

SEFTC MISSION

To coordinate regional transportation goals, activities, and investment decisions that support the economic health of the region and quality of life.

SEFTC VISION

A seamless, multimodal transportation system that serves and benefits the region.

THREE COUNTIES, ONE TRAVELING PUBLIC



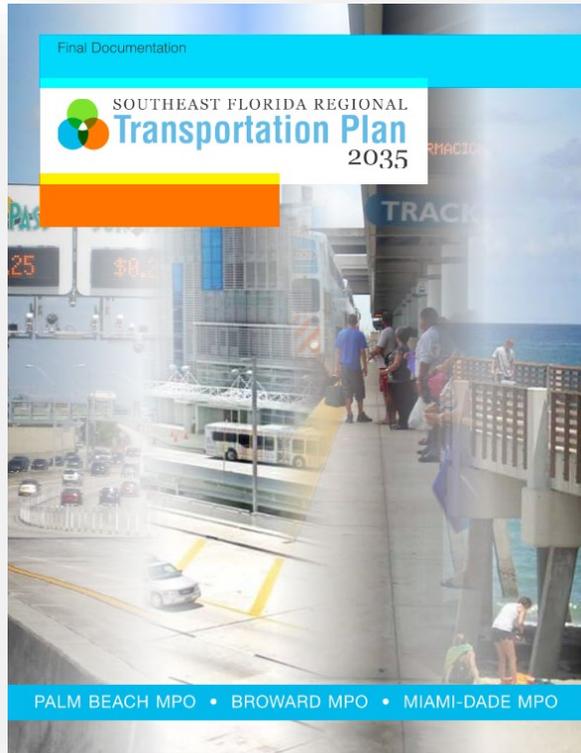
PARTICIPATING MPOS / FUNDING AGENCIES



Other Advisory Agencies

- Florida Department of Transportation (FDOT) Districts 4 and 6
- South Florida and Treasure Coast Regional Planning Councils (SFRPC and TCRPC)
- South Florida Regional Transportation Authority (SFRTA)
- Miami-Dade County Department of Public Works (DTPW)
- Broward County Transit (BCT)
- Palm Tran

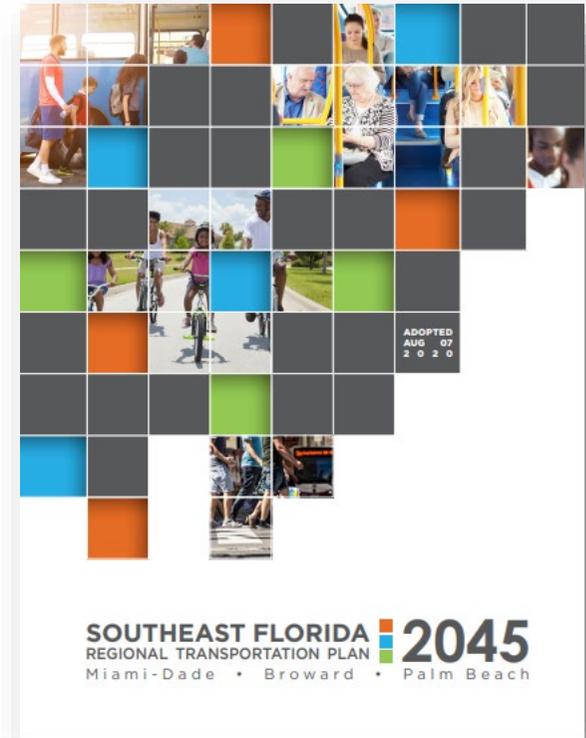
PAST ADOPTED PLANS



Adopted 2010



Adopted 2015



Adopted 2020

POLICIES GUIDING INVESTMENTS

The non-motorized transportation system investments at all levels of government needs and abilities. Local investments in the design and availability of sidewalks, multi-use regional trails, in building a network of paths for walking and cycling, and other 20 policy documents and design policies, measures of effectiveness, and Broward, Palm Beach, and Miami-Dade.

