

# Miami-Dade Transit

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# Miami-Dade Transit

- MDT is the largest transit agency in the State of Florida, and one of the largest departments within Miami-Dade County government
- It consistently ranks in the top tier of national transit agencies in passenger trips and service miles
- Through our services, we move people, connect places and create economic opportunities
- MDT operates four transit modes:
  - Metrobus – approximately 243,000 average weekday boardings (includes Express Service routes)
  - Metrorail – approximately 73,000 average weekday boardings
  - Metromover – approximately 32,000 average weekday boardings
  - Special Transportation Service (STS) – approximately 6,000 average weekday boardings
    - Systemwide Ave. Weekday Boardings: Approximately 353,000
    - FY 2014 Annual Total Boardings: Approximately 110 Million

*(Source: MDT Nextfare Automated Fare Collection System)*



# Where People Live & Work

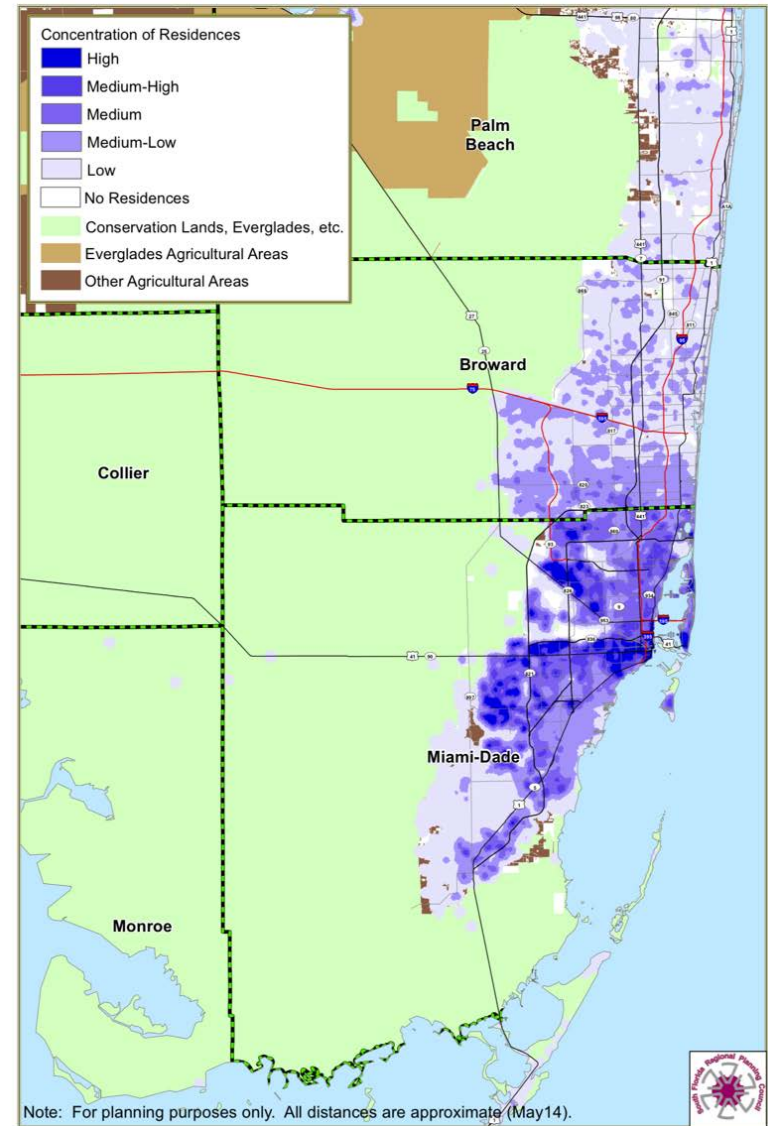
# Miami-Dade County Workforce

Jobs within Miami-Dade County draw a significant amount of people who reside in Broward and Palm Beach counties.

