

SOUTHEAST FLORIDA REGIONAL TRANSPORTATION PLAN



2050

Miami-Dade • Broward • Palm Beach

Technical Memorandum

April 18, 2025

Project# 27613

To: Regional Technical Advisory Committee (RTTAC)
From: Franco Saraceno, Spencer Maddox, and Jessica Josselyn, Kittelson & Associates, Inc.
CC: Franchesca Taylor, Miami-Dade TPO
RE: 2050 Regional Transportation Plan (RTP) Regional Multimodal Corridors Network

INTRODUCTION

The purpose of this task is to establish the criteria for the 2050 Regional Multimodal Corridors Network (RMCN), by assessing the 2045 Regional Corridor Network criteria and definitions and aligning criteria to the 2050 RTP Goals, Objectives, and Measures of Effectiveness. The refined network includes updates to facility designations, such as roadway functional classifications and the Strategic Intermodal System (SIS) network.

The 2050 Regional Multimodal Corridors Network identifies corridors that support regional travel for people and goods and provides for stronger regional planning. The development of this network is a state requirement and part of the ongoing coordination efforts of the region's three metropolitan planning organizations (MPOs) – Miami-Dade, Broward, and Palm Beach MPOs. Future amendments to the regional network designation will be completed through review and adoption by the RTTAC and SEFTC, respectively, consistent with established processes.

This Technical Memorandum documents previous work performed on regional corridors, describes the development of the refined 2050 Regional Multimodal Corridors Network, and highlights relevant statistics of the regional multimodal corridors network.

STARTING POINT: 2045 RTP NETWORK

This section provides a brief overview of the previous 2045 RTP network criteria and resulting network – the starting point / first step in developing the 2050 RTP network.

Previous 2045 RTP Network Criteria and Map

When starting the 2045 RTP network, the 2040 Regional Corridor Network was assessed relative to the network purpose, which led to several criteria modifications to make the network more inclusive and reflective of planned network improvements for the 2045 network. The criteria refinement maintained the core requirements of the previous efforts, with the addition of four sub-criterion to include facilities that partly are regional and/or non-regional with planned capacity improvements and connections to other regional facilities. In addition, a fifth criterion was added to include all non-SIS active rail lines in the region and all rail passenger stations, recognizing the importance of rail infrastructure to both freight movement and potential passenger service in the future. Ultimately, five criteria were utilized to guide the regional corridor network development, described on the following page and resulting map shown in **Figure 1**.

1. Principal Arterials

- *Definition:* Interstate, Freeway/Expressway and all other Principal Arterials
- *Source:* Functional Classification for FDOT Districts 4 and 6, May 2018

2. Planned Physical Extensions of Principal Arterials

- *Definition:* Interstate, Freeway/Expressway and all other Principal Arterials that are in the adopted LRTP Cost Feasible Plans for future expansion
- *Source:* 2040 LRTP Cost Feasible Plan for Broward, Miami-Dade and Palm Beach County MPOs

3. SIS Network

- *Definition:* SIS and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways
- *Source:* FDOT Central Office SIS facilities, May 2018

