

Transit Corridor Updates in Miami-Dade County



July 24, 2014

TRANSIT CORRIDORS PHASING STATUS



Corridor	Attained Project Phasing
Orange Line (Airportlink)	Constructed
North	Design/Engineering (LPA)
East/West	Environmental (LPA)
Beach	Environmental (LPA)
Northeast (Coastal Link)	Planning
South	Planning (LPA)
Kendall	Planning
Douglas	Planning

ORANGE LINE (AIRPORTLINK)

MIC

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EARLINGTON HEIGHTS

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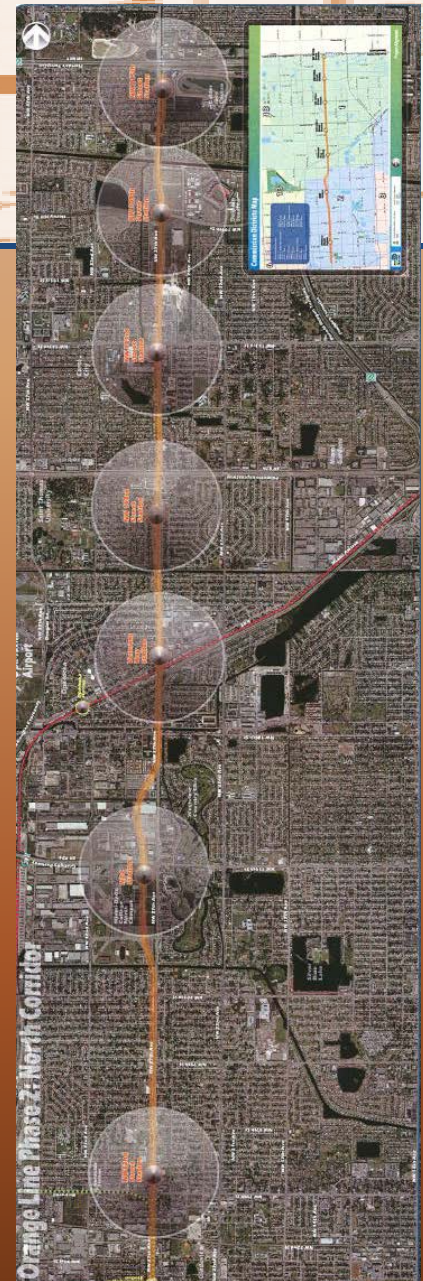
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ORANGE



Corridor Length	2.5 miles
Project Status	Completed 2012
Technologies Considered	Heavy Rail (Metrorail)
Selected Mode	Metrorail
MPO Action	2003 - Selection of Metrorail mode and alignment for connection to the Miami Intermodal Center (MIC) from the Earlington Heights Station

NORTH CORRIDOR



Corridor Length	9.5 miles
Project Status	<ul style="list-style-type: none">• Heavy Rail (Metrorail) – Design & Engineering (2008)• Enhanced Bus Service – Planning & Environmental Phase (Current)
Technologies Considered	<ul style="list-style-type: none">• Metrorail• BRT
Selected Mode	<ul style="list-style-type: none">• Metrorail
MPO Action	<ul style="list-style-type: none">• 2002 - Selection of Metrorail locally preferred alternative• 2013 - Prepared “Enhanced Bus Service Concept and Environmental Plan”• June 19, 2014 - To examine full BRT as part of new approved study

NORTH CORRIDOR

- **Enhanced Bus Service (EBS)**
 - Implementation of Enhanced Bus Service from NW 215 Street to the Miami Intermodal Center
 - New Park & Ride bus terminal at NW 215 Street
 - 13-15 “state-of-the-art” stations
 - “Real-time” bus arrival info
 - New 60-foot hybrid buses
 - Signal Priority
 - Queue Jumpers
 - MDT to complete in *2019*



EAST-WEST CORRIDOR



Corridor Length

11 miles

Project Status

Planning/Environmental

Technologies Considered

Heavy Rail (Metrorail)
Bus Rapid Transit (BRT)
Commuter Rail

Selected Mode

Metrorail

MPO Action

- 1998 - Selected Metrorail as locally preferred alternative (LPA)
- 2014 - Preparing the "Implementation Plan for EBS along Flagler Corridor"
- June 19, 2014 - To examine full BRT as part of new approved study

EAST-WEST CORRIDOR

- **Flagler Street Enhanced Bus Service (EBS)**

- “State-of-the-art” stations
- “Real-time” bus arrival info
- New 60-foot hybrid buses
- New West Dade Park & Ride bus terminal



