



Miami-Dade Transportation
Planning Organization

SMART TRENDS TRANSPORTATION SUMMIT



BREAKOUT ROOM 2

TRANSPORTATION TRENDS

5

HOPEFUL TRENDS

DOVER, KOHL & PARTNERS
town planning

DOVERKOHL.COM

NETWORK

①

NETWORK

1



Photo: Kurt Kaminer



1



LUDLAM TRAIL

MIAMI RIVER GREENWAY

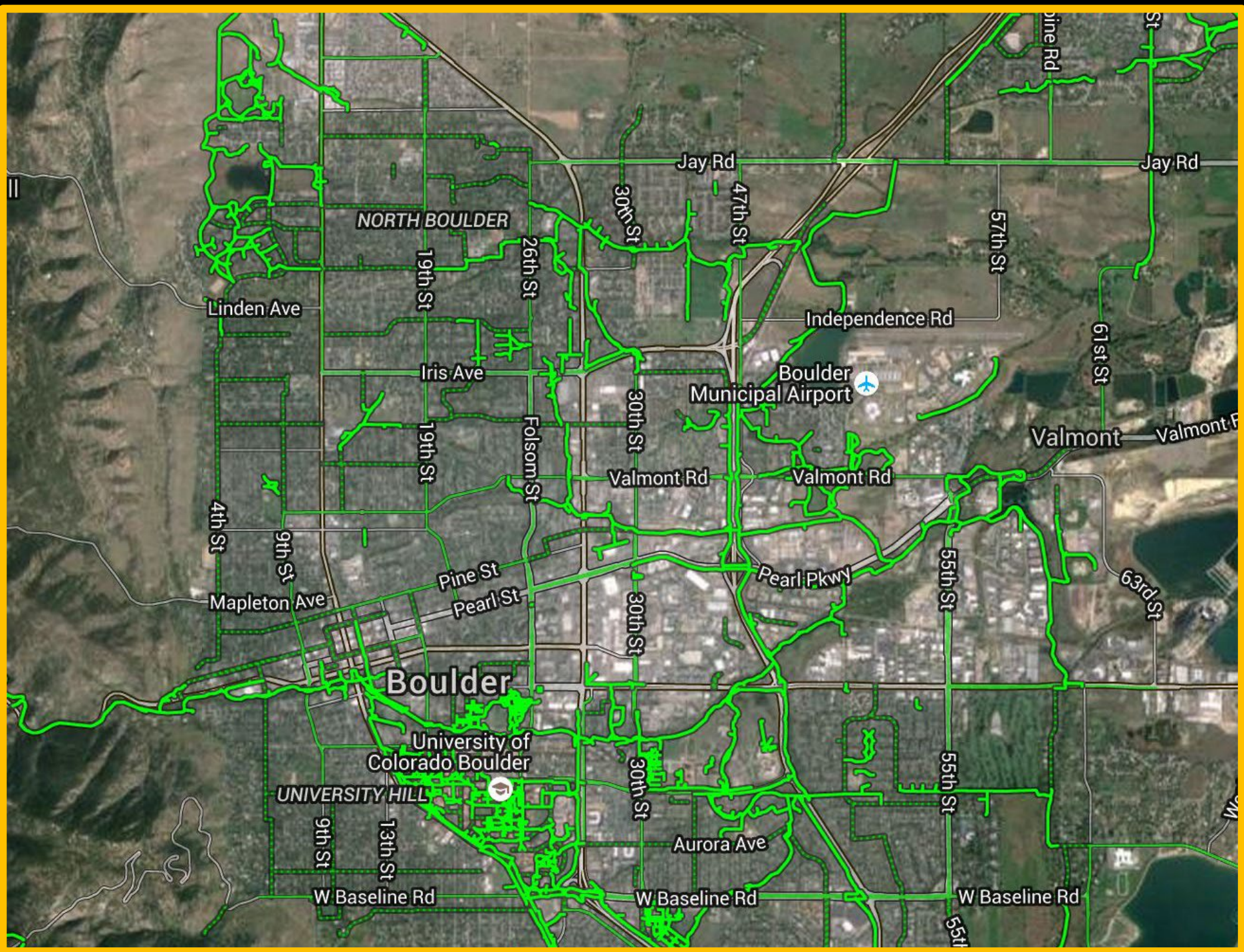
THE UNDERLINE

RICKENBACKER

VENETIAN

COMMODORE TRAIL

1



1

L.O.S., BEGONE

2



2

One occupant

One occupant

One occupant

One occupant

One occupant

One occupant

One occupant

One occupant

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One occupant

One occupant





2

Is traffic metric Level of Service stuck in the Stone Ages?

By Ethan Goffman - November 19, 2018

For over 50 years, Level of Service (LOS), the predominant method of measuring traffic generated by new developments, has done more harm than good.

To mitigate traffic, LOS has often required developers to widen streets and augment intersections to move cars more efficiently – at least in the short term. But in the long term, LOS brings more and more traffic.

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California Has Officially Ditched Car-Centric “Level of Service”



In short, instead of measuring whether or not a project makes it less convenient to drive, it will now measure whether or not a project contributes to other state goals, like reducing greenhouse gas emissions, developing multimodal transportation, preserving open spaces, and promoting land uses and infill development.

California officially dumped the outdated “level of service” metric — your state should too

Though there are no formal or federal requirements to do so, most DOTs, metropolitan planning organizations and traffic engineers rely on a metric known as **level of service (LOS)**. According to Jason Henderson, professor of geography at San Francisco State University, “Every city I’ve ever come across has some use of [LOS].” Because of the largely misunderstood measurement has profound influence on the design of

Levels of Service and Travel Projections: The Wrong Tools for Planning Our Streets

Let’s not be fooled by the appearance of science behind Levels of Service and Traffic Modeling. LOS standards are easy to understand -- and that’s exactly what makes them so dangerous.



L.O.S., BEGONE



THE WRONG QUESTION

HOW CAN WE SOLVE THE
PLIGHT OF THE PERSON
CHOOSING TO DRIVE LONG
DISTANCES ALONE?