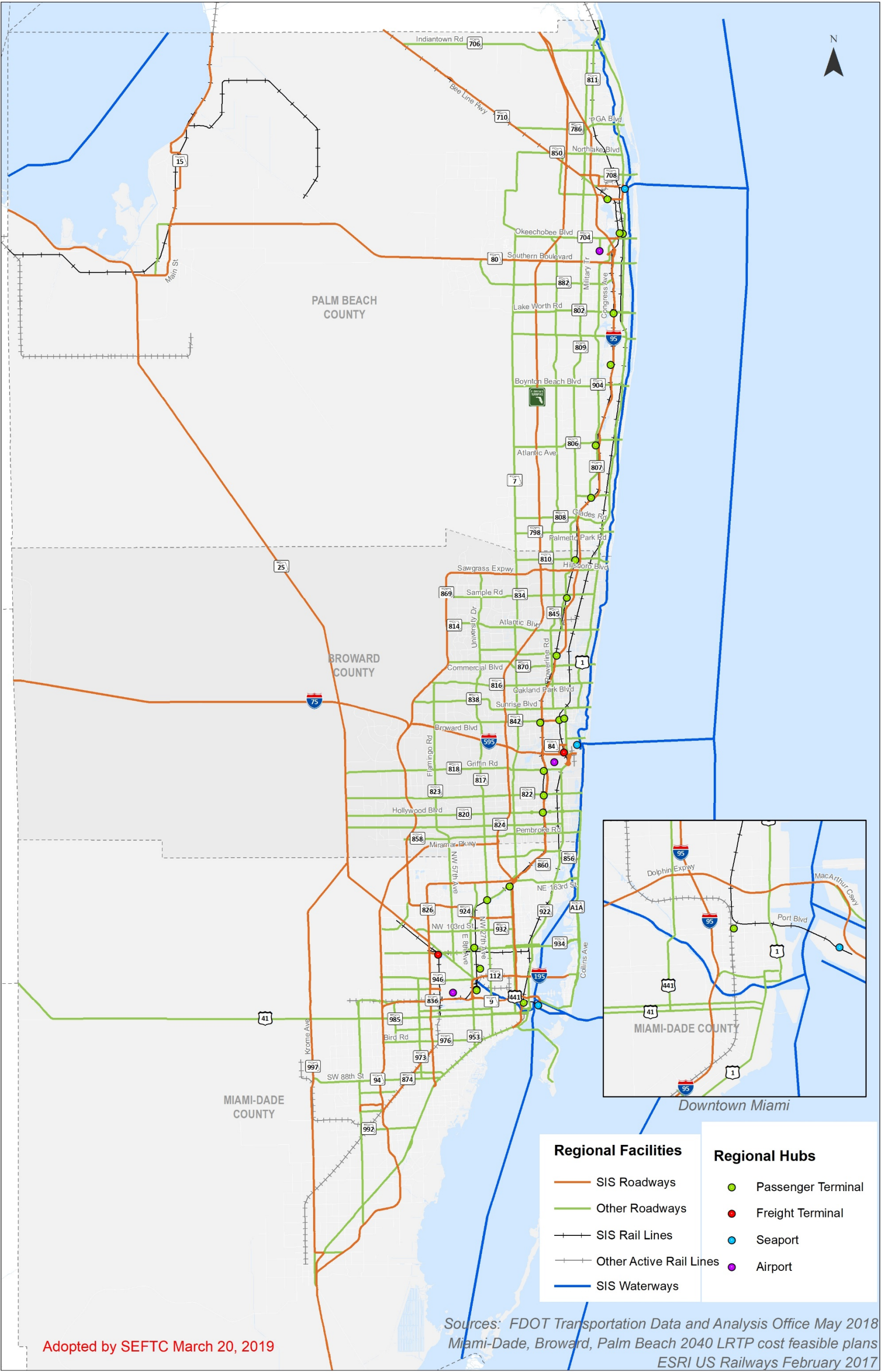
4. Principal Arterial Connections

- *Definition:* (1) Minor Arterials connecting to a Freeways/Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 AADT or greater; (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection; and (6) undesignated (by other criteria) segments of regional facilities that connect two regional facilities and have planned capacity improvements.
- *Source:* Varies

5. Active Rail Lines

- *Definition:* (1) All active rail lines that are not part of the SIS, not abandoned, and not rail spurs; (2) All Tri-Rail stations; and (3) the three Brightline stations in West Palm Beach, Ft Lauderdale, and Miami.
- *Source:* Functional Classification for FDOT Districts 4 and 6, May 2018; FDOT Central Office SIS facilities, May 2018; ESRI US Railways, 2017; Adopted 2040 Long Range Transportation Plans – Broward, Miami-Dade, and Palm Beach MPOs/TPOs/TPAs; and Adopted Countywide Evacuation Routes – Broward, Miami-Dade and Palm Beach County.

Figure 1: Previous 2045 RTP Regional Multimodal Corridors Network



2050 REGIONAL NETWORK

The 2050 Regional Multimodal Corridors Network was developed based on the 2045 network criteria but with multiple criteria modifications, as described below.

2050 RTP Network Criteria and Map

The 2045 Regional Corridors Network criteria were carried forward for the 2050 network, with several refinements. The 2045 RTP first criterion (Principal Arterials) was unchanged. The 2045 RTP second criterion (Planned Physical Extensions of Principal Arterials) was removed with the understanding that all of the criteria assume existing and future facilities. The 2045 RTP fourth criterion (Principal Arterial Connections) was renamed to Regional Multimodal Corridor Connections to reflect the multimodal nature of the network and two new criteria were added - Premium Transit Plan Routes, and Regional Trails, Greenways, and Blueways. The criteria refinement maintained the core elements of the previous network designation efforts while adding important criteria that recognizes regional transit and multimodal facilities. Updates associated with facility designations since the last RTP were also accounted for in the network development. These include updated functional classification designations, L RTP Cost Feasible Plans, SIS network, and evacuation routes.

Ultimately, six criteria were utilized to guide the regional multimodal corridor network development:

1. Principal Arterials

- *Definition:* Interstate, Freeway/Expressway and all other Principal Arterials
- *Source:* Functional Classification for FDOT Districts 4 and 6, March 2023

2. SIS Network

- *Definition:* SIS and Emerging SIS Corridors, Hubs, Connectors, Railways and Waterways
- *Source:* FDOT Central Office SIS facilities, March 2023

3. Regional Multimodal Corridor Connections

- *Definition:* (1) Minor Arterials connecting to a Freeways/Expressways and/or SIS Corridors; (2) extensions of Principal Arterials that cross the intercoastal for evacuation purposes; (3) key connections of 'gaps' in the network; (4) Non-principal Arterials carrying 50,000 AADT or greater; (5) extensions of facilities carrying 50,000 AADT or greater to complete a regional network connection; and (6) undesignated (by other criteria) segments of regional facilities that connect two regional facilities and have planned capacity improvements.
- *Source:* Functional Classification for FDOT Districts 4 and 6, March 2023; FDOT Central Office SIS facilities, March 2023; Adopted 2045 Long Range Transportation Plans – Miami-Dade, Broward, and Palm Beach MPOs/TPOs/TPAs; and Adopted Countywide Evacuation Routes – Broward, Miami-Dade, and Palm Beach County

4. Active Rail Lines

- *Definition:* (1) All active rail lines that are not part of the SIS, not abandoned, and not rail spurs; (2) All Tri-Rail stations; (3) All Brightline stations in Miami-Dade, Broward and Palm Beach Counties; and (4) All Metrorail rail lines and stations.
- *Source:* FDOT Central Office SIS facilities, March 2023; ESRI US Railways, 2023; Brightline Stations, 2023; Miami-Dade County GIS, 2023

5. Premium Transit Plan Routes

- *Definition:* All facilities with planned premium transit services as identified in county-level premium transit systems plans.
- *Source:* Miami-Dade SMART Program, Palm Beach County 561 Plan, and Broward Premium Mobility (PREMO) Plan

6. Regional Trails, Greenways and Blueways

- *Definition:* All facilities with existing or planned regional trails, greenways, and blueways.
- *Source:* Southeast Florida Transportation Council Regional Greenways Plan (December 2015); SunTrail 2023; Florida Department of Environmental Protection Greenways, 2023

Table 1 summarizes the 2050 RTP network statistics. **Figures 2 through 7** graphically depict the resulting corridors resulting from each of the criteria, respectively. A comparison between the refined 2050 RTP network and the 2045 RTP network is shown in **Figure 8**. As shown in the map, several roadway facilities were added to/removed from the network as a result of the revised criteria and updated facility designations. The resulting 2050 Regional Multimodal Corridors Network is portrayed in **Figures 9 and 10**. **Figure 9** displays the resulting complete network denoted per criterion, while **Figure 10** portrays a simplified Regional Multimodal Corridors Network.