Those who work in Miami-Dade County, mostly live in:

- Downtown Miami
- Homestead/Florida City
- Miami Beach
- Okeechobee Road area
- Tamiami/Kendall
- South Broward County

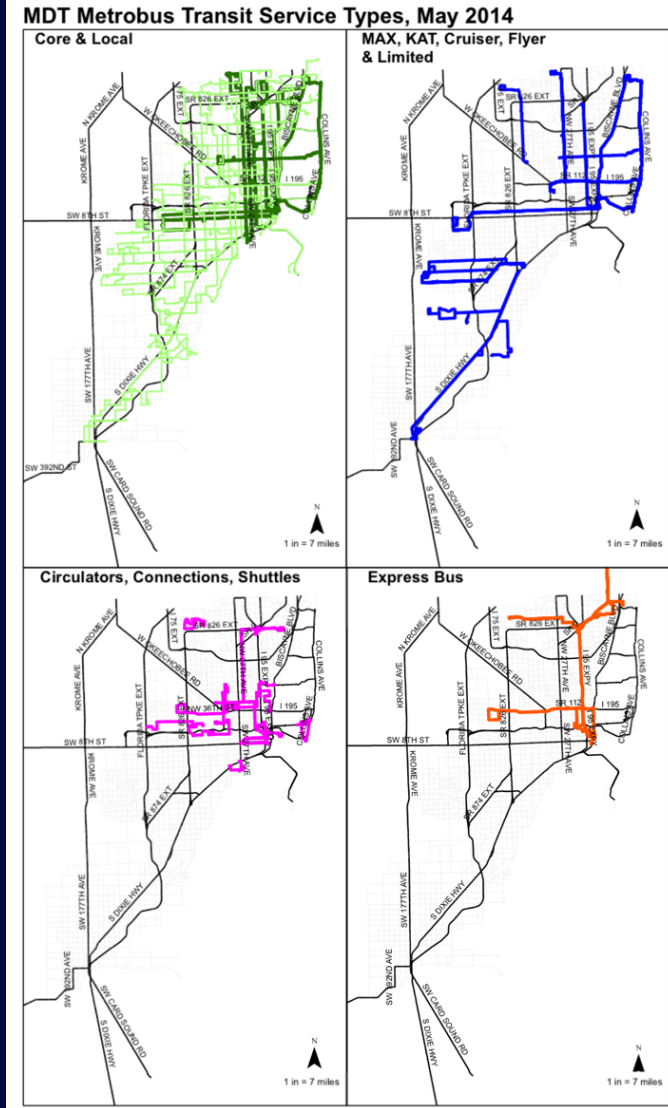
**Figure 4 - Thermal Map of the Residences of Workers in Miami-Dade County, 2011**