In general, there were some noticeable



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EMPHASIS AREA

When considering pedestrian and bicyclist mobility in Southeast Florida, there are two primary areas that demand attention: connectivity and safety. Connectivity encompasses, among other things, transit areas. Safety addresses areas where there are high frequencies of pedestrian-cyclist

THE LAST MILE

The Last Mile is a term used to describe the journey between a transportation hub (such as a bus depot or railway station) and destination. It is the last mile that every trip becomes a pedestrian or bicycle trip and infrastructure is necessary to support the regional transportation system. By providing safe, inviting, and direct multimodal connections to transit and urban center transit ridership is supported and the desirability of an area improves. New modes like car sharing and bike sharing are popping up throughout the region to address it. However, improvements like continuous unimpeded sidewalks, landscaping and buffers, well-marked and frequent pedestrian crossings, and appropriate bicycle facilities provide the fundamental infrastructure to ensure accessibility and desirability for pedestrians and bicyclists.

Last mile areas in Southeast Florida include major employment centers and central business districts; recreational areas; and other large educational institutions, tourist attractions, and areas where a demand for non-motorized transportation exists. The final criterion takes into account social and demographic characteristics of areas to determine where it is likely they may not be able to drive or may choose not to. These characteristics include high population density; high concentrations of children or seniors; high populations of racial and ethnic minorities; concentration of poverty; and high numbers of households without access to a vehicle.

LINK TO FUNDING

Currently, pedestrian and cyclists make up a small percentage of all vehicle fatalities. Furthermore, funding for pedestrian and cyclist-related improvements is significantly lower than that for auto-related enhancements. The following infographic discusses crash and funding statistics.

TABLE 03
PERCENT OF VEHICLE CRASHES INVOLVING CYCLISTS OR PEDESTRIANS FOR BROWARD, PALM BEACH, AND MIAMI-DADE COUNTIES



Source: for Broward, Miami-Dade and Palm Beach: Auto Average for 2010-2011 Florida Department of Highway Motor Vehicle Accidents and Fatalities and NHTSA.

TABLE 04
PERCENT OF ALL VEHICULAR FATALITIES THAT ARE CYCLISTS OR PEDESTRIANS

Region	Percent of Fatalities that are Cyclists or Pedestrians
Nationally	12% (Pedestrian)
Florida 2010-2012	24.5%
Broward, Palm Beach, Miami-Dade Counties 2010-2012	26.3%

Source: Dangerous by Design 2011, Signal Four Analysis Database

TABLE 04
NATIONAL PEDESTRIAN AND BICYCLE FATALITY RATES COMPARED TO FEDERAL FUNDS DEDICATED TO PEDESTRIAN AND BICYCLE INFRASTRUCTURE

PEDESTRIAN FATALITIES 2012		BICYCLE FATALITIES 2012		FEDERAL AID HIGHWAY SPENT ON BICYCLE ENHANCEMENTS	
Number	% of Fatalities	Number	% of Fatalities	Number	% Spent
4,743	14%	726	2%	\$678.2 Million	2%

Source: FHWA

BICYCLISTS AND PEDESTRIAN FATALITIES VS. FEDERAL SPENDING ON BICYCLE AND PEDESTRIAN IMPROVEMENTS

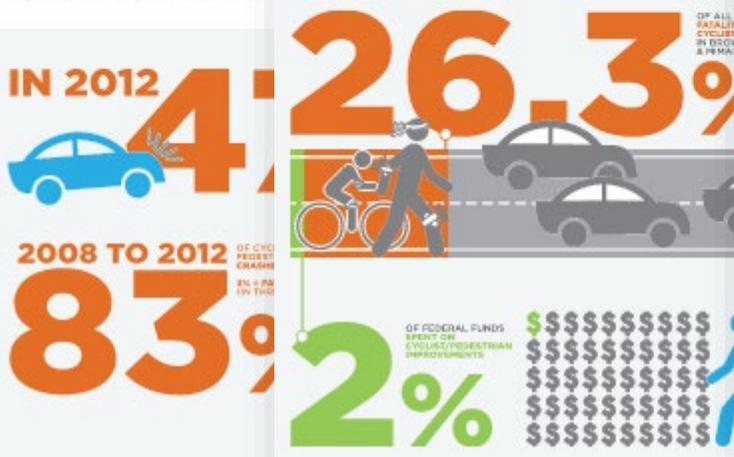
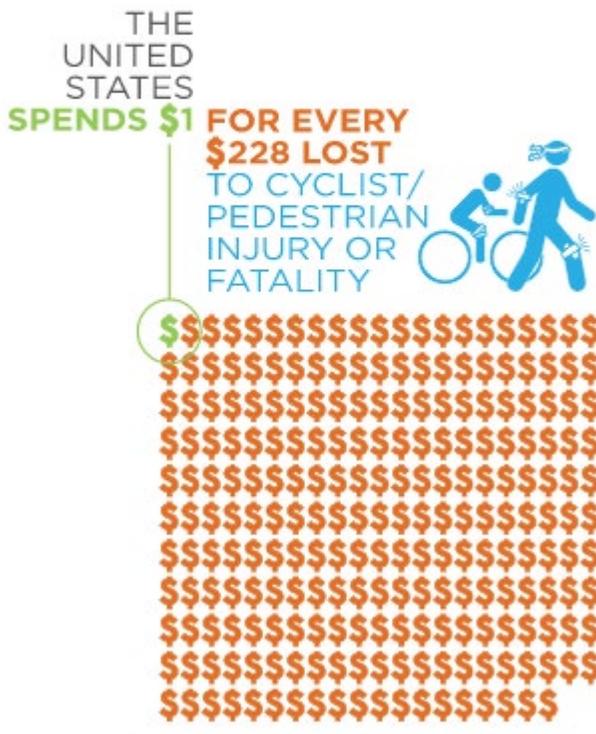


