

# District Six Miami-Dade Countywide Freight Improvement Plan

## *Plan Performance Framework Summary Memorandum*

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# District Six Miami-Dade Countywide Freight Improvement Plan

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## Abbreviations List

Abbreviation	Complete Name/Phrase	Abbreviation	Complete Name/Phrase
<b>FDOT</b>	Florida Department of Transportation	<b>LRTP</b>	Long Range Transportation Plan
<b>FEC</b>	Florida East Coast	<b>MIA</b>	Miami International Airport
<b>FMTP</b>	Freight Mobility and Trade Plan	<b>TPO</b>	Transportation Planning Organization



# District Six Miami-Dade Countywide Freight Improvement Plan

## 1.0 Introduction

The *Miami-Dade Countywide Freight Improvement Plan*, an initiative by the Florida Department of Transportation (FDOT) District Six, is intended to enhance freight and logistics capacity, improve economic competitiveness through a more efficient transportation network, and provide a prioritized project bank for future infrastructure improvements to achieve these ends.

This *Plan Performance Framework Summary Memorandum* defines the Purpose and Need Statements of the Plan and establishes the Goals and Objectives Framework. These overarching components help address the challenges and propel the Plan forward, serving as a strategic framework guiding the prioritization of modal freight improvement projects and strategies.

## 2.0 Project Background

FDOT District Six has conducted the following subarea freight improvement plans targeting specific urban areas within South Florida:

1. [Town of Medley Freight Improvement Plan \(2017\)](#)
2. [Opa-Locka Freight Improvement Plan \(2017\)](#)
3. [Miami River Freight Improvement Plan \(2018\)](#)
4. [Doral Freight Improvement Plan \(2018\)](#)
5. [City of Miami Gardens Freight Mobility Implementation Plan \(2019\)](#)
6. [Hialeah Freight Improvement Plan \(2020\)](#)
7. [Homestead Freight Improvement Plan \(2023\)](#)
8. [Monroe County Freight Improvement Study \(2023\)](#)<sup>1</sup>

These plans, developed between 2017 and 2023, address local freight-related challenges such as traffic congestion, road safety, and infrastructure needs. Each study presents tailored solutions, including infrastructure improvements, traffic management strategies, and parking facilities, all aimed at enhancing the efficiency of freight movements and supporting economic growth in their respective areas. The insights and data from these specific subarea studies are integral to the *Miami-Dade Countywide Freight Improvement Plan*.

### 2.1 Subarea Freight Improvement Plans Purpose and Needs Summaries

The following is a summary of the purpose and needs statements from each of the subarea freight improvement plans/studies. These were used to develop the purpose and needs statement for the *Miami-Dade Countywide Freight Improvement Plan*.

#### TOWN OF MEDLEY FREIGHT IMPROVEMENT PLAN (2017)

**Purpose Summary:** The purpose of the *Town of Medley Freight Improvement Plan* is rooted in the strategic vision to transform Florida into a global hub for trade, logistics, and export-oriented manufacturing. This

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<sup>1</sup> The *Monroe County Freight Improvement Study* is being considered alongside the Miami-Dade studies due to its inclusion within the FDOT District Six jurisdiction. It also has significant interconnectivity and mutual dependencies in freight movement. Monroe's close geographical and economic ties to Miami-Dade, particularly through US-1, make its inclusion pivotal. Strategic coordination across county lines ensures comprehensive planning that enhances the entire region's freight logistics capabilities.



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vision emerged from the opportunities presented by the expansion of the Panama Canal, which significantly increased the capacity of container ships, thereby promising enhanced global trade opportunities and economic growth for Florida.

**Needs Summary:** The need for the Plan is driven by the necessity to upgrade freight infrastructure and logistics systems to handle the increased volume and demands of modern trade. This includes major investments in transportation projects like the PortMiami Tunnel and adopting comprehensive freight mobility plans to ensure the efficient movement of goods across the state, mainly through Miami-Dade County's critical east-west and north-south freight corridors. These improvements are vital for leveraging the County's strategic position and infrastructure to maximize economic benefits from increased global trade flows.

