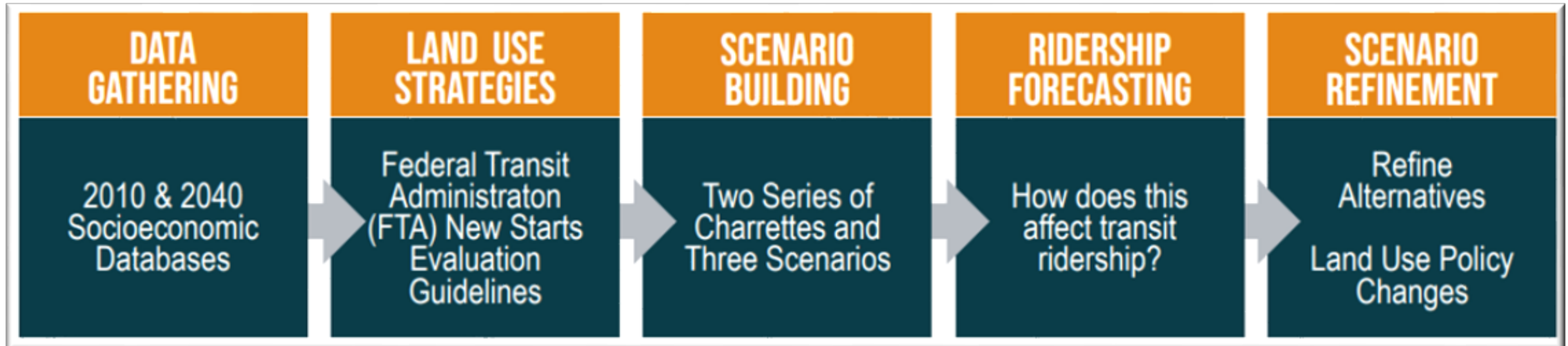
Provides connectivity to Miami Intermodal Center, with connections to Metrorail and Tri-Rail

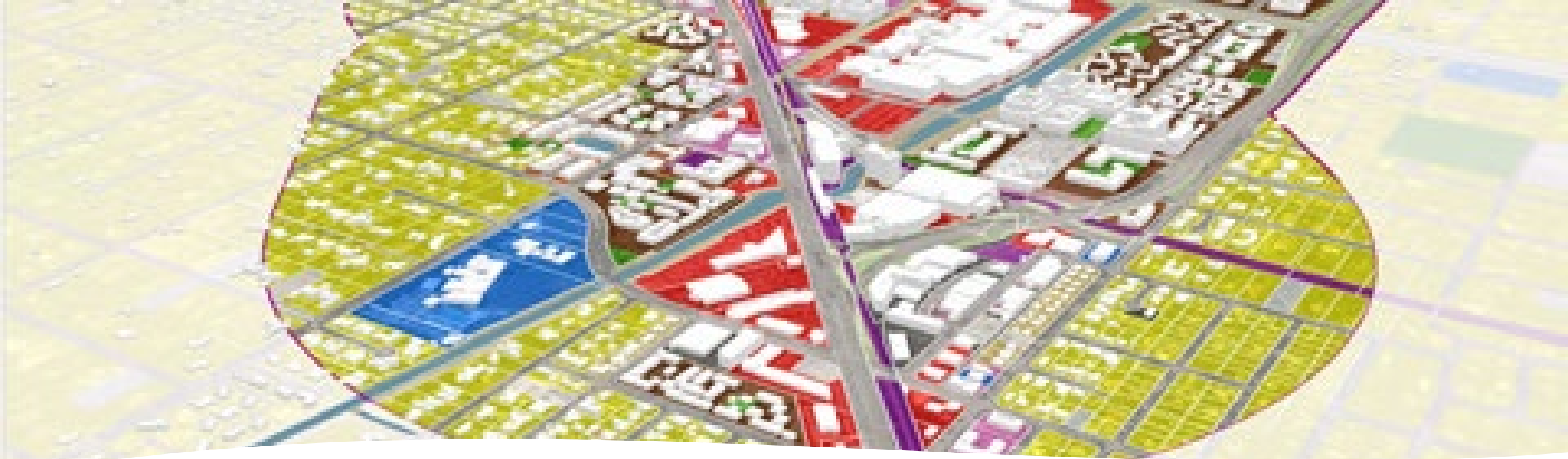
The map displays the Miami Trolley network. A legend in the top left corner identifies three routes: Coral Gables Trolley (blue line), Flagami Trolley (red line), and Little Havana (yellow line). A north arrow is also present. The Flagami Trolley route is highlighted in red, showing a loop that includes SW 7th Street, W Flagler Street, SW 8th Street, and SW 5th Avenue. Other street names visible on the map include SW 72nd Avenue, SW 57th Avenue, and SW 12th Avenue. Two photographs on the right show the trolley in operation: the top photo shows a side view of the vehicle, and the bottom photo shows a front view of the trolley with a palm tree and a flag in the background.

Concurrent Activities



Land Use Scenario Planning – The Process





North Corridor Preferred Land Use Scenario

110,900 (2040) to 124,500 (PS)



An increase of **13,600** in population
or **12 % higher** than in 2040



30,200 (2040) to 76,000 (PS)

An increase of **45,800** jobs or
over **2x higher** than in 2040

South Corridor Preferred Land Use Scenario

72,900 (2040) to 97,400 (PS)



An increase of **24,500** in population
or **33 % higher** than in 2040



60,200 (2040) to 79,800 (PS)

An increase of **19,600** jobs or
32% higher than in 2040



THANK YOU!

Aileen Bouclé, AICP
Executive Director

www.MiamiDadeTPO.org

 [#MiamiSMARTPlan](https://twitter.com/MiamiSMARTPlan)