TABLE 05
THE COST OF PEDESTRIAN AND BICYCLE CRASHES

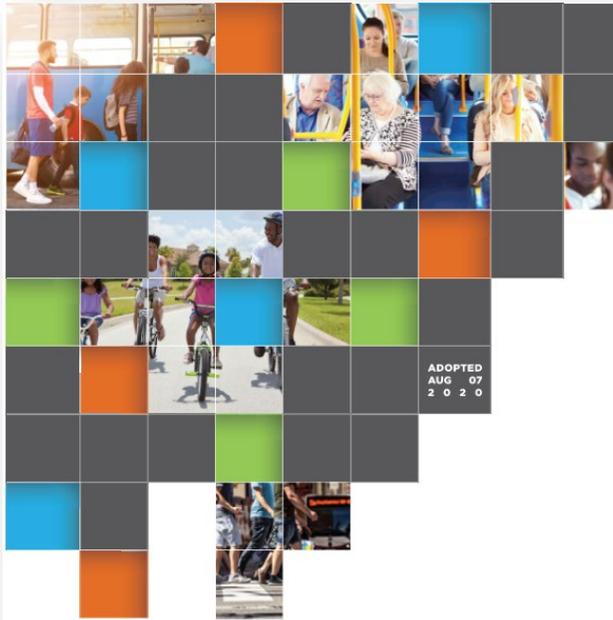
	CYCLIST & PEDESTRIAN FATALITIES 2012		CYCLIST & PEDESTRIAN INJURIES 2012	
	# of Fatalities	Cost	# of Injuries	Cost
US	34,806	\$149,665,800,000	74,280*	\$4,263,672,000
Florida	617	\$2,653,100,000	13,471	\$773,235,400
Broward, Palm Beach, & Miami-Dade	147	\$632,100,000	3,420	\$196,308,000

*Estimated cost per death: \$4.1 Million. Estimated cost per injury: \$57,400.