Table 1: 2050 Regional Multimodal Corridors Network Statistics

Facility Type	Regional		Miami-Dade				Broward				Palm Beach			
	Miles	Lane Miles	Miles	% Total Miles	Lane Miles	% Total LM	Miles	% Total Miles	Lane Miles	% Total LM	Miles	% Total Miles	Lane Miles	% Total LM
Multimodal Corridor	1,632	9,083	557	34.13%	3,098	34.11%	504	30.88%	3,022	33.27%	571	34.99%	2,963	32.62%
SIS Corridor	585	3,853	191	32.65%	1,380	35.82%	171	29.23%	1,241	32.21%	223	38.12%	1,232	31.98%
SIS Connector	44	188	15	34.09%	57	30.32%	16	36.36%	77	40.96%	13	29.55%	54	28.72%
Principal Arterial	704	3,833	258	36.65%	1,247	32.53%	244	34.66%	1,408	36.73%	202	28.69%	1,178	30.73%
Planned Roadway Extension	6	23	3	50.00%	11	47.83%	0	0.00%	0	0.00%	3	50.00%	12	52.17%
Minor Freeway / Expressway Connection	33	155	30	90.91%	141	90.97%	1	3.03%	1	0.65%	2	6.06%	13	8.39%
Minor SIS Connection	60	223	7	11.67%	35	15.70%	15	25.00%	56	25.11%	38	63.33%	132	59.19%
> 50,000 AADT	7	41	4	57.14%	24	58.54%	2	28.57%	10	24.39%	1	14.29%	7	17.07%
>50,000 AADT Extension	19	86	12	63.16%	53	61.63%	6	31.58%	26	30.23%	1	5.26%	7	8.14%
Other Key Regional Facilities	105	400	17	16.19%	62	15.50%	24	22.86%	97	24.25%	64	60.95%	241	60.25%
Evacuation Route	38	157	7	18.42%	33	21.02%	12	31.58%	53	33.76%	19	50.00%	71	45.22%
Premium Transit Plans*	31	124	13	41.94%	55	44.35%	13	41.94%	53	42.74%	5	16.13%	16	12.90%
Rail	363	N/A	139	38.29%	N/A	N/A	55	15.15%	N/A	N/A	169	46.56%	N/A	N/A
SIS Corridor	200	N/A	50	25.00%	N/A	N/A	50	25.00%	N/A	N/A	100	50.00%	N/A	N/A
SIS Connector	9	N/A	7	77.78%	N/A	N/A	1	11.11%	N/A	N/A	1	11.11%	N/A	N/A
SIS Strategic Growth	36	N/A	1	2.78%	N/A	N/A	0	0.00%	N/A	N/A	35	97.22%	N/A	N/A
Other Active Rail	118	N/A	81	68.64%	N/A	N/A	4	3.39%	N/A	N/A	33	27.97%	N/A	N/A
Waterway	275	N/A	114	41.45%	N/A	N/A	60	21.82%	N/A	N/A	101	36.73%	N/A	N/A
SIS Corridor	115	N/A	45	39.13%	N/A	N/A	25	21.74%	N/A	N/A	45	39.13%	N/A	N/A
SIS Connector	38	N/A	17	44.74%	N/A	N/A	10	26.32%	N/A	N/A	11	28.95%	N/A	N/A
SIS Shipping Lane	116	N/A	46	39.66%	N/A	N/A	25	21.55%	N/A	N/A	45	38.79%	N/A	N/A
SIS Strategic Growth	6	N/A	6	100.00%	N/A	N/A	0	0.00%	N/A	N/A	0	0.00%	N/A	N/A
Greenways & Blueways	923	N/A	332	35.97%	N/A	N/A	168	18.20%	N/A	N/A	423	45.83%	N/A	N/A

*Represents segments that are on Premium Transit Plans and do not qualify for separate criteria.

