

Javier Betancourt, Chair, CITT

- Metrorail *was* promised in the long list of PTP projects.
- Corridors can be any mode of transit—not set.
- TPO has to select technology.
- Trolley systems are 100% funded by PTP funds.
- Promises to enhance bus service were not kept (promised increase of 63% but only about 1% if this speaker is being generous).
- CITT could not approve the Aventura Station funds but access to the station from Tri-Rail is not guaranteed.

Christina Miskis, SFRPC Regional Planner

- South Florida Regional Planning Council
- Tri-Rail was only supposed to be temporary during I-95 construction.
- FY 2019 saw an increase in ridership on Tri-Rail by 3.2%
- They were on time 90% or more monthly.
- That led to exponential ridership growth
- Land use is the “missing piece of the puzzle” and can help ridership grow even more. They’re looking into mixed-use development to support the system.
- REDUCE PARKING REQUIREMENTS (pedestrian and bike friendly)
- Only 3 TOD projects consistent with SFRTA policy are underway.
- Depending on Positive Train Control

Jerry Bell, Miami-Dade RER

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- Many urban centers perfect for TOD
- Dadeland is a perfect example of new TOD realized.
- The Transportation Infrastructure Improvement Districts (TIID) will use tax revenue increases within the SMART plan corridor areas to fund new transit projects.
- Jan. 2019 CDMP amendment addresses areas within 1/2 mile of SMART corridors but exclude incorporated areas and zoned urban centers.
- Trying to address the areas between urban centers.
- Converting the Roadway Impact Fee into the Multi-Modal Mobility Impact Fee which would not be limited to roadway use only.
- Fee rollout around 2040.

Panel Questions (Jerry Bell, Christina Miskis)

- Amtrak in MIC is TBD because of the platform is too short. Lol.
- Lots of restrictions on the proposed Kendall Parkway 836 extension.
- MDX bought a lot of land as a buffer between UDB and planned 836 extension.
- Developers built all of the unincorporated areas’ infrastructure and then turned it over to the county... which explains a lot.

LUNCH BREAK**Jie Bian, FDOT Dist. 6**

- North (FDOT6), NE (FDOT4), and Kendall Corridor (FDOT6) are FDOT.
- South Dade, Beach, and E-W Corridor are DTPW.

- Studies began by DTPW a year after adoption of the SMART plan.
- Create these studies for Federal Funding.
- Miami Streetcar Study and Miami Beach Streetcar Study were incorporated into the SMART plan Beach corridor.
- 45 Intersections
- Kickoff Meeting May 5th, 2017 (~Three years ago).
- With BRT, the busses would have transit-signal *preemption* which would allow busses to stop at none of the 45 signalized intersections.
- Metromover had the highest ridership projections of all the technologies for both extensions (Miami Extension and trunk line to the beach)
- APM and Monorail about the same in cost (~\$17.5M average).
- All new transit proposals must be at least 5 feet above existing roads due to sea-level rise.
- Monorail will connect directly @ new Herald Plaza station with connection to APM. Will require a transfer regardless of mode selected.
- Speed limits on the busway for the South Dade Corridor may be raised once the arm gates are used for the BRT system to be more comparable with US-1 speeds and reduce travel times.

Alice Bravo, Director, DTPW

- Merged Transit and Public Works (calls it a Mobility Management Agency? Supposedly streamlines things... sure.)
- Drop in ridership (she says because of gas prices, end of Great Recession, improvement of economy)
- "Ridesharing *compliments* public transit" - Alice Bravo
- Metromover ridership stayed steady (more dwellings, more entertainment, etc.)
- Municipal transit ridership has gone down per-route but since they've added more routes, their total numbers have gone up.
- A lot of coverage but low frequency so we ranked 85th in large metro areas for workforce coverage.
- Top 10 bus routes carry 40% of passengers.
- A lot of the lower 48 bus routes (which carry 10% of the ridership) are hard to justify.
- Better Bus Project aims to redesign and improve frequency.
- Planning of trip becomes easier with more frequency (... yeah...)
- Municipal feeders into the bus network with the Ridership concept of BBP.
- **836 BERT (Apparently run by MDT now?)**
- "Whizzing by the stopped cars in traffic."
- Swiftly contract to plan process for routes which will allow the system to react to conditions more easily.

Nilia Cartaya, FDOT Dist. 6

- Kendall has been recommended Curbside BRT (See my notes on the FDOT meeting regarding this on <https://ridersmiami.org/documents>).
- Bike lanes not available for the E-W corridor because of space restraints. Bus lanes looked at on this route almost exclusively.
- Flagler corridor a very popular route for transit.

Javier Correoso, UBER

- Uber integration with public transit through micromobility options like scooters and bicycles for 1st/last mile.
- Uber integrations of public transit schedules and prices to give residents options right from their app.

- Uber Movements to better understand the travel times to/from areas and provide the data to better estimate the time it takes to get somewhere.
- Movements will also give a better idea of how to integrate rideshare with events such as Ultra Festival.

I missed the notes for the presentations from Joseph M. Corradino and John Renne due to my preoccupation with an assignment for school, but they were basically along the lines of what we all know already. I apologize for any inconvenience. Mr. Corradino led a presentation on land use and being realistic with transit proposals (1/2¢ tax was unrealistic, metrorail isn't feasible in South Dade, etc.). Mr. Renne led a presentation on land use and expanding infrastructure for transit (with examples of both of those things in the United States).