# Current Transit Services

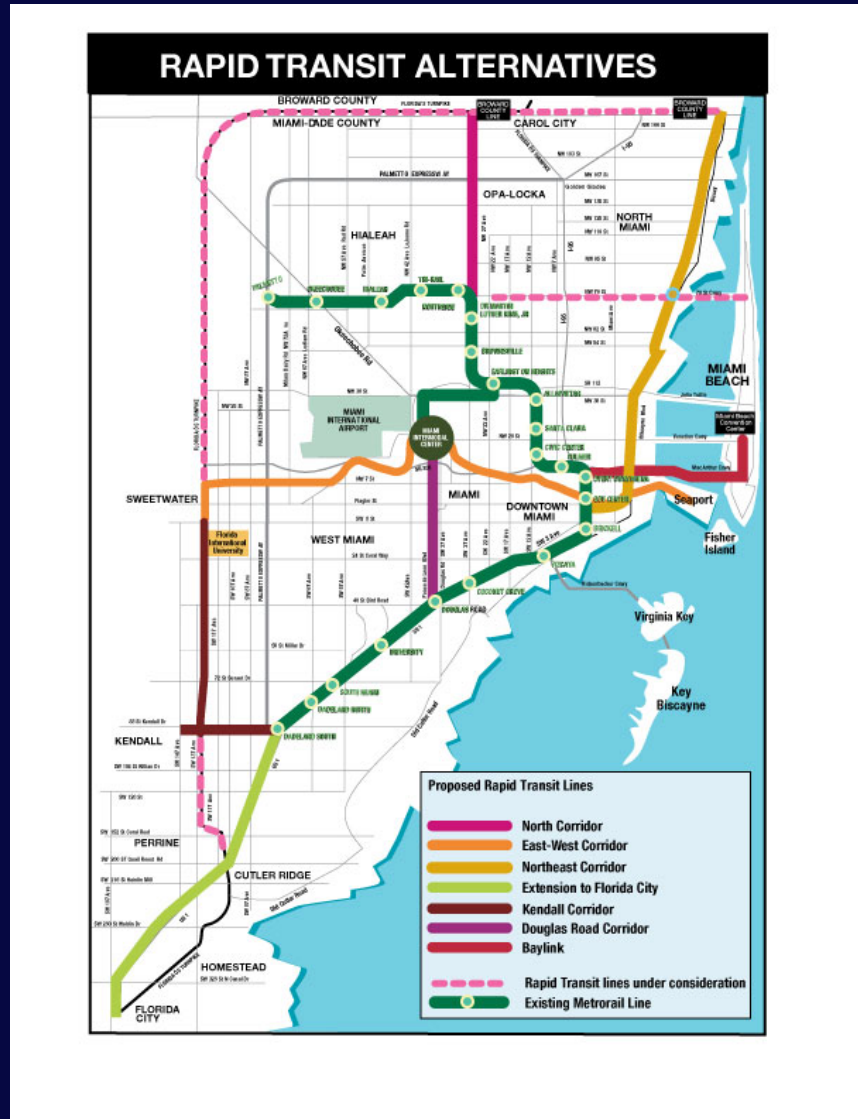


# Existing Transit Service



# Transit Corridors: Connecting Communities

# Proposed Rapid Transit Lines





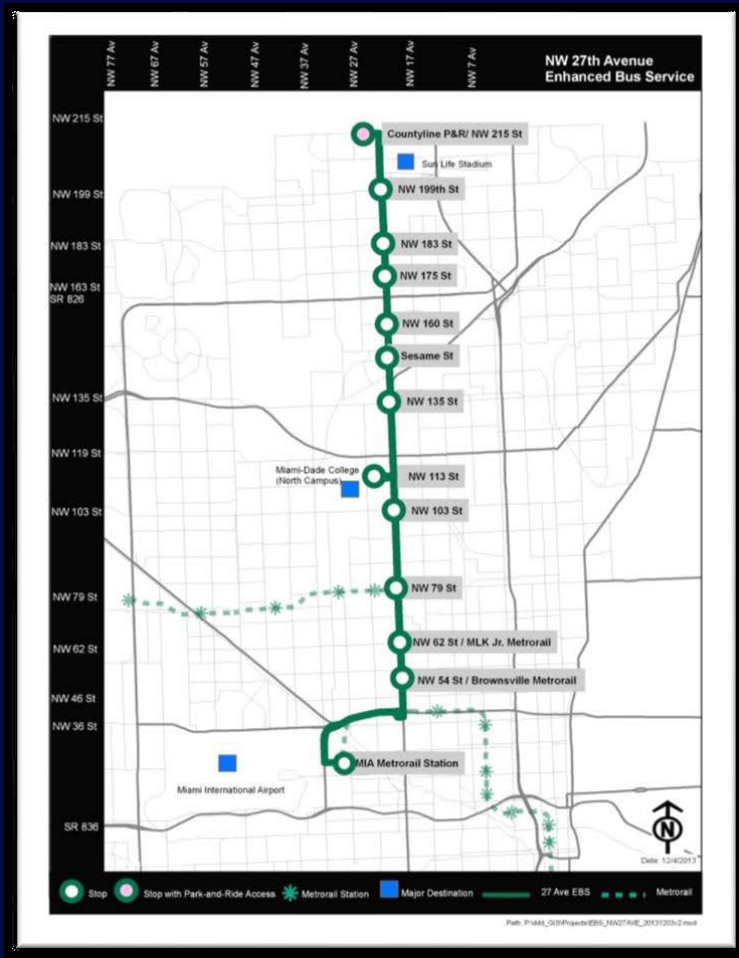
# AirportLink



- Opened for Revenue Service on July 28, 2012
- 2.4-mile extension from Earlington Heights Station to Miami International Airport (MIA) Station at the Miami Intermodal Center (MIC)
- Ridership:
  - Approximately 2,500 people board and disembark Metrorail at the MIA station during an average weekday
  - Approximately 4,000 people board and disembark Metrobus routes at the MIA during an average weekday