BICYCLISTS AND PEDESTRIAN FATALITIES VS. FEDERAL SPENDING ON BICYCLE AND PEDESTRIAN IMPROVEMENTS



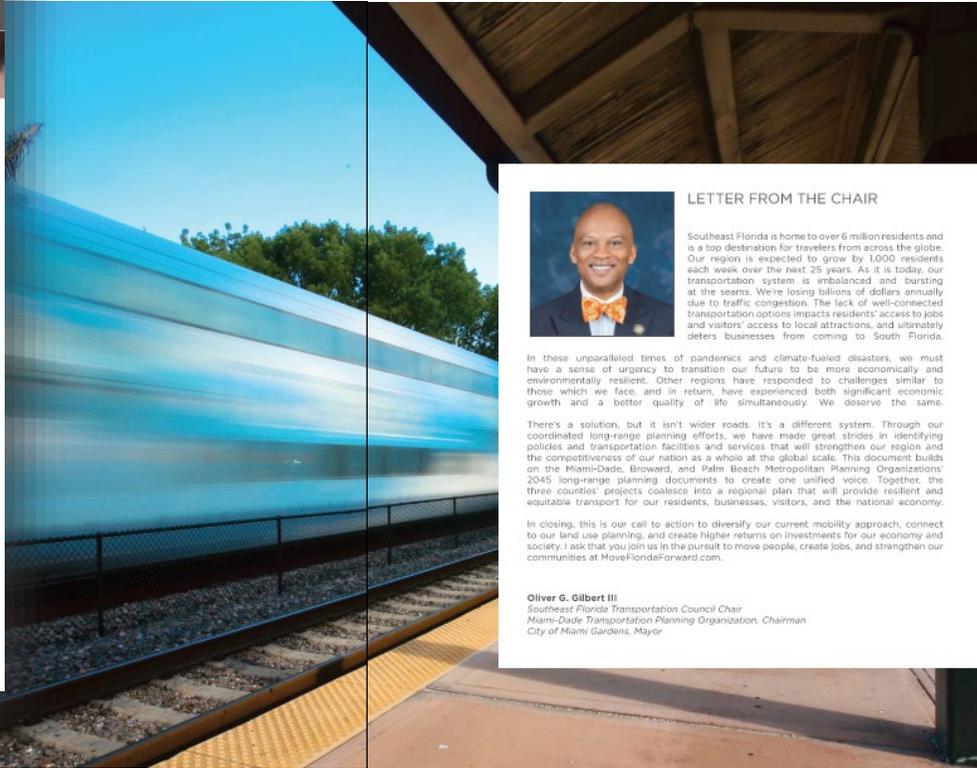
The 2045 Regional Transportation Plan was...



ADOPTED
AUG 07
2020

SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

2045



LETTER FROM THE CHAIR

Southeast Florida is home to over 6 million residents and is a top destination for travelers from across the globe. Our region is expected to grow by 1,000 residents each week over the next 25 years. As it is today, our transportation system is imbalanced and bursting at the seams. We're losing billions of dollars annually due to traffic congestion. The lack of well-connected transportation options impacts residents' access to jobs and visitors' access to local attractions, and ultimately deters businesses from coming to South Florida.

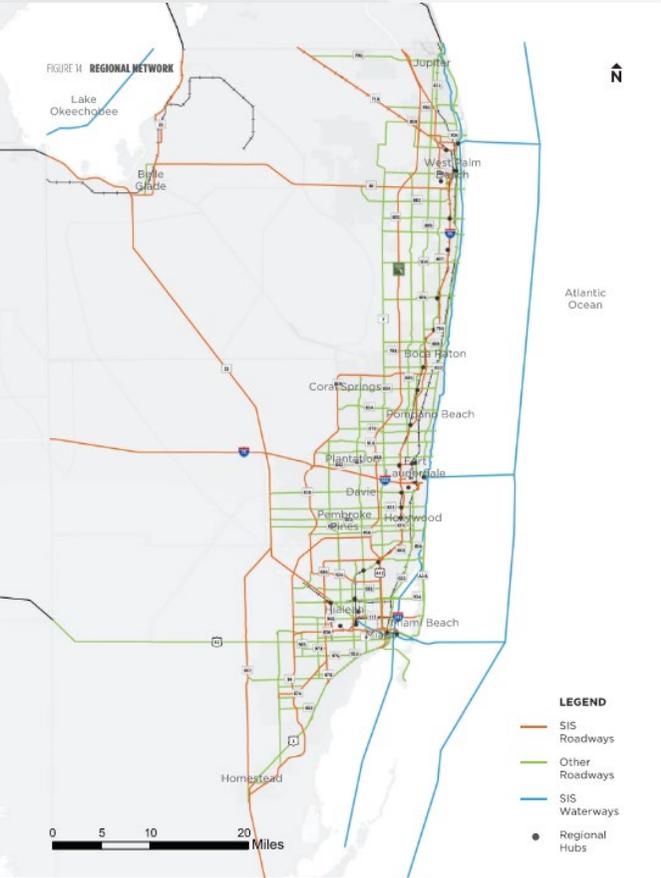
In these unparalleled times of pandemics and climate-fueled disasters, we must have a sense of urgency to transition our future to be more economically and environmentally resilient. Other regions have responded to challenges similar to those which we face, and in return, have experienced both significant economic growth and a better quality of life simultaneously. We deserve the same.