- **SR 836 Express Bus Service**

- West Dade terminal to downtown Miami
- New 60-foot hybrid buses
- Beginning service in *2019*

BEACH CORRIDOR (f/k/a BAY LINK)



Corridor Length

5.1 miles

Project Status

Planning/Environmental

Technologies Considered

Light Rail Transit/Streetcar (LRT)
Aerial Trams
Bus Rapid Transit (BRT)
Automated Guideway (Metromover)

Selected Mode

LRT/Streetcar

MPO Action

- 2002 - Prepared a Supplemental Draft Environmental Impact Statement (SDEIS)
- 2003 - Selected locally preferred alternative (LPA)
- 2014 – Conducting Beach Corridor Transit Connection Study

BEACH CORRIDOR



- **LRT/Streetcar [2004 LPA]**

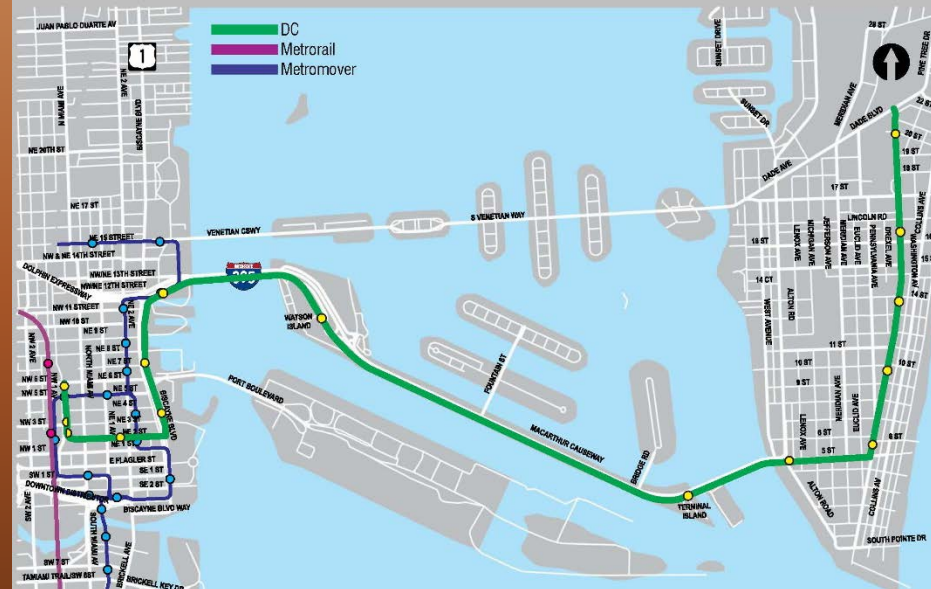
- 25 Stations
- Mixed traffic operations
- Two Routes:
 - Beach Circulator Loop
 - Causeway Connector Route with downtown Miami alternating loops
- Exclusive guideway along MacArthur Causeway
- Serving major destinations in downtown Miami and Miami Beach Convention Center