### CITY OF OPA-LOCKA FREIGHT IMPLEMENTATION PLAN (2017)

**Purpose Summary:** The purpose of the *City of Opa-locka Freight Implementation Plan* is to enhance the efficiency of freight movements within the City by investigating freight corridors, identifying issues, and developing a plan with viable alternatives to boost freight connectivity. This initiative seeks to minimize conflicts and optimize the integration of industrial and transportation infrastructures to support the City's role as a vital freight hub in the region.

**Needs Summary:** The need for this Plan stems from Opa-locka's significant industrial infrastructure and transportation challenges. These include rehabilitating and expanding industrial facilities and roadway networks to improve connectivity between key hubs and markets. The Plan addresses complex issues such as the mixture of state and non-state-owned facilities, which complicates investment efforts and data collection on freight volumes and needs. Opa-locka's unique industrial makeup also necessitates innovative solutions for sustaining and enhancing its freight and logistics capacities to support regional economic growth and quality of life.

### MIAMI RIVER FREIGHT IMPROVEMENT PLAN (2018)

**Purpose Summary:** The purpose of the *Miami River Freight Improvement Plan* is to develop a series of improvement concepts to enhance freight connectivity and mobility along the Miami River. This includes addressing transportation congestion, improving operational efficiency, enhancing regional freight connectivity, reviewing river operational capacity, and exploring economic development opportunities for freight and industrial land uses.

**Needs Summary:** The needs for this Plan are underlined by several critical issues affecting the region's transportation infrastructure. The area experiences severe congestion, particularly along major routes like NW 27<sup>th</sup> Avenue and NW 36<sup>th</sup> Street, which connect significant arterial and expressway networks. The infrastructure, including pavements and drainage systems, is in poor condition, exacerbating traffic issues and posing safety risks. Moreover, the lack of amenities for non-vehicular movements like sidewalks and bicycle paths further limits transportation options.

The Plan also highlights a critical need for improved truck operations. The shipping operations along the Miami River, dealing with compact and constrained sites, require better truck staging and parking management to facilitate smoother cargo handling and movement. There is a recognized need for dedicated truck parking and servicing facilities in the vicinity, addressing a broader countywide issue. Additionally, the potential for enhanced intermodal connectivity, including rail and waterborne shipping, presents opportunities for economic development and more efficient cargo movement, supporting the overall viability of the area's marine shipping community. These improvements are essential for reducing



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traffic congestion and supporting economic growth and redevelopment within the industrial corridors along the Miami River.

### **DORAL FREIGHT IMPROVEMENT PLAN (2018)**

**Purpose Summary:** The purpose of the *City of Doral Subarea Freight Mobility Improvement Plan* is to enhance freight mobility and manage congestion within the area, ensuring efficient connections to regional, state, and global markets. The Plan aims to address the unique challenges faced by this major industrial and freight hub in Florida, given its significant warehousing and distribution centers.

**Needs Summary:** The need for the Plan arises from the critical challenges of traffic congestion and rapid area growth, both in freight and non-freight sectors. The growth has been spurred by developments such as the Panama Canal expansion and major local freight infrastructure projects. Additionally, the increasing residential, commercial, and resort developments contribute to traffic complexity, necessitating strategic improvements to maintain and enhance freight mobility amidst rising population and mixed-use traffic.

### **CITY OF MIAMI GARDENS FREIGHT MOBILITY IMPLEMENTATION PLAN (2019)**

**Purpose Summary:** The purpose of the *City of Miami Gardens Freight Mobility Implementation Plan* is to identify feasible locations for the development of truck parking facilities within the study area to support the growing freight transportation demands.

**Needs Summary:** The need for this Plan arises from two primary concerns: the increasing demand for truck parking due to the growth in freight movement across Miami-Dade County and safety concerns related to truck parking. The significant economic activities along the County's east-west "freight belt," particularly at Miami International Airport (MIA), the Florida East Coast (FEC) Rail Yard, major warehouse districts along the Dolphin Expressway (i.e., SR-836), and PortMiami, are projected to increase, intensifying the demand for truck parking facilities. Additionally, safety concerns, underscored by legislation like Jason's Law, emphasize the necessity to provide adequate and safe parking for commercial motor vehicles to protect drivers.