There's a solution, but it isn't wider roads. It's a different system. Through our coordinated long-range planning efforts, we have made great strides in identifying policies and transportation facilities and services that will strengthen our region and the competitiveness of our nation as a whole at the global scale. This document builds on the Miami-Dade, Broward, and Palm Beach Metropolitan Planning Organizations' 2045 long-range planning documents to create one unified voice. Together, the three counties' projects coalesce into a regional plan that will provide resilient and equitable transport for our residents, businesses, visitors, and the national economy.

In closing, this is our call to action to diversify our current mobility approach, connect to our land use planning, and create higher returns on investments for our economy and society. I ask that you join us in the pursuit to move people, create jobs, and strengthen our communities at MoveFloridaForward.com.

Oliver G. Gilbert III
Southeast Florida Transportation Council Chair
Miami-Dade Transportation Planning Organization, Chairman
City of Miami Gardens, Mayor

Focus on "Regional" Facilities



1,591 MILES OF ROADWAY

THE DISTANCE FROM WEST PALM BEACH, FL TO PORTLAND, ME

ROADWAY

377 MILES OF RAIL

THE DISTANCE FROM MIAMI TO JACKSONVILLE

RAIL

336 MILES OF WATERWAY

THE DISTANCE FROM FORT LAUDERDALE TO GAINESVILLE

WATERWAY

32 HUBS

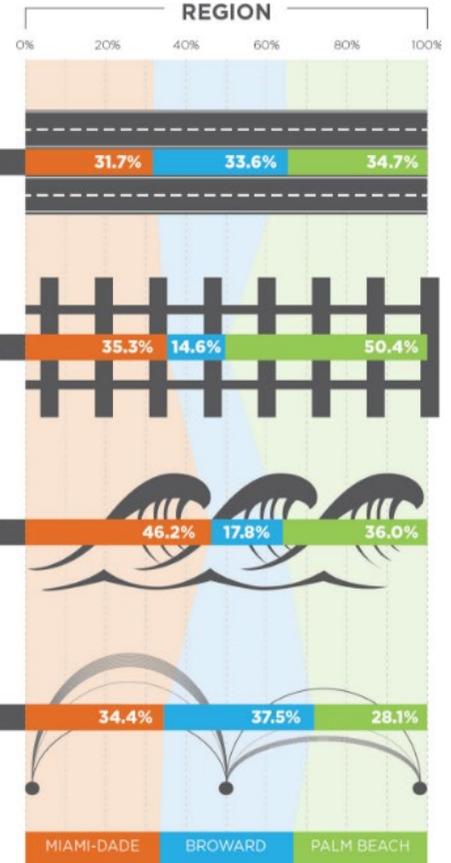
SERVING OVER 46 MILLION PEOPLE ANNUALLY



HUB

JACKSONVILLE, FL
GAINESVILLE, FL

WEST PALM BEACH, FL
FORT LAUDERDALE, FL
MIAMI, FL



Goals, Objectives, and Performance Measures

2045 RTP VISION:

CREATE A SHARED REGIONAL TRANSPORTATION PLAN THAT IDENTIFIES REGIONAL NEEDS, FUNDING, AND POLICIES THAT SERVE AND BENEFIT THE ENTIRE SOUTHEAST FLORIDA REGION



SUSTAINABILITY AND QUALITY OF LIFE

1. MULTIMODAL SYSTEM & LAND USE

Provide an accessible, efficient, and reliable multimodal transportation system that is well integrated with supportive land uses

2. HEALTH, ENVIRONMENT, & SAFETY

Protect the region's health and environment, and provide for a safer and more secure transportation system for the region's residents, businesses and visitors

3. ECONOMY

Optimize and expedite sound investment strategies to support an expanding regional economy

4. EQUITY & PUBLIC SUPPORT

Invest in publicly supported, equitable transportation options for all users, including low-income and minority neighborhoods, as well as the aging population



GROWING POPULATION



MISMATCHED INVESTMENTS



VS.