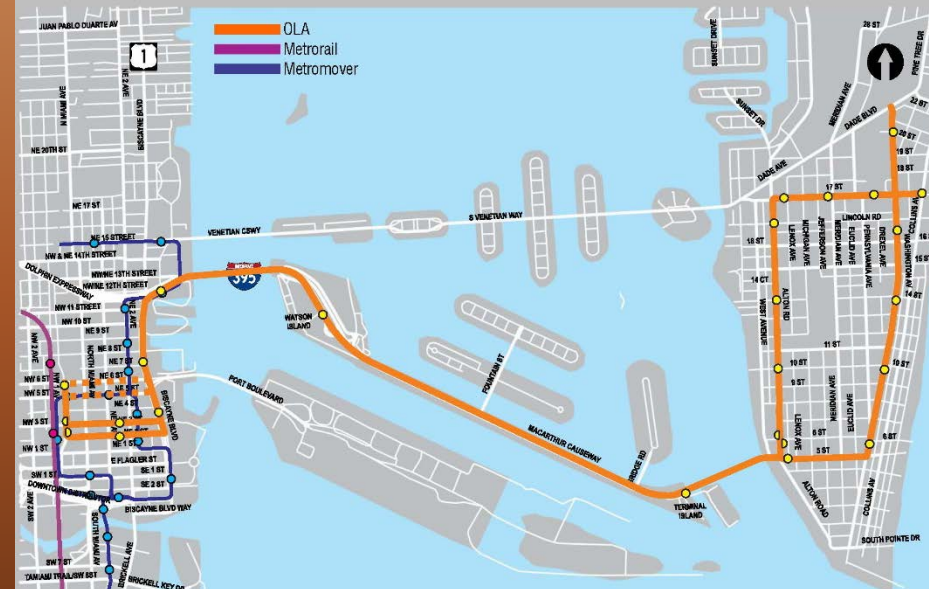
BEACH CORRIDOR

Beach Corridor Transit Connection Study [2014] Proposed Alignments

Direct Connection (DC) Alternative



Operational Loop + Alton (OLA) Alternative



NORTHEAST CORRIDOR (COASTAL LINK)

Corridor Length	<ul style="list-style-type: none"> • 13.6 miles (Miami-Dade County) • 85 miles (tri-county region)
Project Status	<ul style="list-style-type: none"> • Planning • Environmental (2014)
Technologies Considered	<ul style="list-style-type: none"> • Passenger/Commuter Rail • Bus Rapid Transit (BRT) • Heavy Rail (Metrorail)
Selected Mode	Passenger/Commuter Rail (TBD)
MPO Action	<ul style="list-style-type: none"> • Funded Phase 1 of the South Florida East Coast Corridor Study • Approved agreement with partner agencies for project advancement • Approved request to FTA to enter into Project Development Phase • 2012 - Prepared <i>"Implementation Plan for Enhanced Bus Service (EBS) along Biscayne Boulevard"</i>



NORTHEAST CORRIDOR (COASTAL LINK)

■ Passenger/Commuter Rail

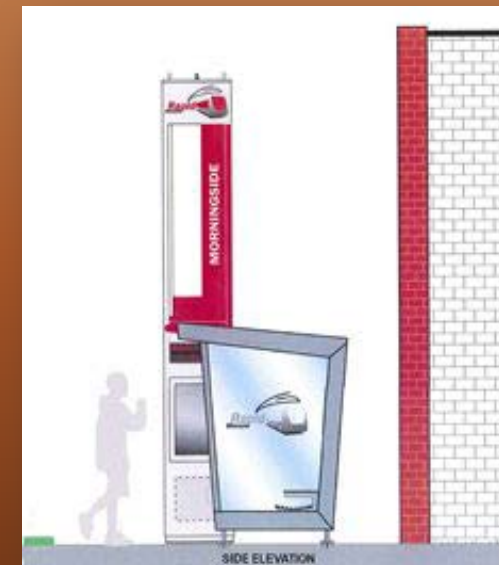
- Initial phase proposes 6 stations in Miami-Dade and 20 stations within the region
- Integrated with existing Tri-Rail and future All Aboard Florida services
- Serves major employment centers in Miami, Fort Lauderdale and West Palm Beach
- Various service options being analyzed



NORTHEAST CORRIDOR (COASTAL LINK)

■ Enhanced Bus

- Implementation of Enhanced Bus Service along Biscayne Boulevard from Aventura to downtown Miami
- 18 “state-of-the-art” stations
- “Real-time” bus arrival information
- New 60-foot hybrid buses
- Queue Jumpers at select intersections
- Traffic Signal Priority



KENDALL CORRIDOR (KENDALL LINK)

Corridor Length

15 miles

Project Status

Planning

Technologies Considered

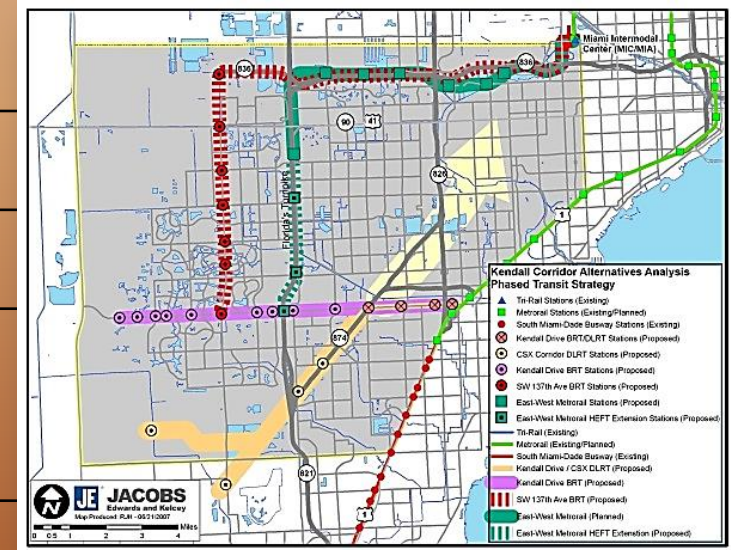
- Bus Rapid Transit (BRT)
- Commuter Rail
- Heavy Rail (Metrorail)