### **HIALEAH FREIGHT MOBILITY IMPLEMENTATION PLAN (2020)**

**Purpose Summary:** The purpose of the *Hialeah Freight Mobility Implementation Plan* is to address the critical need for safe and accessible truck parking facilities dictated by federal regulations that limit truck drivers' hours of service to ensure adequate rest and safety.

**Needs Summary:** The need for this Plan is driven by a substantial deficit in truck parking spaces in Miami-Dade County, exacerbated by the growth in freight activity from major freight generators like PortMiami and MIA. Safety concerns also motivate the need, highlighting the risks truck drivers face from inadequate parking options, which can lead to unsafe parking practices and contribute to driver fatigue. The Plan aims to account for future demands and improve safety by identifying new parking solutions and partnerships.

### **HOMESTEAD FREIGHT IMPROVEMENT PLAN (2023)**

**Purpose Summary:** The purpose of the *Homestead Freight Improvement Plan* is to develop a comprehensive strategy to enhance freight connectivity and mobility in the area, with a focus on examining freight movement patterns, assessing existing and future needs, fostering intermodal connectivity, improving traffic congestion and safety, investigating opportunities for truck parking sites, and prioritizing freight improvement projects.

**Needs Summary:** The needs for the Plan are reinforced by significant projected growth in both population and employment in the region, which is expected to lead to a corresponding increase in freight and traffic



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volumes. This growth will stress the current infrastructure, highlighting the urgent need for enhanced roadway connectivity, particularly to major highways like Florida's Turnpike and US-1. The Plan also emphasizes the importance of improving intermodal connectivity and addressing inadequate infrastructure, such as poor road conditions and insufficient rail crossings, which could hinder efficient transportation and economic development. Additionally, there's a need to develop truck parking and servicing facilities to support the increasing demand for freight movements, ensuring that the region can sustain its economic growth and meet the logistics needs of its expanding industrial and commercial sectors.

### MONROE COUNTY FREIGHT IMPROVEMENT STUDY (2023)

**Purpose Summary:** The purpose of the *Monroe County Freight Improvement Study* is to develop improvement concepts that enhance freight mobility, specifically examining movement patterns, assessing existing and future needs, identifying intermodal connectivity opportunities, mitigating congestion, investigating opportunities for truck parking sites, and developing a prioritized list of freight projects.

**Needs Summary:** The needs for this Plan are centered around maintaining and enhancing the functionality of US-1 as the crucial corridor supporting freight movement to and from the Florida Keys. The study highlights the need for improved traffic service and connectivity to regional highways to facilitate efficient truck movement, which is crucial for the local economy, which relies heavily on tourism and the transport of goods. It also emphasizes addressing emerging congestion issues, maintaining infrastructure conditions, and enhancing safety and operational efficiency to support the growing demands of residential and transient populations.

## 3.0 Purpose and Need

The *Miami-Dade Countywide Freight Improvement Plan* intends to elevate the County's role as a global trade hub through a series of strategic enhancements. This document consists of a Purpose Statement and a Needs Statement, outlining the objectives and challenges of the Plan. The Purpose Statement emphasizes enhancing freight mobility, connectivity, and safety, aiming to identify and develop projects that bolster the county's trade and manufacturing sectors. Meanwhile, the Needs Statement addresses critical regional challenges like increasing traffic, safety concerns, and infrastructural deficits, focusing on improving roadway connectivity and intermodal links to support the county's growth as a logistics hub.

### 3.1 Purpose Statement

The purpose of the Plan is to solidify the County's status as a premier global hub for trade, logistics, and export-oriented manufacturing. This Plan integrates various subarea initiatives to boost overall freight mobility, connectivity, and safety throughout the region. It focuses on identifying viable projects and developing actionable strategies that address congestion, enhance economic development, improve intermodal connections, and streamline freight operations across Miami-Dade. This comprehensive approach ensures the well-being of the local community (aligning with the FDOT Compass) while leveraging the strategic location and infrastructure to maximize the County's role in international trade and economic prosperity.