THE WRONG QUESTION

**HOW CAN WE KEEP MORE &
MORE CAR TRAFFIC MOVING
AT ALL COSTS?**



THE RIGHT QUESTIONS

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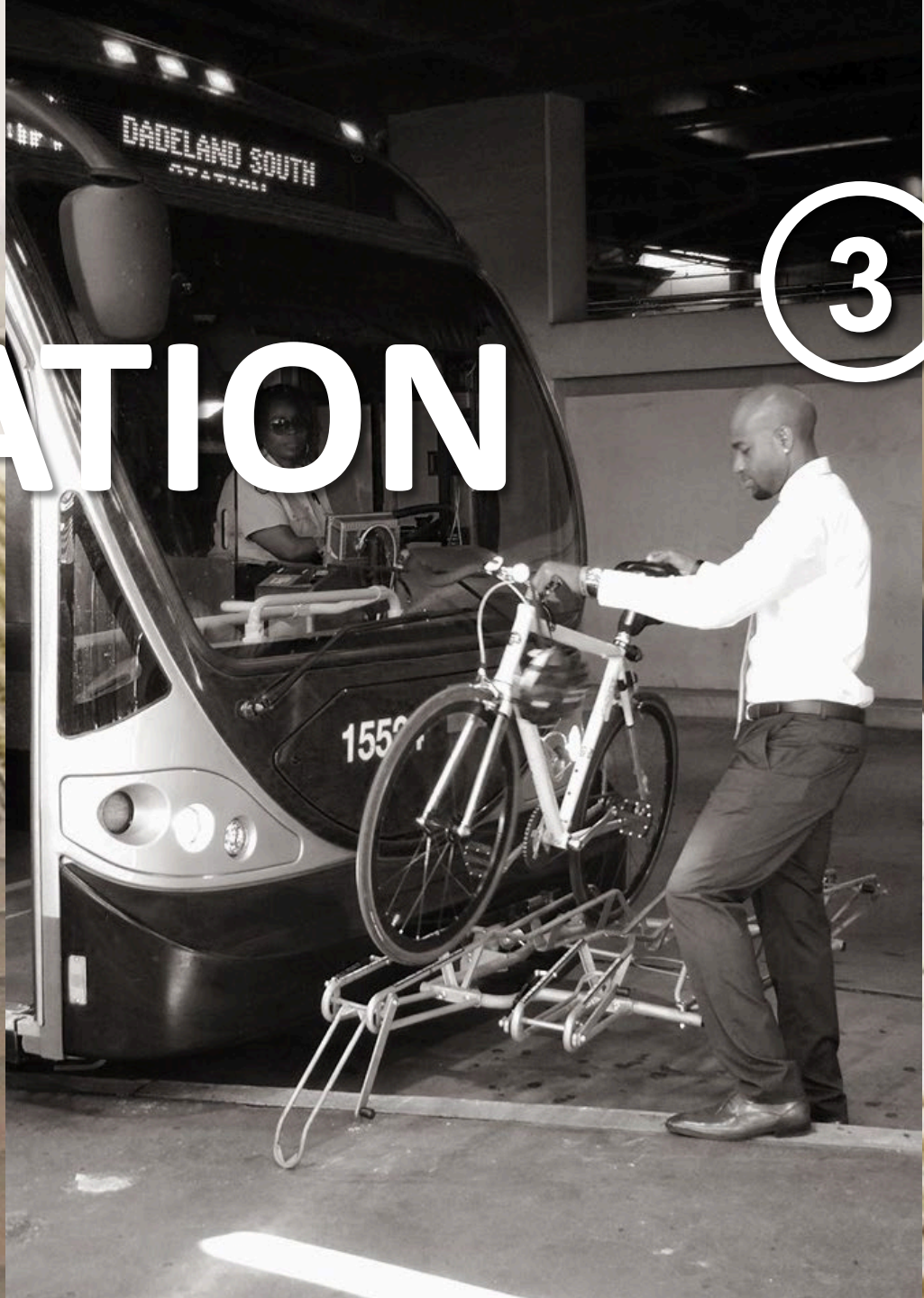
THE RIGHT QUESTIONS

**CAN WE EMPHASIZE
SAFETY
AS THE HIGHER PRIORITY?**

INTEGRATION

3

INTEGRATION



3

CONCENTRATION

4

CONCENTRATION

4



Coral Gables Mobility Hub weathers a design critique

Written by [Abraham Galvan](#) on November 9, 2021



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The current configuration, which allows for only minimal substandard and inadequate parking for bicycles on the open floor level and parking at scooters with charging stations on second floor, is not well thought out for micro-mobility, said member Roberta Neway.

Mobility Hub In Limbo, As Rising Costs Bring Estimated Price From \$28.9 Million To Over \$62 Million

MARCH 17, 2022 32 COMMENTS

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Stop the mammoth futuristic parking garage (mobility hub) in Coral Gables

T.O.D. -- IT ONLY WORKS IF YOU CAN CROSS THE STREET..

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**LIVABLE,
LOVABLE
NEIGHBORHOODS**

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“PROTECT THE PUBLIC HEALTH, SAFETY & WELFARE”

5



A three-hour debate, then Coral Gables rejects another proposal to add bicycle lanes

BY BAILEY LEFEVER

JANUARY 29, 2020 6:30 AM



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The irony did not go unnoticed by residents. At least a handful of speakers at the commission meeting noted that cars are the number one source of carbon emissions in the city, and the world. And the added lanes would have provided safer streets for bicyclists along a 2.3-mile stretch of Alhambra Circle from Coral Way to the University of Miami.



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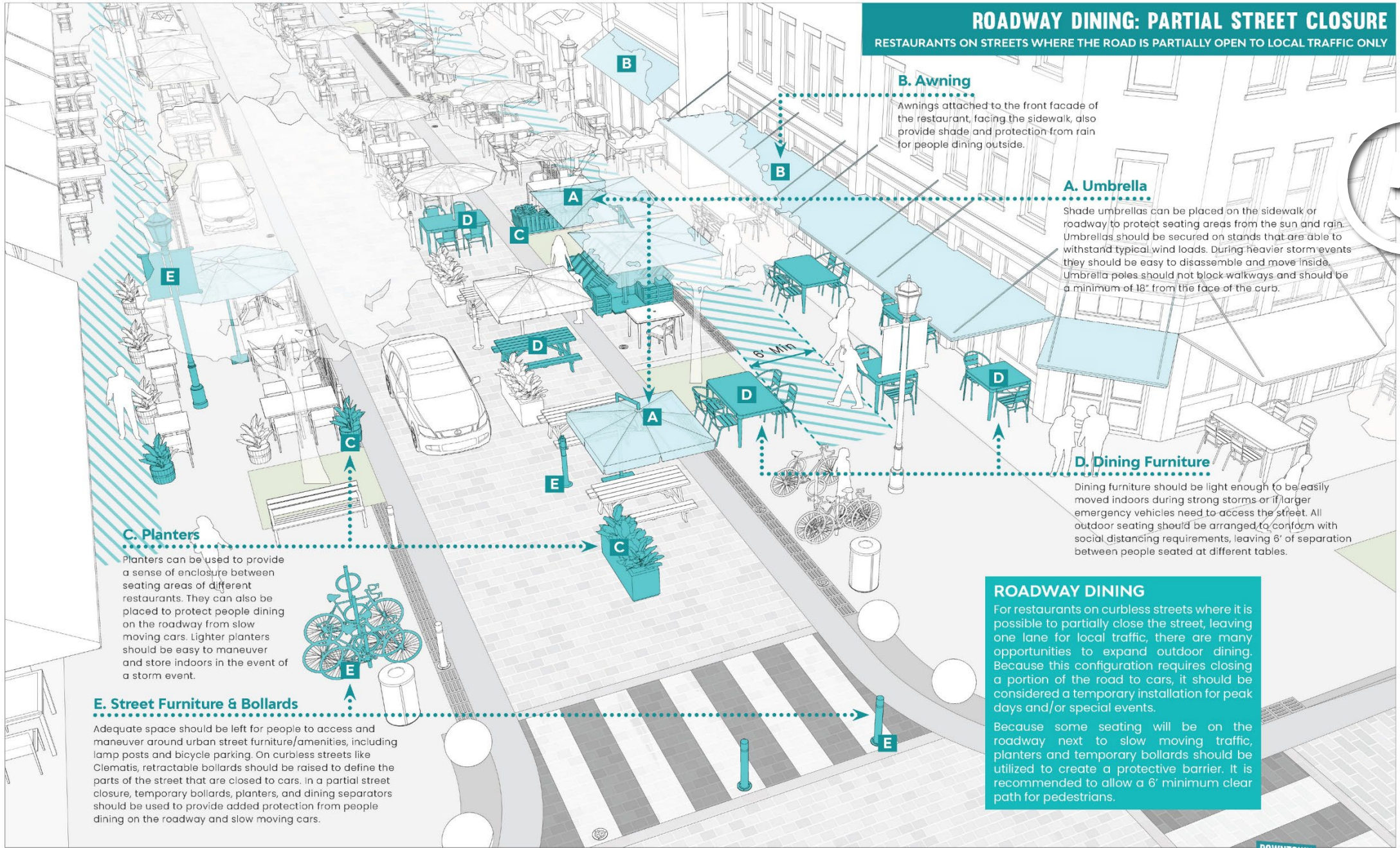
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5

ROADWAY DINING: PARTIAL STREET CLOSURE

RESTAURANTS ON STREETS WHERE THE ROAD IS PARTIALLY OPEN TO LOCAL TRAFFIC ONLY



B. Awning

awnings attached to the front facade of the restaurant, facing the sidewalk, also provide shade and protection from rain for people dining outside.