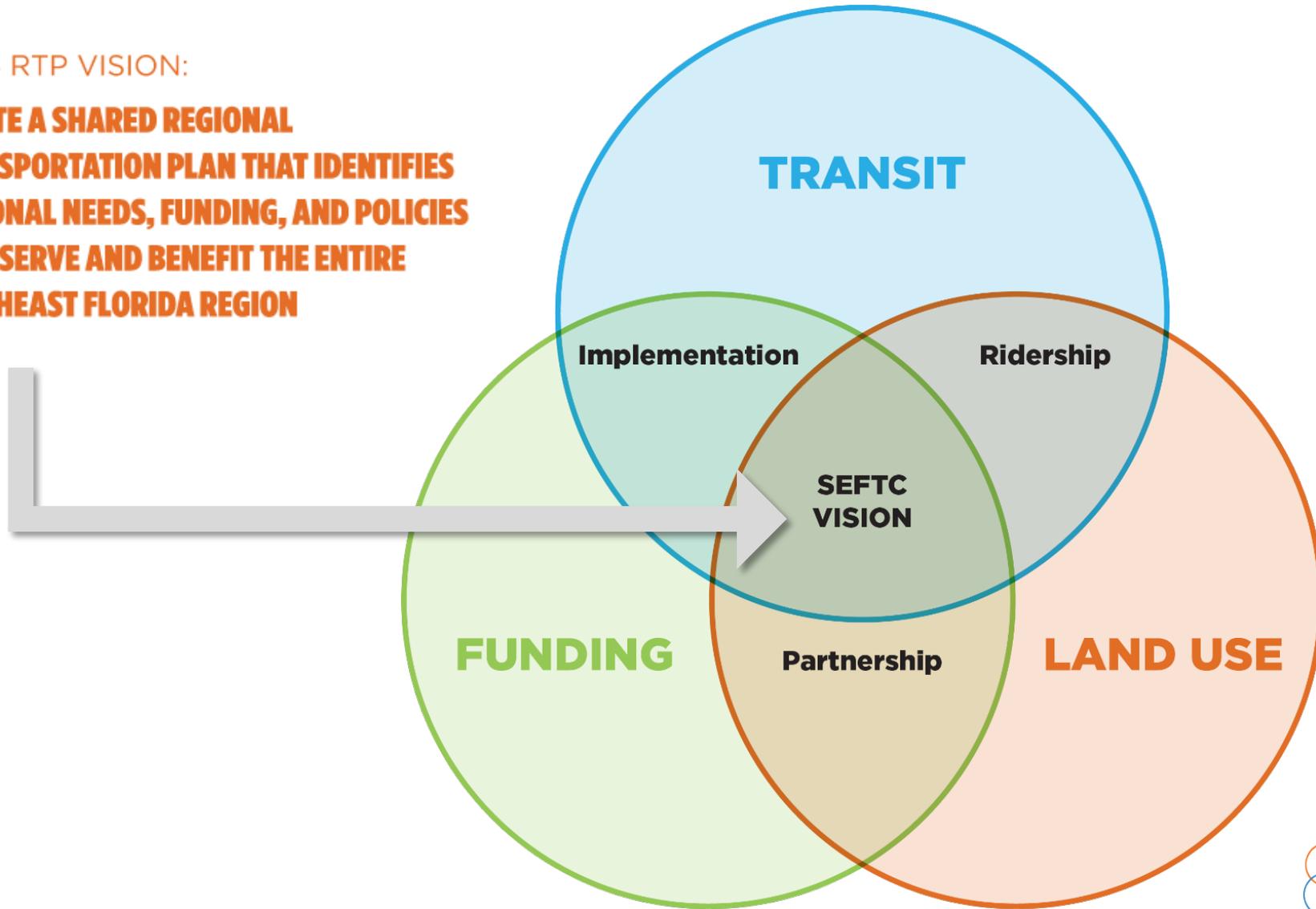


LIMITED ACCESS



2045 RTP VISION:

**CREATE A SHARED REGIONAL
TRANSPORTATION PLAN THAT IDENTIFIES
REGIONAL NEEDS, FUNDING, AND POLICIES
THAT SERVE AND BENEFIT THE ENTIRE
SOUTHEAST FLORIDA REGION**



Planning for Different Future Scenarios



1. HIGH-CAPACITY TRANSIT NEEDS:

What regional-scale transit services are needed to accommodate the future growth anticipated for the region?