Hubs	Total
Airport	6
Seaport	3
Freight Terminal	2
Passenger Terminal	54

Miami-Dade	% Total
3	50.0%
1	33.3%
1	50.0%
33	61.1%

Broward	% Total
2	33.3%
1	33.3%
1	50.0%
12	22.2%

Palm Beach	% Total
1	16.7%
1	33.3%
0	0.0%
9	16.7%

Figure 2: Principal Arterial Roadways Criterion Map

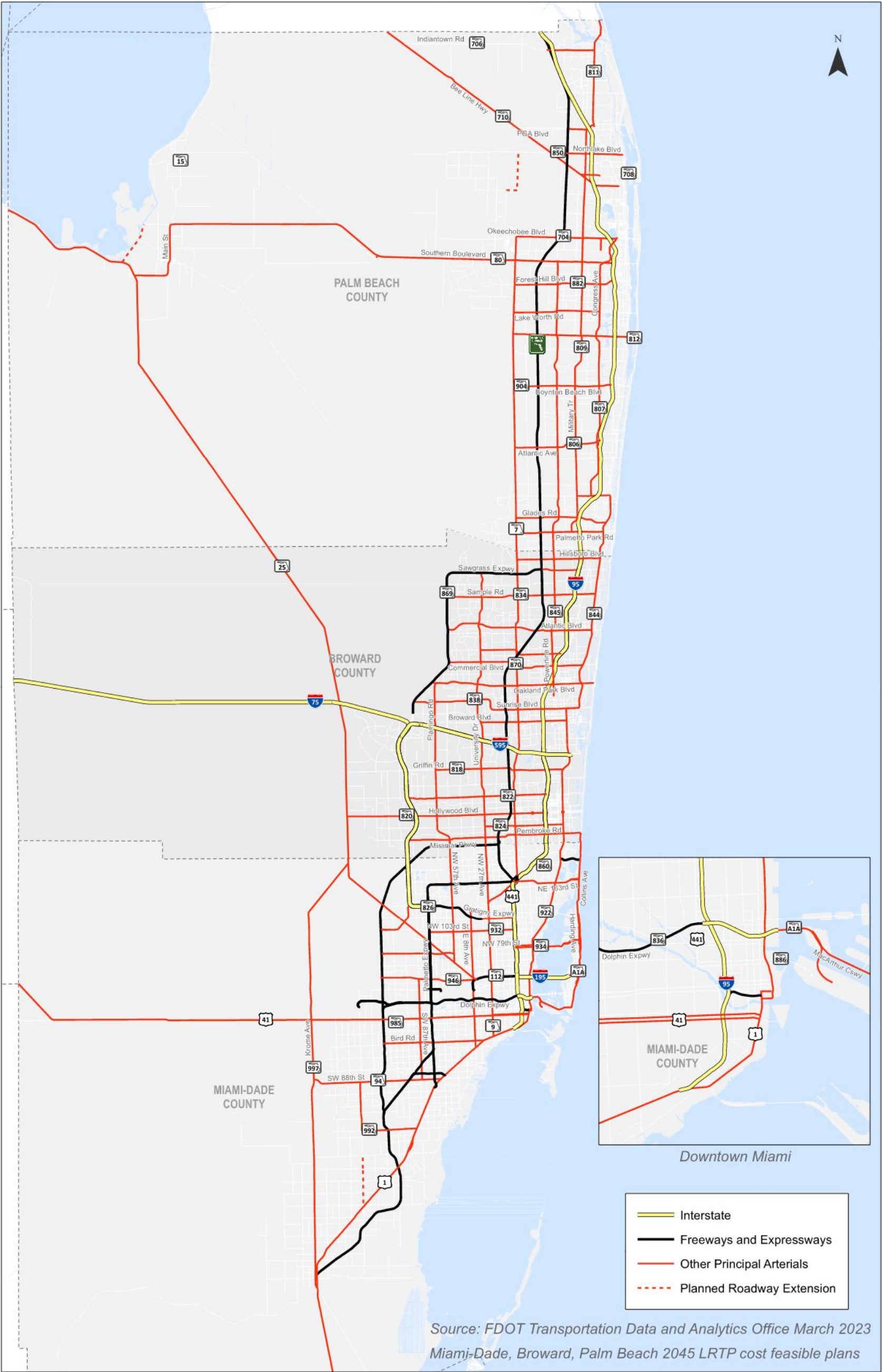


Figure 3: Strategic Intermodal System Criterion Map

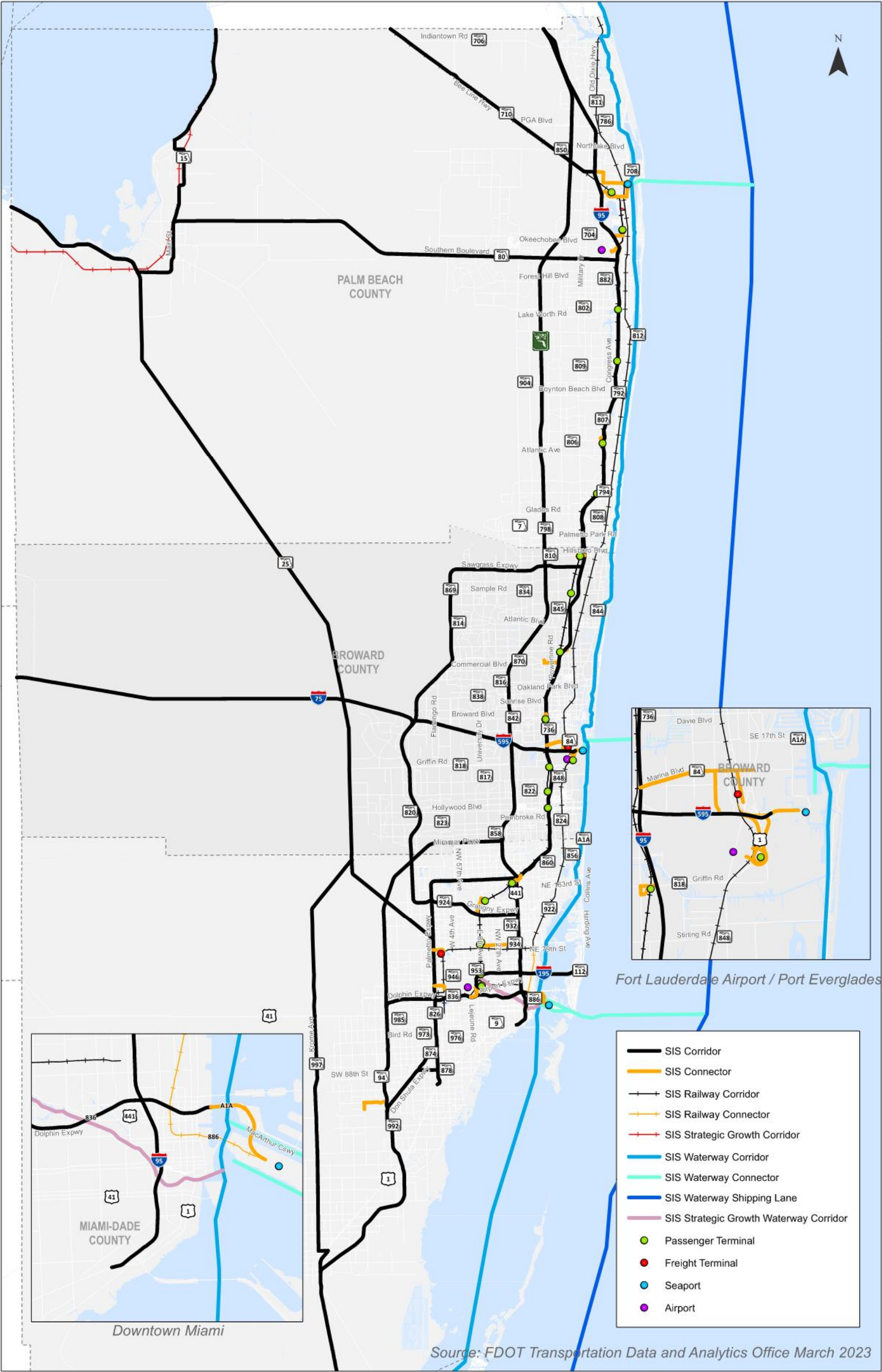