A. Umbrella

Shade umbrellas can be placed on the sidewalk or roadway to protect seating areas from the sun and rain. Umbrellas should be secured on stands that are able to withstand typical wind loads. During heavier storm events they should be easy to disassemble and move inside. Umbrella poles should not block walkways and should be a minimum of 18" from the face of the curb.

D. Dining Furniture

Dining furniture should be light enough to be easily moved indoors during strong storms or if larger emergency vehicles need to access the street. All outdoor seating should be arranged to conform with social distancing requirements, leaving 6' of separation between people seated at different tables.

C. Planters

Planters can be used to provide a sense of enclosure between seating areas of different restaurants. They can also be placed to protect people dining on the roadway from slow moving cars. Lighter planters should be easy to maneuver and store indoors in the event of a storm event.

E. Street Furniture & Bollards

Adequate space should be left for people to access and maneuver around urban street furniture/amenities, including lamp posts and bicycle parking. On curbside streets like Clematis, retractable bollards should be raised to define the parts of the street that are closed to cars. In a partial street closure, temporary bollards, planters, and dining separators should be used to provide added protection from people dining on the roadway and slow moving cars.

ROADWAY DINING

For restaurants on curbside streets where it is possible to partially close the street, leaving one lane for local traffic, there are many opportunities to expand outdoor dining. Because this configuration requires closing a portion of the road to cars, it should be considered a temporary installation for peak days and/or special events.

Because some seating will be on the roadway next to slow moving traffic, planters and temporary bollards should be utilized to create a protective barrier. It is recommended to allow a 6' minimum clear path for pedestrians.

KYOJIN
JAPANESE BUFFET

FRENCH BAKERY & BISTRO

EDWIN WATTS GOLF 

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5





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NETWORK

①

NETWORK

1

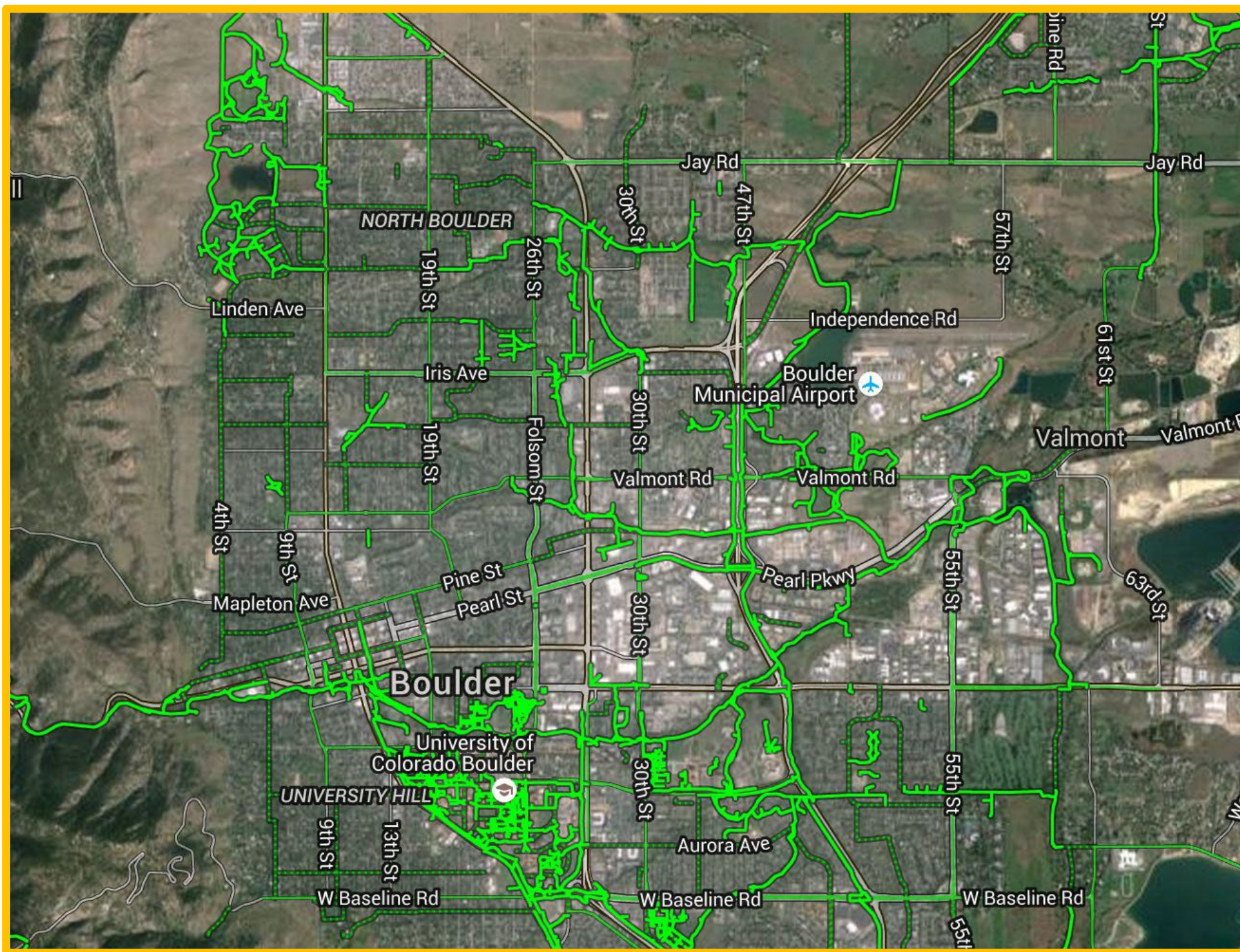


Photo: Kurt Kaminer



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related "level of service" metric —