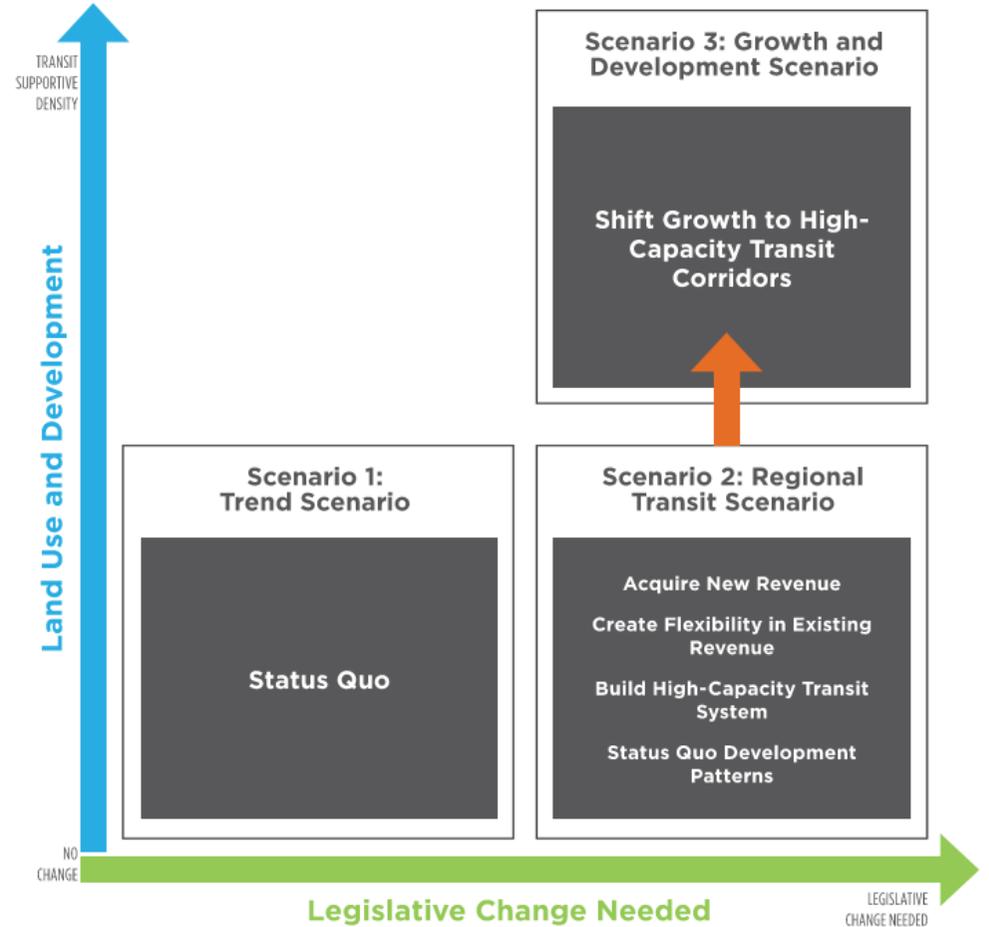
2. GROWTH AND DEVELOPMENT:

Are changes in development patterns necessary to complement regional high-capacity transit investments?



3. FINANCIAL AND LEGISLATIVE:

What changes to policy and legislation will allow for greater flexibility in how existing revenue sources are used? What new revenue sources can feasibly generate revenue for regional transportation infrastructure?