- With the opening of the extension to MIA, Metrorail has experienced an increase of 17.5 percent additional ridership, or 11,000 additional boardings per average weekday



# North Corridor



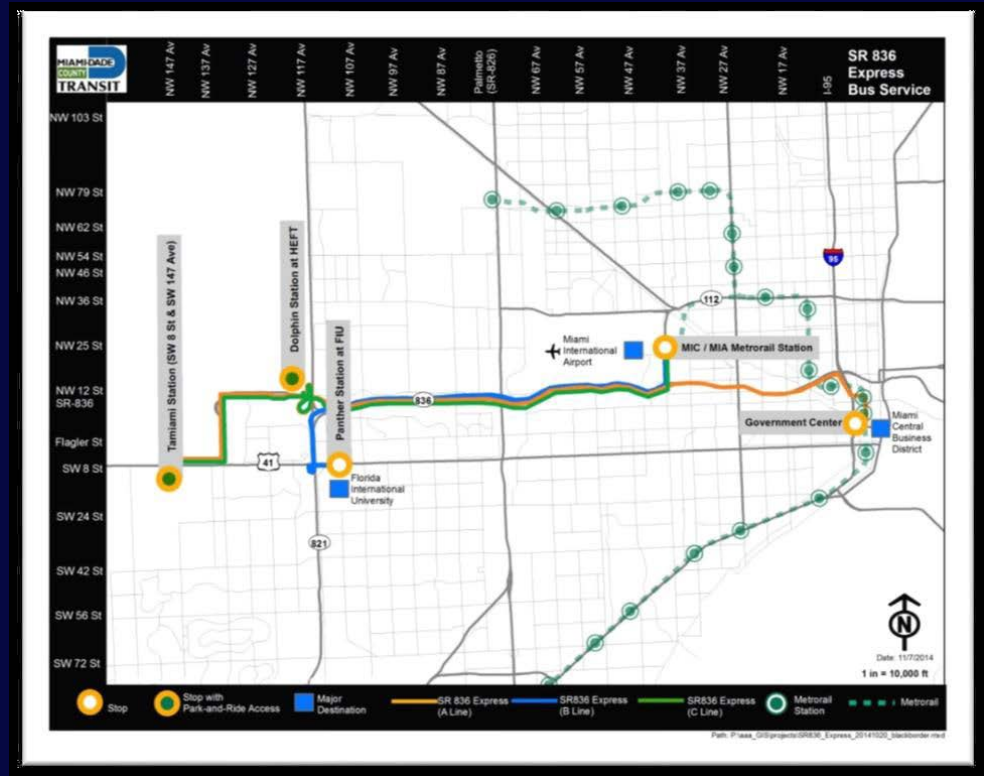
## NW 27<sup>th</sup> Ave. Enhanced Bus Service Project:

- Provides service from the MIC to NW 215<sup>th</sup> St. and NW 27<sup>th</sup> Ave. (11-mile alignment)
- Provides all-day service approximately every 10 minutes
- Robust bus stations spaced approximately one-mile apart
- Articulated (60-foot) buses
- Total project cost: \$37M (Funded)
- Currently in Final Design phase
- Begin revenue service: 2019
- NW 27<sup>th</sup> Ave. Bus Rapid Transit (BRT):
  - MPO study for the development of full BRT along NW 27<sup>th</sup> Ave. is ongoing