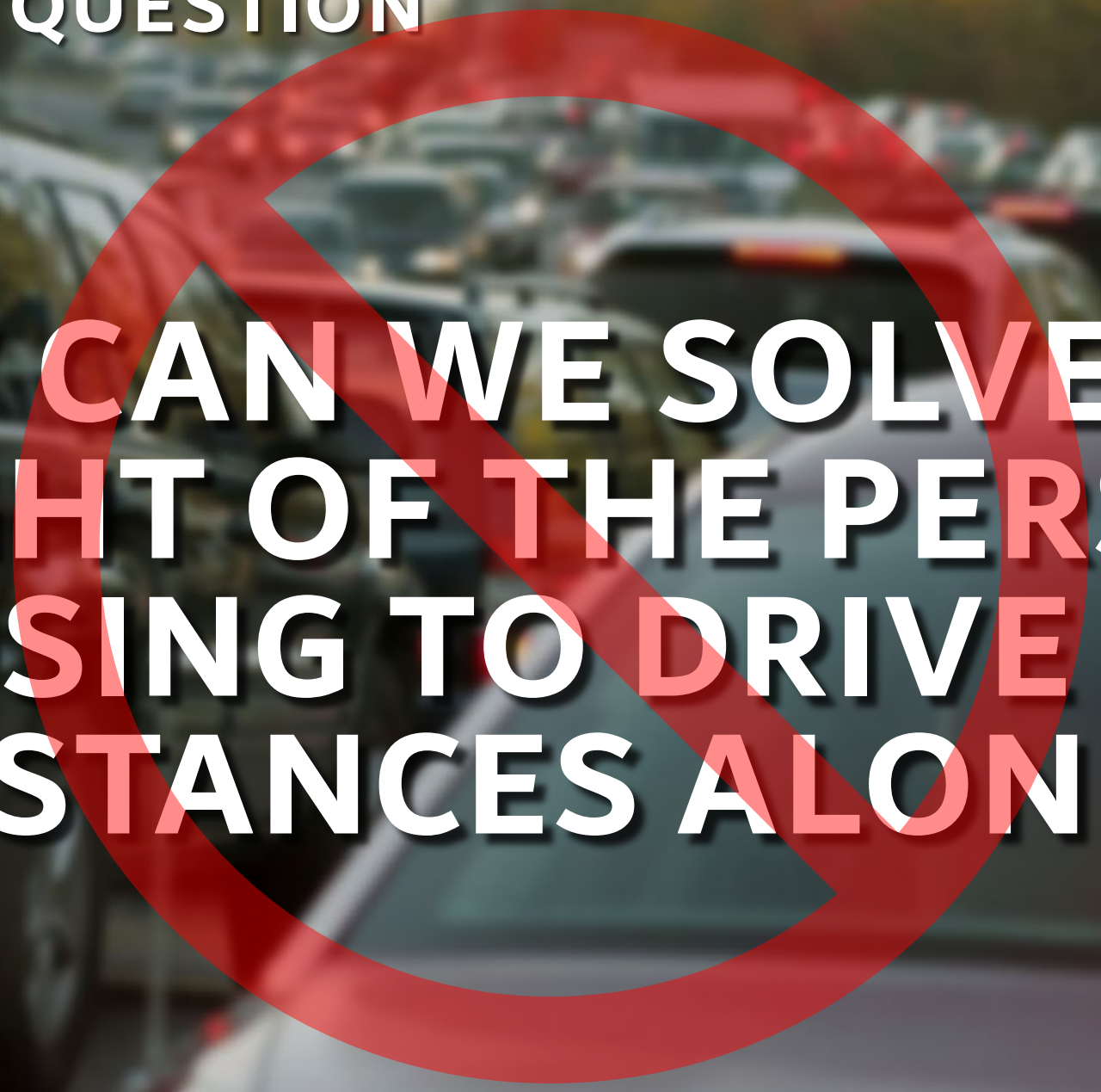


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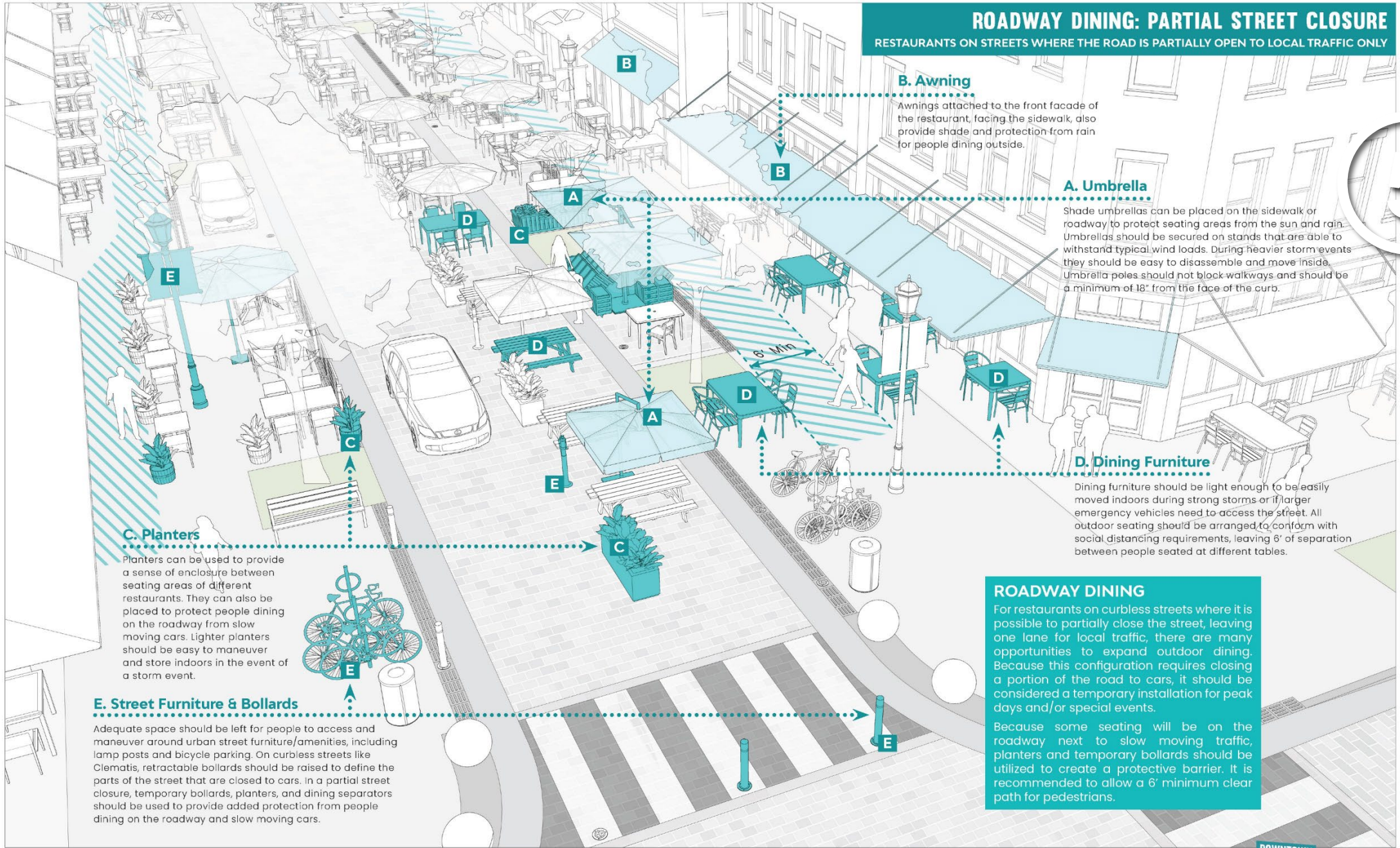
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Transportation Trends