Figure 4: Principal Arterial Connections Criterion Map

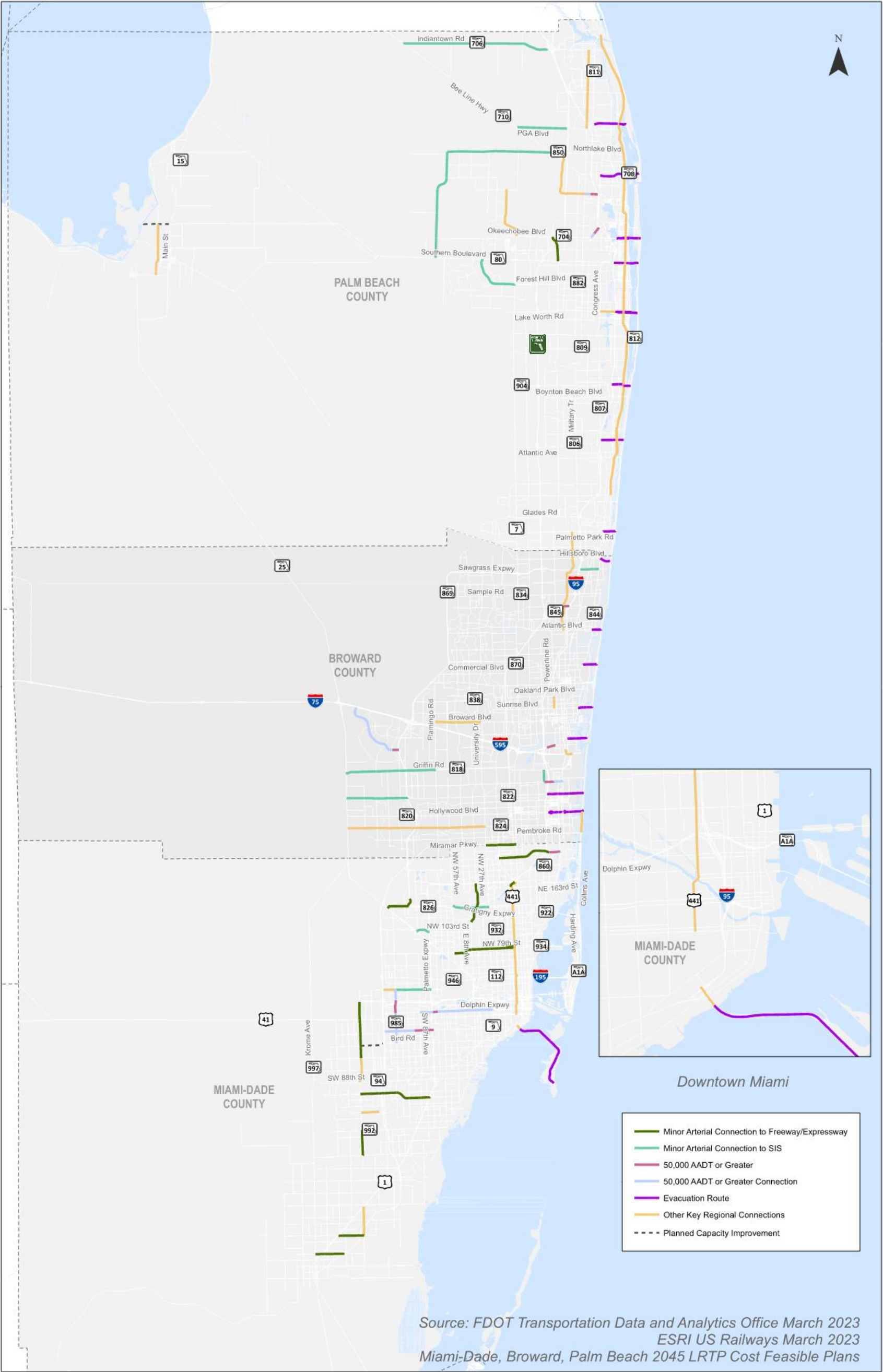


Figure 5: Active Rail Lines Criterion Map

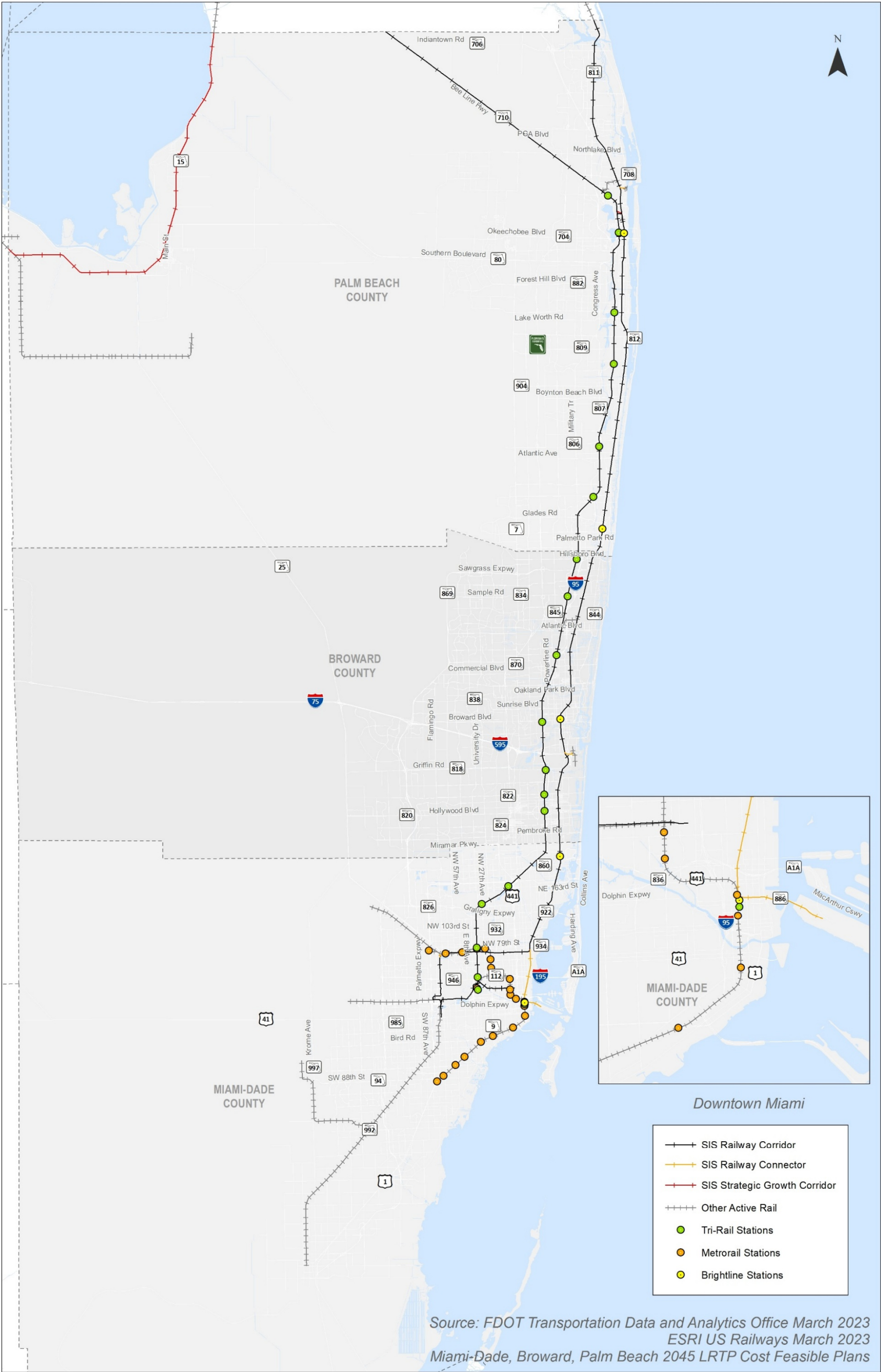


Figure 6: Premium Transit Plan Routes