# East-West Corridor

## SR 836 Express Bus Service Project:

- Provides service from SW 8th Street and SW 147th Avenue to the Miami Intermodal Center (MIC) (14 mile alignment) along SR 836
- Provides weekday rush-hour commuter service approximately every 10 minutes
- Articulated (60-foot) buses
- Total project cost: \$27M (funded)
- Currently finalizing Planning phase
- Begin Revenue Service: 2019



## Two Park & Ride lots:

- Tamiami Station at SW 8<sup>th</sup> St. and SW 147<sup>th</sup> Ave.
- Dolphin Station at NW 12<sup>th</sup> St. and NW 122 Ave.

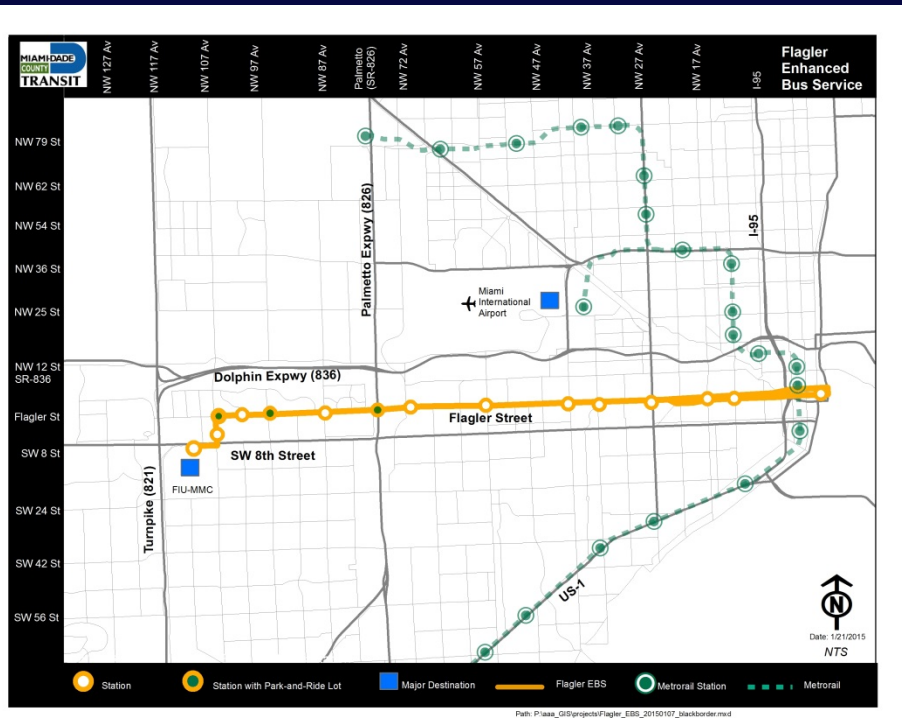
## Transit Terminal Facility:

- Panther Station at SW 8<sup>th</sup> St. – between SW 109<sup>th</sup> and SW 112<sup>th</sup> Ave.

# East-West Corridor

## Flagler Enhanced Bus Service Project:

- Provides service from the FIU MMC Campus to Downtown Miami (12 mile alignment)
- Provides service approximately every 10 minutes
- Robust bus stations spaced approximately one-mile apart
- All-day weekday and weekend service (5 a.m. - midnight)
- Articulated (60-foot) buses
- Total project cost: \$36M (partially funded ~ \$23M, 64% funded)
- Currently in Planning phase
- Begin revenue service: 2021





# Northeast Corridor



## Biscayne Enhanced Bus Service Project:

- Provides service from Downtown Miami to Aventura Mall (14.2 mile alignment)
- Provides service approximately every 10 minutes
- Robust bus stations spaced approximately one-mile apart
- All-day weekday service
- Articulated (60-foot) buses
- Total project cost: \$40M (Funded)
- Currently starting Planning phase
- Begin revenue service: 2021