Selected Mode

Undefined

MPO Action

- 2005 – BRT Opportunities Study
- 2007 – Alternatives Analysis (Kendall Link Study)
- 2009 – CSX Corridor Evaluation Study
- 2009 – Ludlam (FEC) Transit Connection Study
- June 19, 2014 - To examine full BRT as part of new approved study



A map of the Kendall Corridor in South Miami-Dade. The map shows major roads including Sunset, Kendall Drive, and various avenues like SW 137 Ave and SW 112 St. It also labels areas like Kendall, Dadeland North, and Dadeland South. The title 'KENDALL CORRIDOR (KENDALL LINK)' is overlaid in large blue letters.

KENDALL CORRIDOR (KENDALL LINK)

■ **Bus Rapid Transit (BRT)**

- Examined dedicated busway facilities along Kendall Drive, SW 137 Avenue, CSX and FEC corridors
- Connecting West Kendall to Dadeland and MIA areas
- Integration with existing South Miami-Dade Busway
- Implementation of Kendall Cruiser in 2010

■ **Commuter rail**

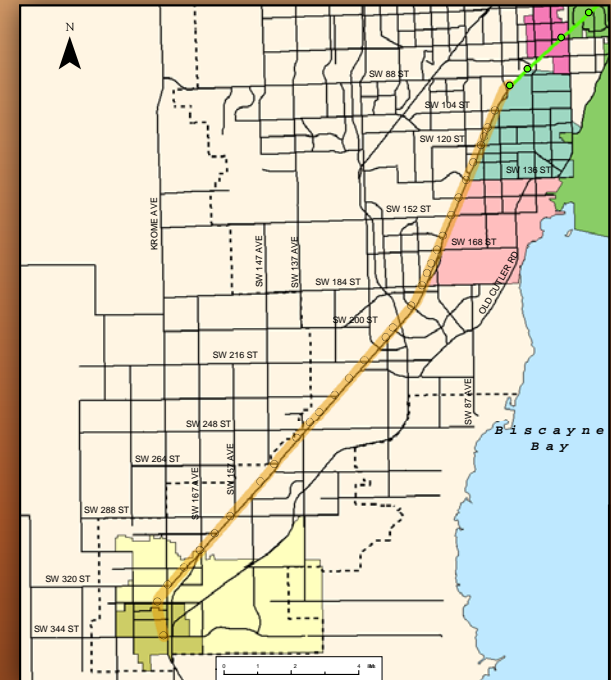
- Utilizing mostly existing/former rail corridors
- In-street operations along segment of Kendall Drive

■ **Metrorail**

- Possible extension of a future East/West corridor project from FIU to Kendall Drive

SOUTH DADE CORRIDOR (SOUTH LINK)

Corridor Length	21 miles
Project Status	<ul style="list-style-type: none"> Planning/Environmental MDX conducting a PD&E for express lanes along US-1
Technologies Considered	<ul style="list-style-type: none"> Bus Rapid Transit (BRT) Light Rail Transit (LRT) Heavy Rail (Metrorail)
Selected Mode	BRT and Metrorail
MPO Action	<ul style="list-style-type: none"> 2006 - Completed an Alternatives Analysis (South Link Study) 2006 - Approved locally preferred alternative (LPA) that included provisions for BRT enhancements and Metrorail extensions



SOUTH DADE CORRIDOR (SOUTH LINK)

■ **Bus Rapid Transit (BRT)**

- Elevated busway at major intersections
- Expansion of Park & Ride facilities
- Transit Signal Priority



■ **Metrorail [2006 study]**

- Short extension to SW 104 Street
- Construction of major Park & Ride facility
- Further extension as future demand warrants



DOUGLAS ROAD CORRIDOR

Corridor Length	4.5 miles
Project Status	Planning
Technologies Considered	Under Study
Selected Mode	To be determined
MPO Action	<ul style="list-style-type: none">• 2014 - Completed “Douglas Corridor Transit Study”• Studies supporting the Coral Gables Trolley service funded via the MPO’s Municipal Grant Program (MGP)• June 19, 2014 - To examine full BRT as part of new approved study