Scenario

Unchanged Future

Alternative Future



High-capacity transit system ridership

~190,000 Daily riders

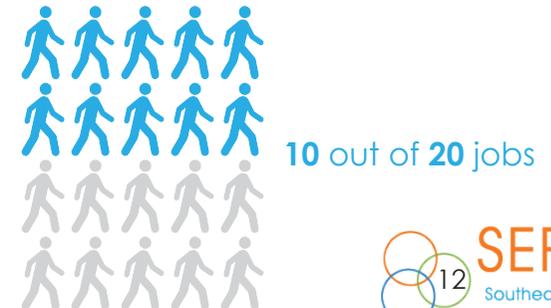
~665,000 Daily riders



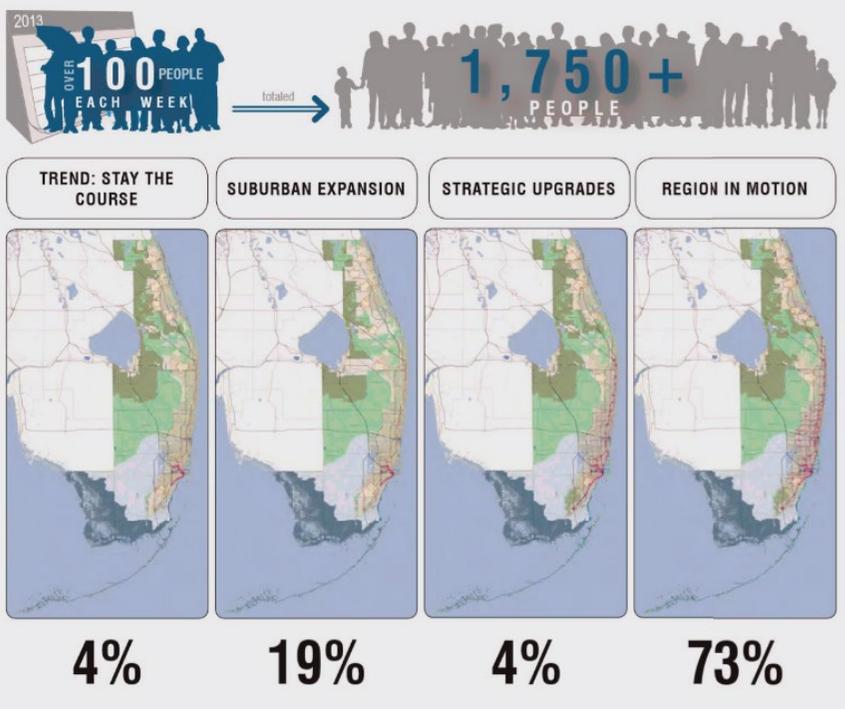
Walkable access to high-capacity transit from home



Walkable access to jobs from high-capacity transit



In 2013 our region told us they wanted a different future...



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...and in the 2045 Plans we responded to that message..

MIAMI-DADE TPO PLAN PERIODS I-IV FUNDING ALLOCATION PRIORITIES

Transit and Transit-Supportive Infrastructure identified through the SMART Plan is the #1 priority.

BROWARD MPO FUNDING PROGRAMS AND POLICY ALLOCATION PRIORITIES

- 20% Roadway
- 10% Transit
- 15% Systems Management/Safety
- 25% Complete Streets & Localized Incentives
- 10% Mobility Hubs

PALM BEACH TPA MAJOR PROJECT PRIORITY ALLOCATIONS

- 13% Transit
- 73% Complete Streets/Pedestrian and Bicycle
- 14% Roadway

POLICIES



Complementary
land use



Regional transit
with
supporting
infrastructure



Flexible
revenue
spending



New
revenue
sources



SOUTHEAST FLORIDA
REGIONAL TRANSPORTATION PLAN
Miami-Dade • Broward • Palm Beach

2050

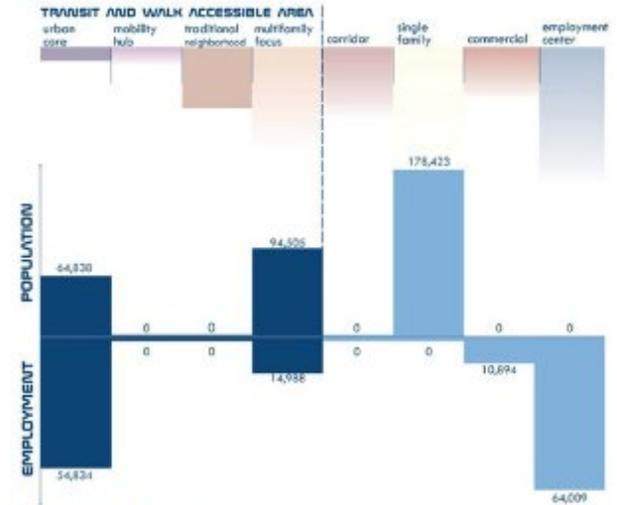
2045 RTP VISION

Create a shared RTP that identifies regional needs, funding, and policies that serve and benefit the entire southeast Florida region.

**ADVANCING
THE
REGION.**

2050 RTP VISION

A RTP that **addresses the changing needs** of our region including **emerging technologies, resilient infrastructure, ensuring transit supportive land uses, and more transportation options** providing access to desired destinations. This Plan will summarize **regional needs**, gather support for **adopted policies**, and refine the **blueprint for implementation**. The RTP advocates for a **flexible and equitable reallocation of funds** to implement the priorities of the region.



PLACE TYPES



Accessibility Analysis

2050