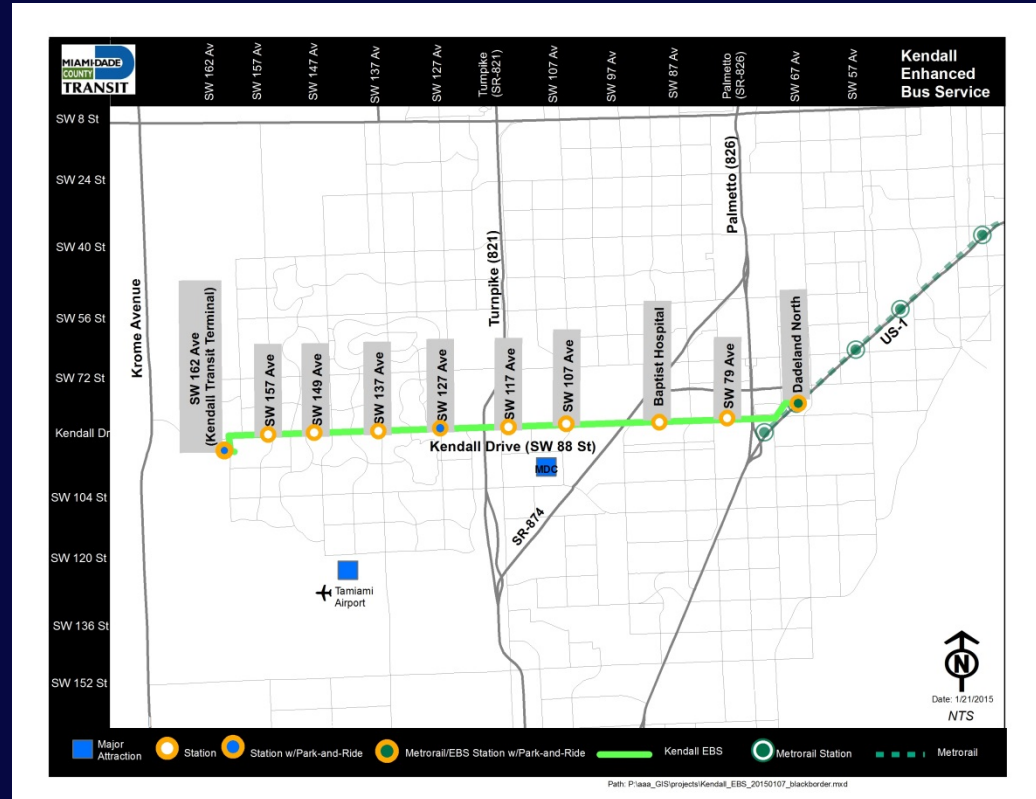
# Kendall Corridor

## ***Kendall Enhanced Bus Service Project: (Phase 1 –Implemented 2010)***

- Provides service from SW 88th St. (Kendall Drive) and SW 162nd Ave. to the Dadeland North Metrorail station (10-mile alignment)
- Provides all-day, weekday service approximately every 10 minutes
- Articulated (60-foot) buses

## ***(Phase 2)***

- Robust bus stations spaced approximately one-mile apart
- Improve signal priority and add queue jumping
- Total project cost: \$20M (Partially Funded ~\$10M, 50% funded)



# Douglas Road Corridor



## Douglas Road Enhanced Bus Service Project:

- Provides service from the MIC to Douglas Road Metrorail station (4.5 mile alignment)
- Provides weekday, all-day service approximately every 10 minutes
- Robust bus stations spaced approximately one-half mile apart
- All-day weekday service
- Standard size (40-foot) buses
- Total project cost: \$15M (unfunded)
- Currently in early Planning phase
- Begin revenue service: 2025