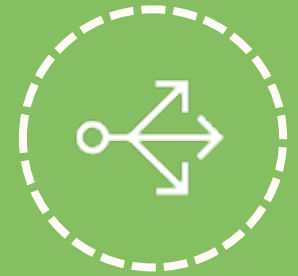
Broader Approach



Digital Policies



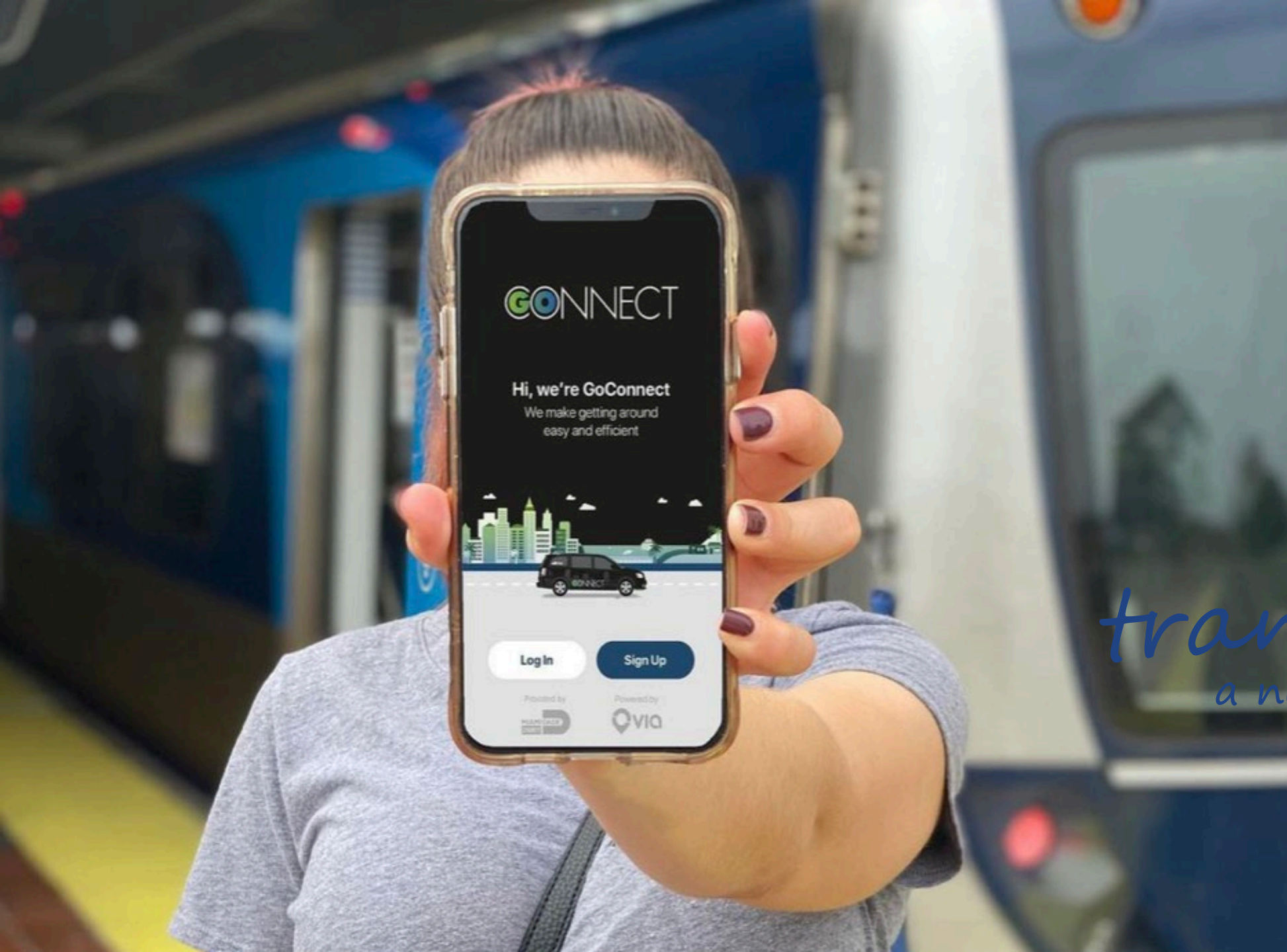
Measure & Report



**Shared
Responsibility**

Mobility?



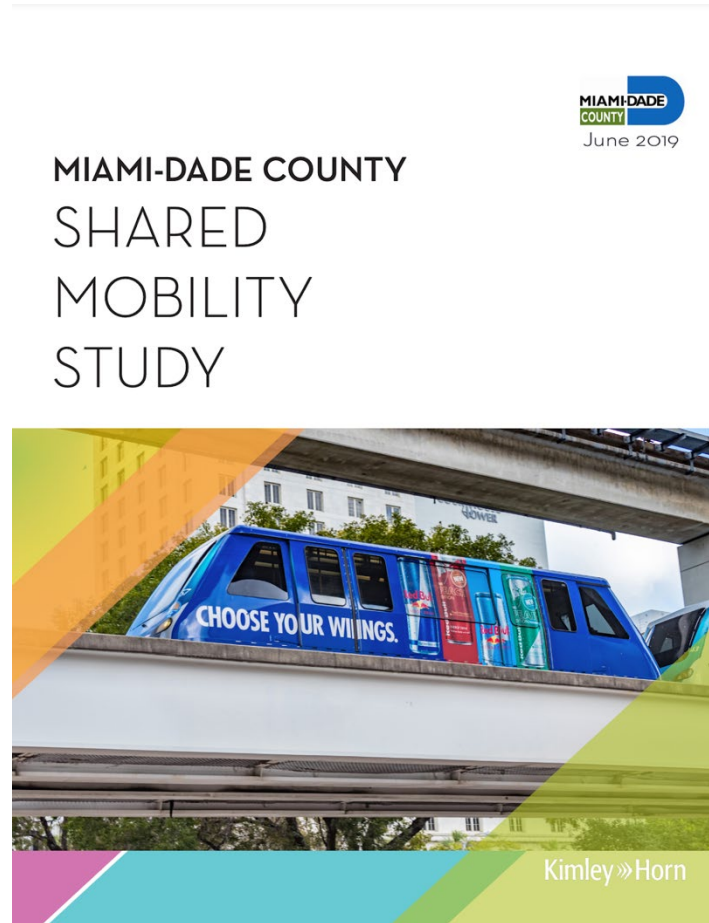


transit 2.0
a new way to move





Transit + New Mobility





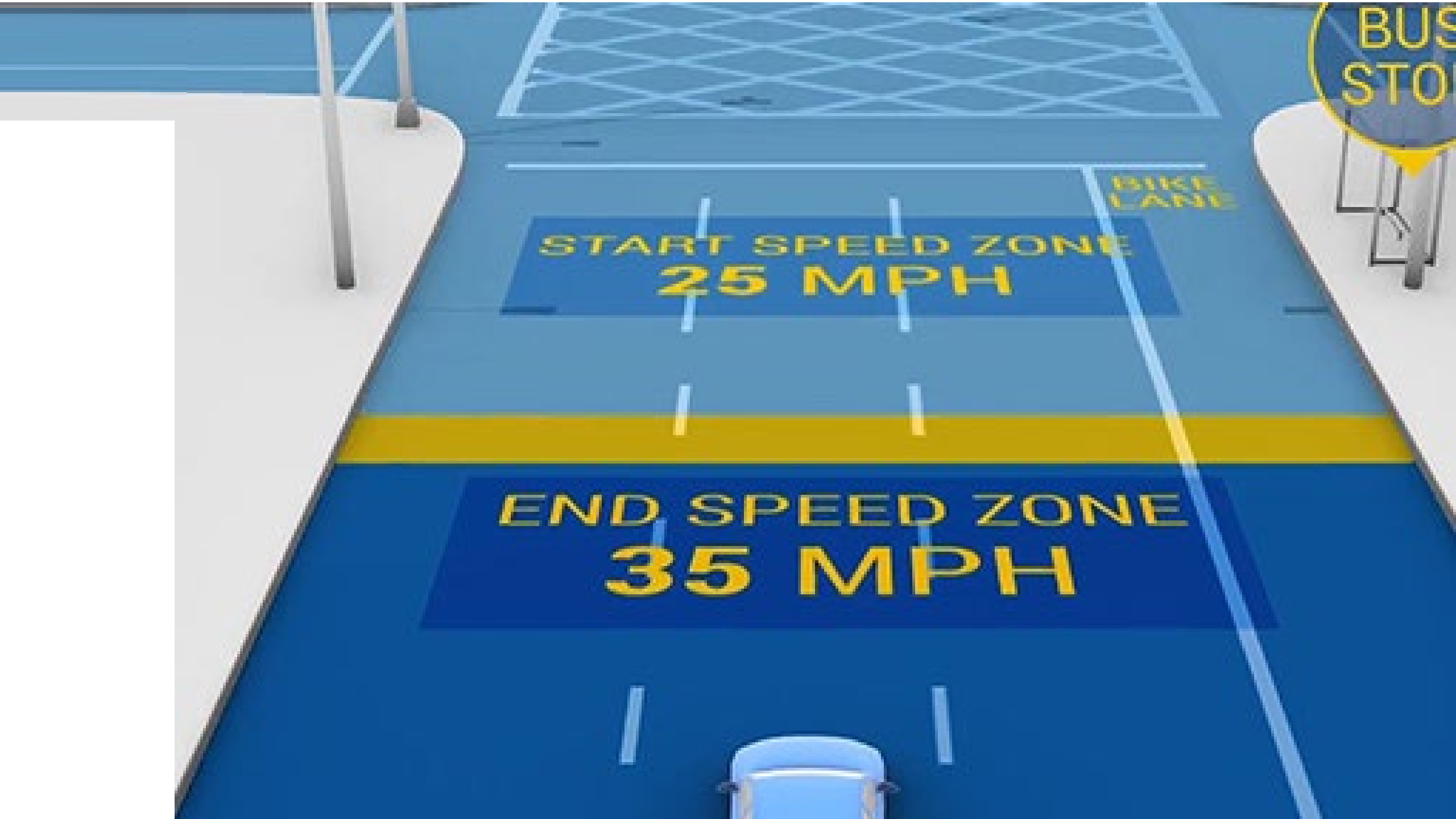
Moving together to make shared mobility the first and best option.