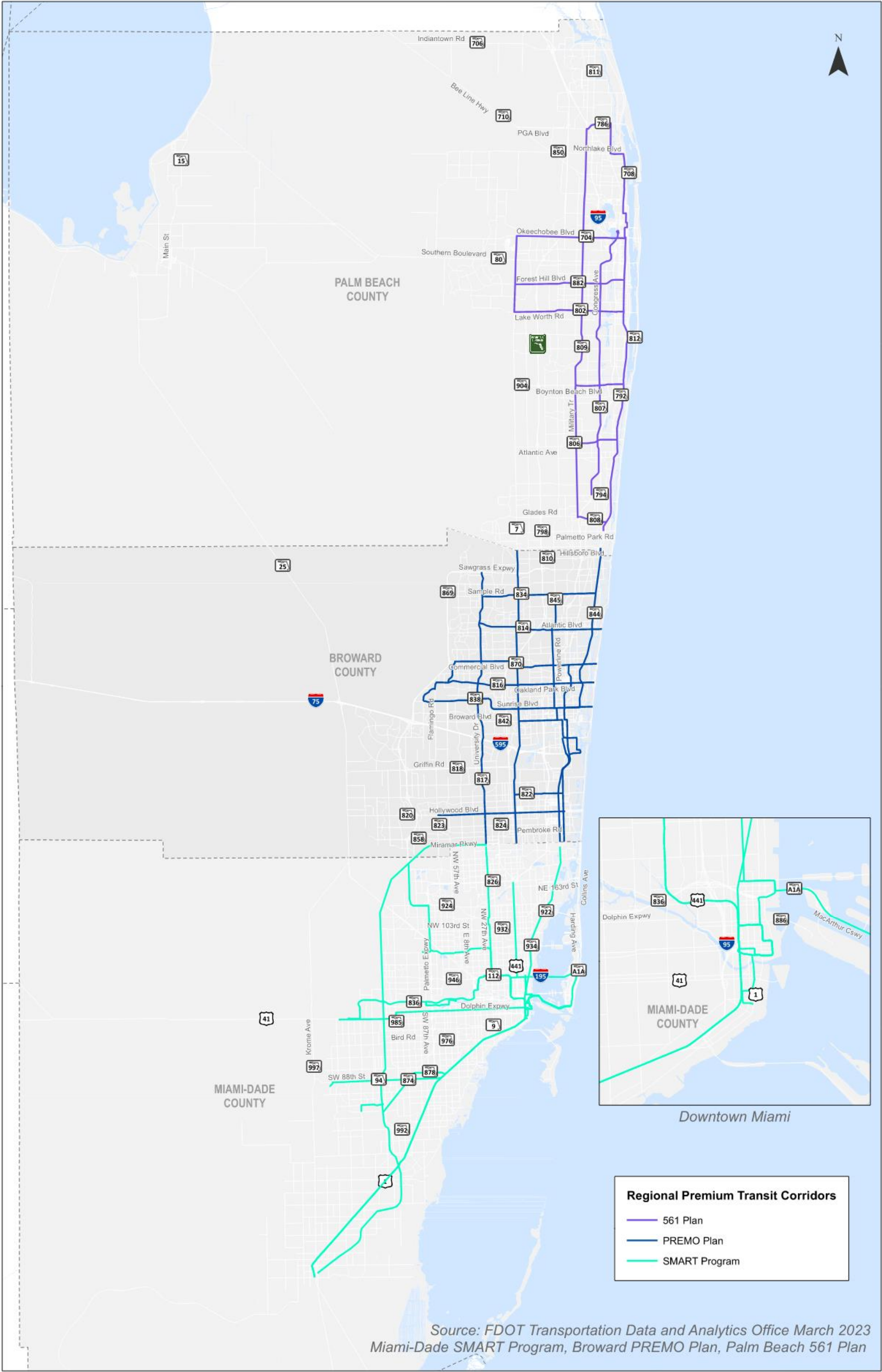


Figure 7: Regional Trails, Greenways, and Blueways

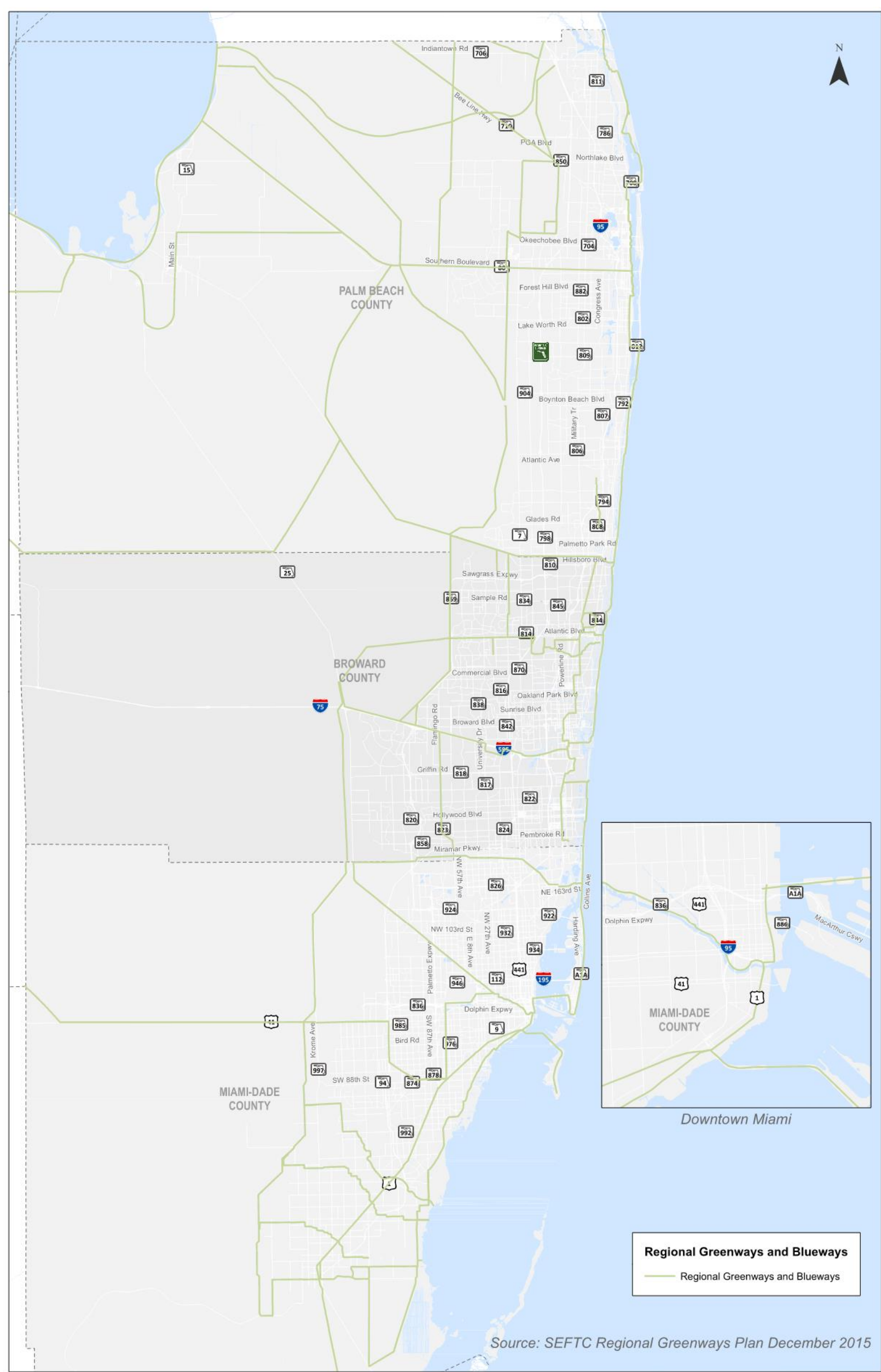


Figure 8: Facilities Added or Removed from the 2045 Network Map