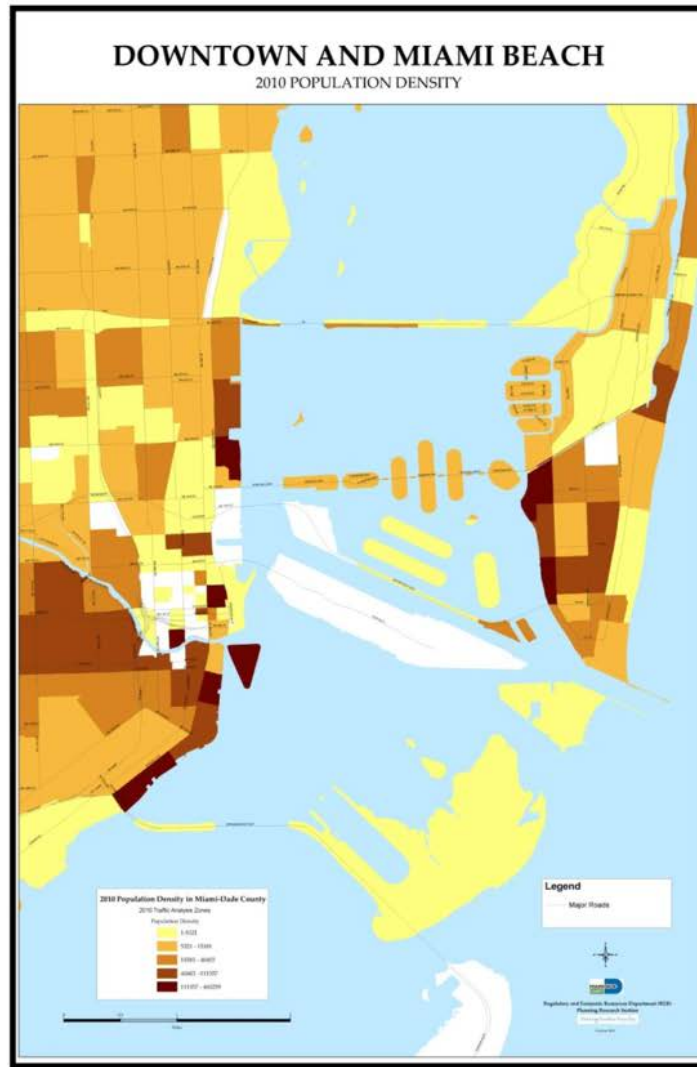
# Bus Rapid Transit (BRT) & Enhanced Bus Service (EBS) Corridors



# Population and Employment Density between Downtown Miami and Miami Beach



# Population Density: 2010 and 2040

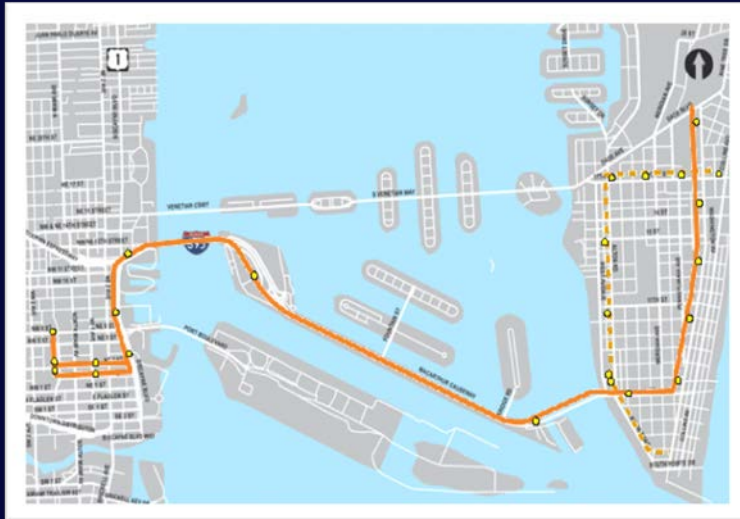




# Employment Density: 2010 and 2040



# Beach Corridor Premium Transit Connection



- Miami-Dade Metropolitan Planning Organization (MPO) is working with Miami-Dade County, City of Miami Beach and City of Miami to:
  - To update and refine past proposals to provide a premium transit connection between Miami Beach and Downtown Miami given current conditions
  - To evaluate how best to advance a transit connection through the project development process
  - To develop finance options

# THANK YOU