The Shared Mobility 2030 Action agenda and Action Network intend to make shared mobility more reliable, equitable, accessible and sustainable than driving a car within the decade.



Public Right-of-Way





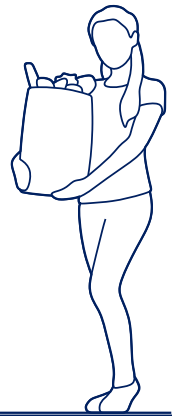
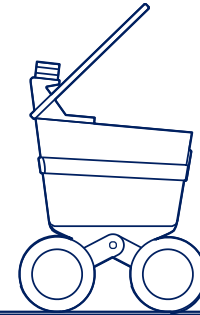
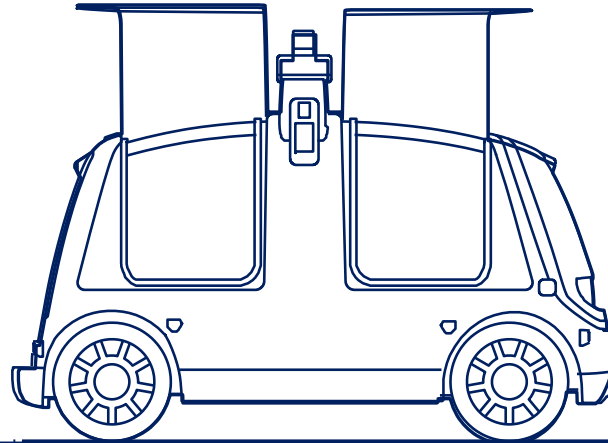
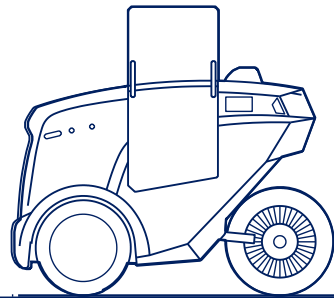
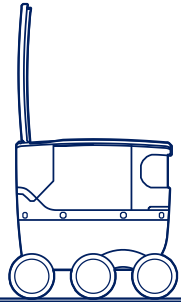
BUS
STOP

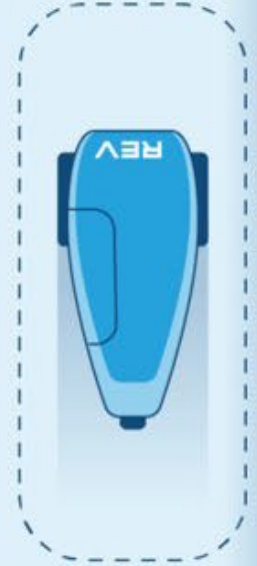
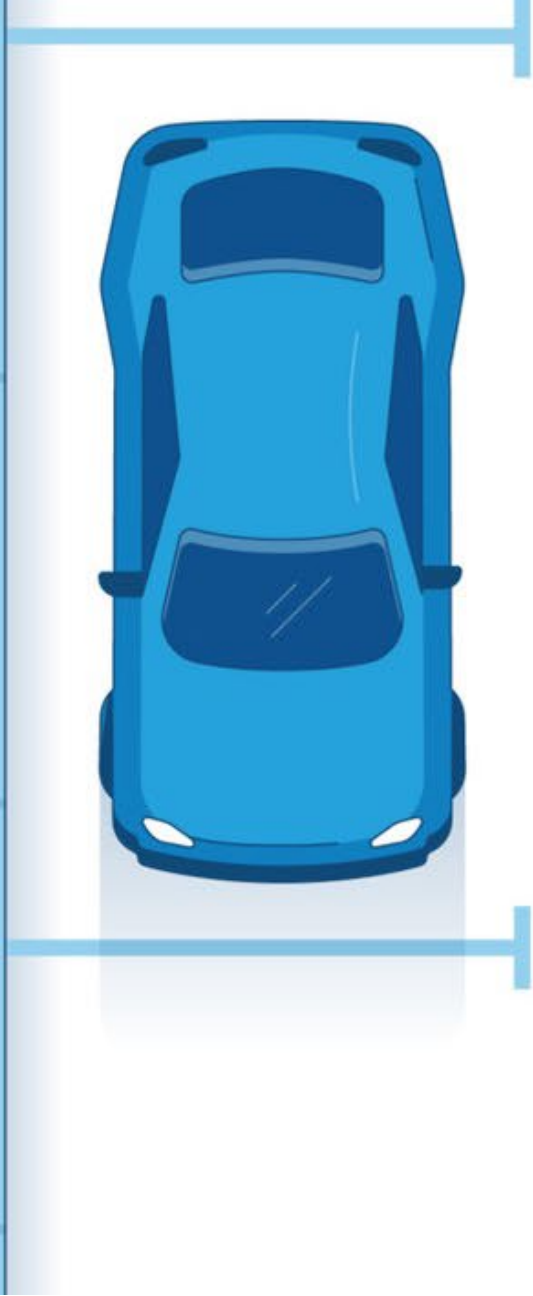
BIKE
LANE