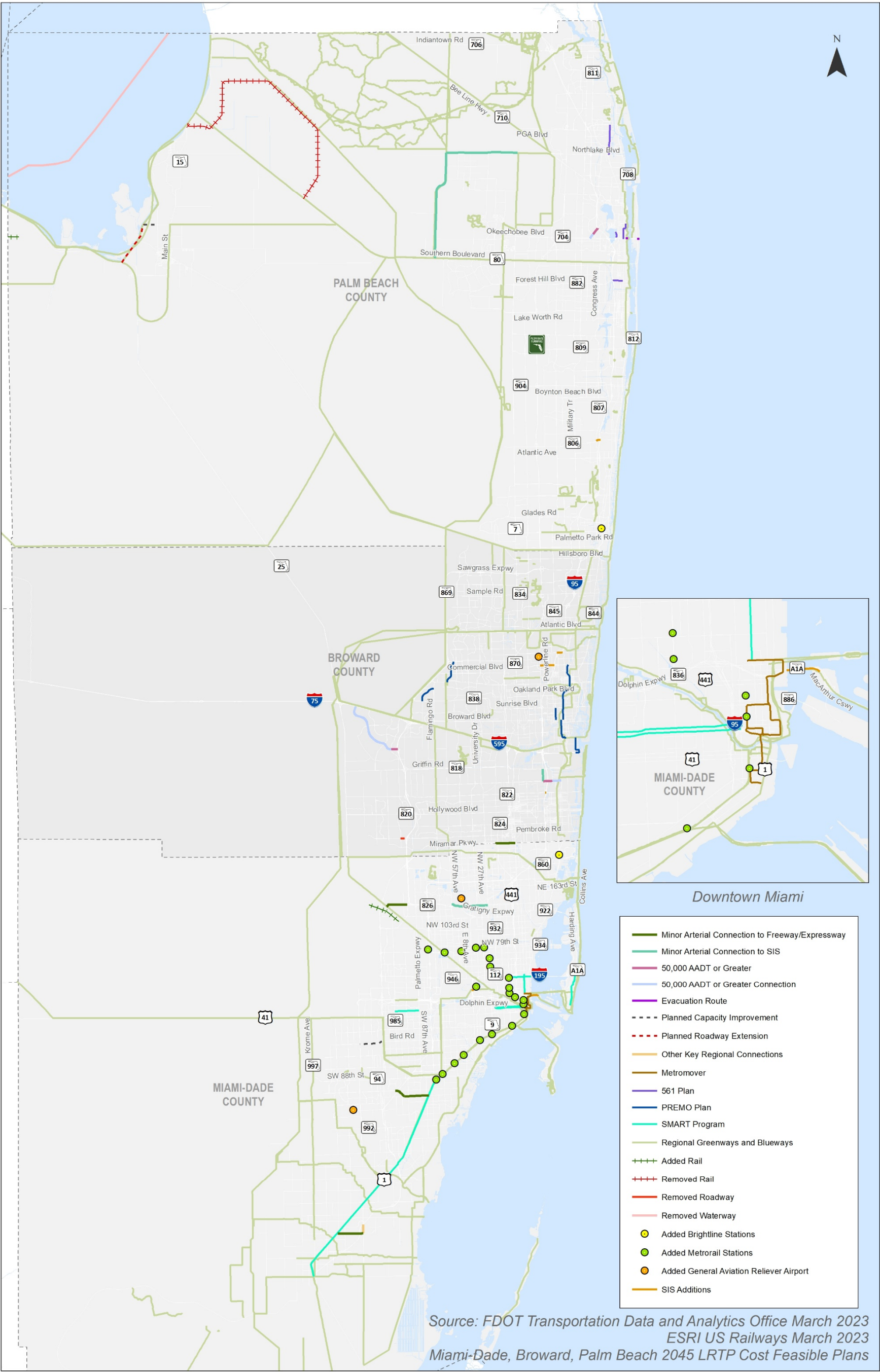


Figure 9: 2050 Regional Multimodal Corridors Network per Criterion

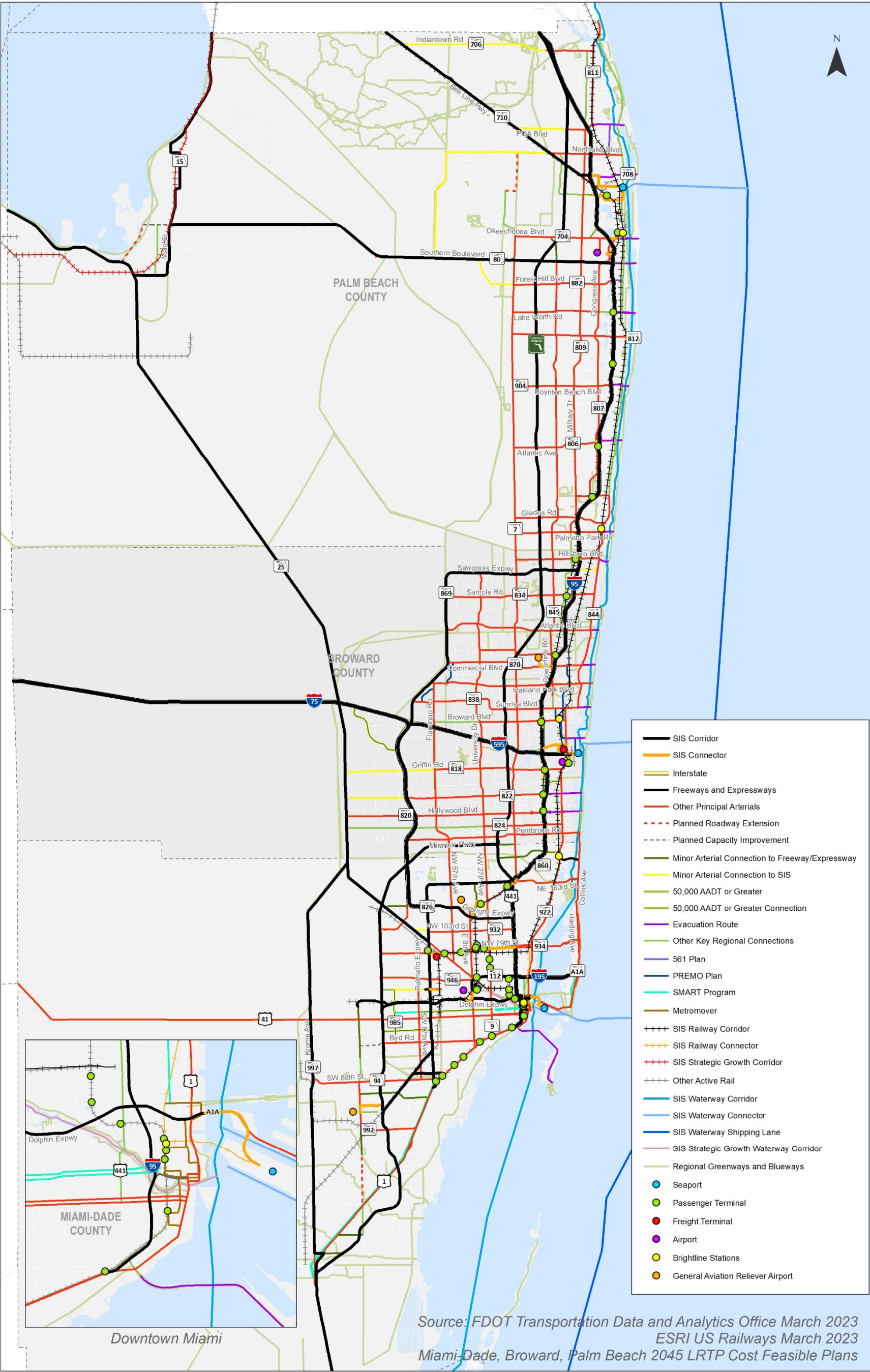


Figure 100: 2050 Regional Multimodal Corridors Network (Simplified)