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## 3.2 Needs Statement

The need for the Plan is underscored by challenges such as increasing freight traffic, safety concerns, and infrastructural inadequacies across the region. The subarea studies reveal a pressing demand to enhance roadway connectivity, particularly on major north-south and east-west corridors, and address chronic congestion and safety risks due to the area's rapid economic and residential growth. The Plan also emphasizes the need to develop truck parking and servicing facilities and improve intermodal connectivity to support the region's expansion as a significant logistics hub, ensuring efficient goods movement and bolstering economic prosperity throughout Miami-Dade County.

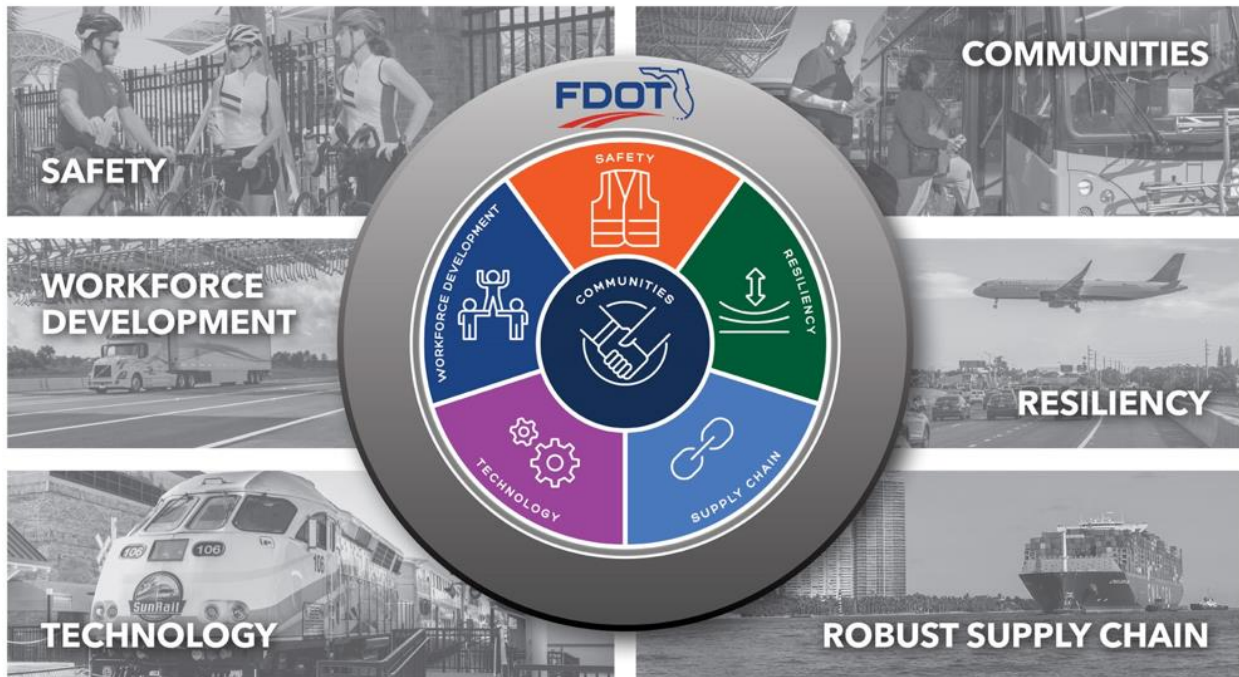
## 4.0 Goals and Objectives Statement

Based on the Purpose and Need, the Goals and Objectives Statement for the *Miami-Dade Countywide Freight Improvement Plan* outlines six comprehensive goals, each supported by specific objectives. This framework serves as a strategic guide to effectively prioritize modal freight improvement projects and strategies. It evaluates potential actions by their contribution to advancing these clearly defined goals and objectives, ensuring alignment with the FDOT Compass. This systematic approach facilitates targeted investments and initiatives that enhance the overall efficiency and effectiveness of the County's freight and logistics systems.