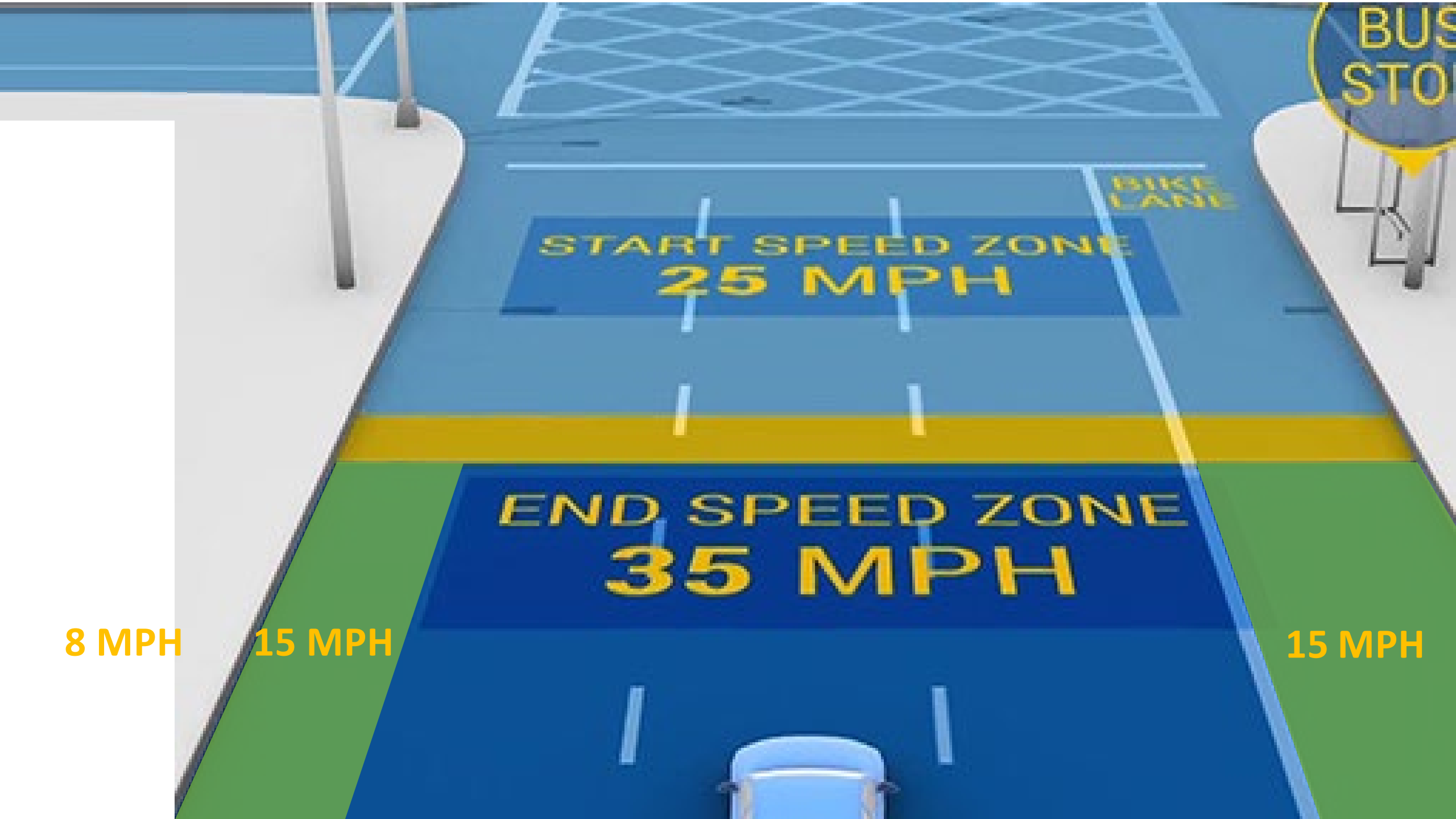
START SPEED ZONE
25 MPH

END SPEED ZONE
35 MPH

Different Shapes. Different Sizes.







BUS STOP

BIKE LANE

START SPEED ZONE
25 MPH

END SPEED ZONE
35 MPH

8 MPH

15 MPH

15 MPH



FedEx®

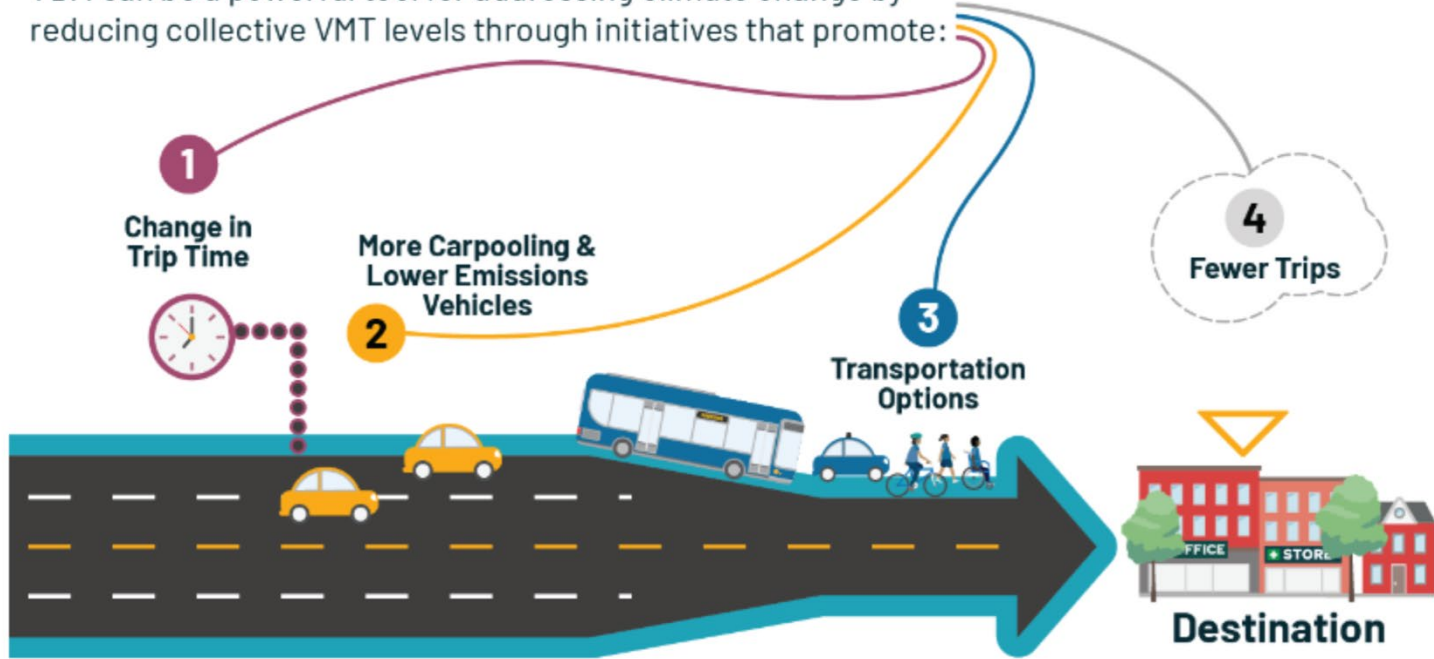


Mobility Data Specification



MDS—“Mobility Data Specification”—is a digital tool that helps cities to better manage transportation in the public right of way. MDS standardizes communication and data-sharing between cities and private mobility providers, such as e-scooter and bike share companies. This allows cities to share and validate policy digitally, enabling vehicle management and better outcomes for residents. Plus, it provides mobility service providers with a framework they can re-use in new markets, allowing for seamless collaboration that saves time and money.

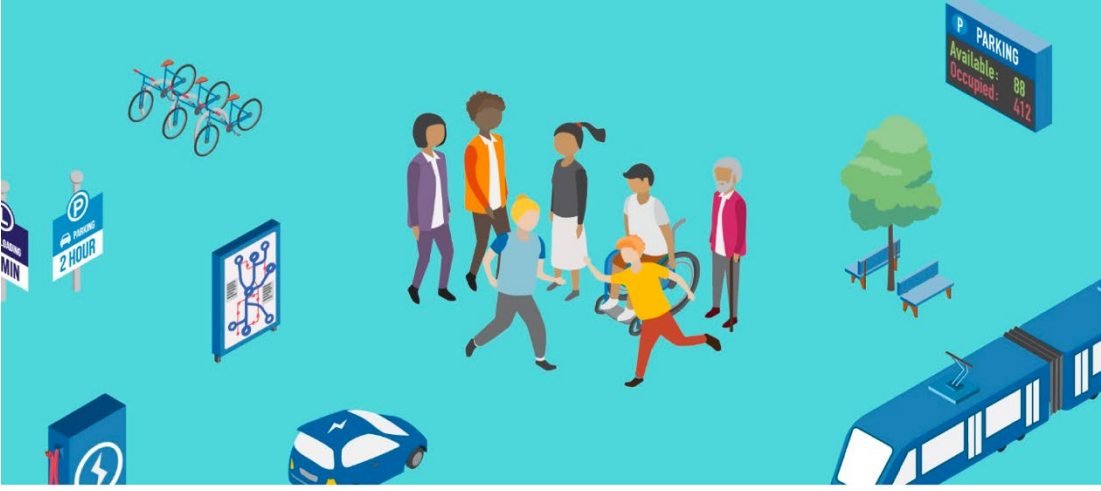
TDM can be a powerful tool for addressing climate change by reducing collective VMT levels through initiatives that promote:



May 2022

The New Transportation Demand Management

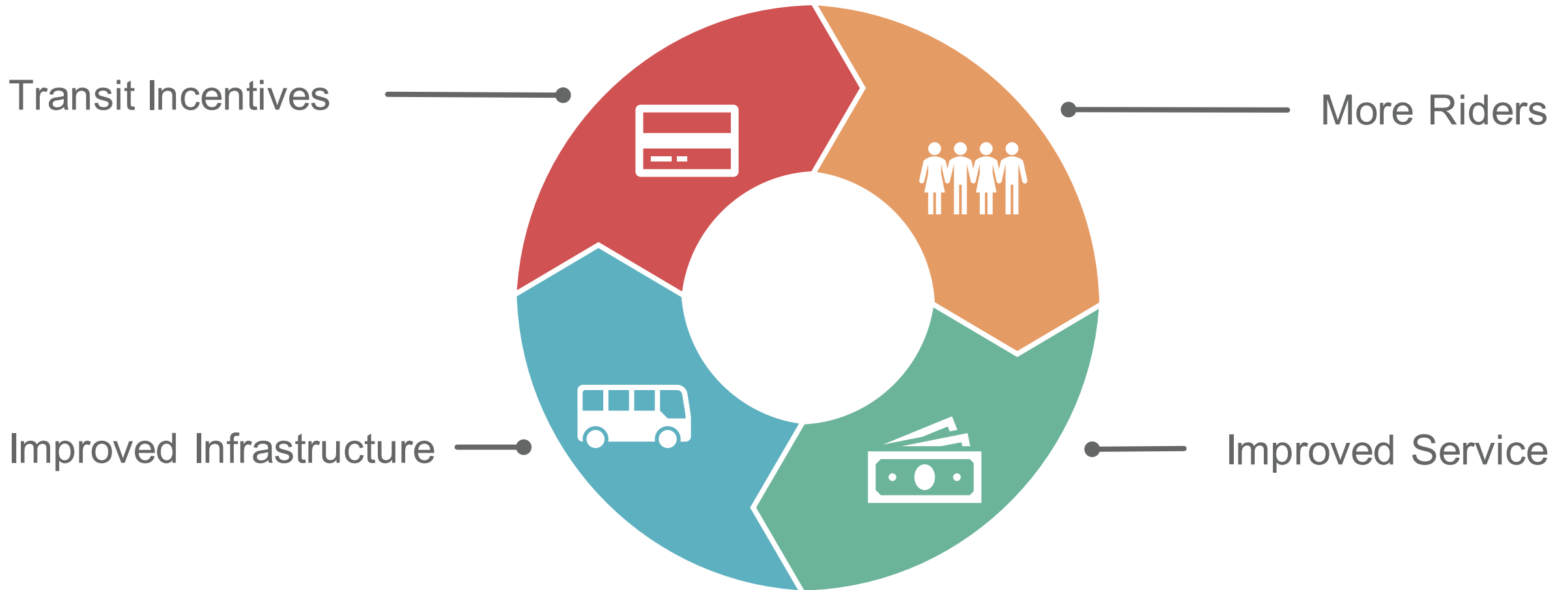
An Implementation Guide for City Officials



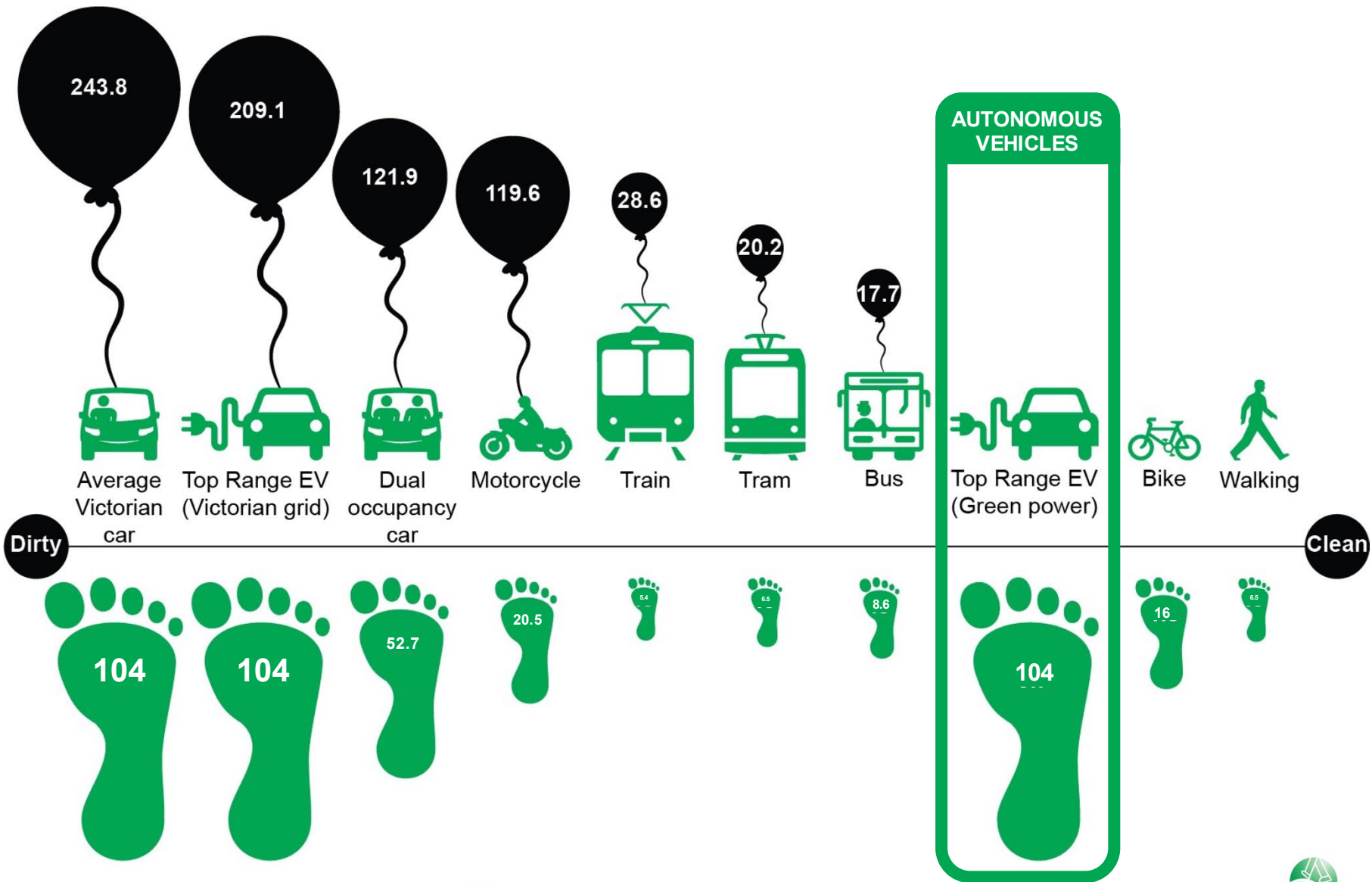
PREPARED FOR THE
American Cities
Climate Challenge

source: nelsonnygaard.com/the-new-tdm-guide/

Seattle Experience: How to Start a Virtuous Cycle



SPACE FOR MORE JOBS



= Grams of CO₂ per person kilometre travelled

= Space in square feet required per occupant





Transportation Trends



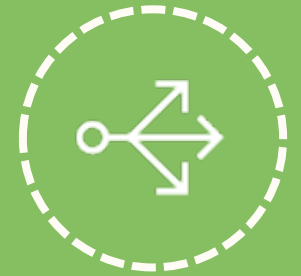
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