### 4.1 Goals

The Goals of this Plan, which shall be directly linked to the FDOT Compass (**Figure 1**), are as follows:

Figure 1. FDOT Compass



#### GOAL 1: COMMUNITIES

Enhance connectivity and accessibility within Miami-Dade to foster economic growth and seamlessly integrate freight activities into community settings. This involves developing infrastructure that supports



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efficient goods movement while minimizing disruptions to daily life and enhancing the quality of local environments.

### GOAL 2: SAFETY

Elevate the safety of the freight system by improving our infrastructure's state of repair, mitigating risks associated with freight movement, and enhancing overall network conditions to reduce accidents and enhance reliability.

### GOAL 3: RESILIENCE

Strengthen infrastructure resilience to withstand environmental and operational stresses, ensuring that freight operations continue unabated under various stressors, including climate change and high-demand scenarios.

### GOAL 4: ROBUST SUPPLY CHAIN

Optimize transportation systems to streamline the flow of goods throughout the region, reducing inefficiencies and ensuring that Miami-Dade can effectively serve as a logistics hub.

### GOAL 5: TECHNOLOGY

Incorporate advanced technologies that enhance freight safety and efficiency, leveraging innovations like automated freight management systems, intelligent transportation systems, and other emerging tech solutions that improve tracking, delivery, and operations.

### GOAL 6: WORKFORCE DEVELOPMENT

Support the development of the workforce through targeted training programs and partnerships that equip individuals with the necessary skills for the evolving demands of freight and logistics industries, ensuring a skilled workforce capable of managing new technologies and processes.

## 4.2 Objectives

### GOAL 1: COMMUNITIES

**Objective 1.1:** Develop and implement improvements that enhance freight connectivity while reducing/minimizing conflicts between freight activities and community spaces (based on the *City of Opa-Locka Freight Implementation Plan*).

**Objective 1.2:** Systematically assess potential truck parking sites to minimize the impact on residential areas while supporting efficient freight operations (based on the *City of Miami Gardens Freight Mobility Implementation Plan*).

### GOAL 2: SAFETY

**Objective 2.1:** Analyze current freight movement patterns and develop targeted interventions to improve safety and circulation within and around the County transportation system (based on the *Town of Medley Freight Mobility Improvement Plan*).

**Objective 2.2:** Enhance the safety and efficiency of freight operations by improving traffic management and parking solutions (based on the *Miami River Freight Improvement Plan*).

### GOAL 3: RESILIENCE

**Objective 3.1:** Upgrade and reinforce transportation infrastructure to ensure continuous freight movement even during high-demand scenarios or environmental stresses (based on the *Homestead Freight Improvement Plan* and the *Monroe County Freight Improvement Study*).



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### GOAL 4: ROBUST SUPPLY CHAIN

**Objective 4.1:** Leverage multi-source data and technology to identify and alleviate bottlenecks in the freight system, enhancing overall supply chain efficiency (based on the Freight Mobility and Trade Plan (FMTP)).

**Objective 4.2:** Optimize freight connectivity and access to major hubs like ports and intermodal facilities to support the region's role as a logistics hub (based on the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan (LRTP)*).

### GOAL 5: TECHNOLOGY

**Objective 5.1:** Prepare for and integrate emerging technologies to enhance all modes of freight transport, improving system reliability and efficiency (based on the Miami-Dade TPO's *2050 LRTP - Accessibility, Innovative goal*).

### GOAL 6: WORKFORCE DEVELOPMENT

**Objective 6.1:** Foster collaborations with educational institutions and industry partners to provide training programs that equip the workforce with skills necessary for modern freight operations (based on the *City of Doral Subarea Freight Mobility Improvement Plan*).

**Objective 6.2:** Create awareness and educational programs to promote understanding of new freight technologies and best practices among current and future logistics professionals (based on the *City of Doral Subarea Freight Mobility Improvement Plan* and the Miami-Dade TPO's *2045 LRTP*).