Modal Technologies for Rapid Transit Corridors in Miami-Dade County
1925 TRANSIT SYSTEM MAP
PTP RAPID TRANSIT CORRIDORS

AirportLink
North Corridor
East-West Corridor
Beach Corridor (Bay Link)
Northeast Corridor (Coastal Link)
Kendall Corridor (Kendall Link)
South Corridor (South Link)
Douglas Road Corridor
<table>
<thead>
<tr>
<th><strong>Corridor Length</strong></th>
<th>2.4 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Phase</strong></td>
<td>Completed 2012</td>
</tr>
<tr>
<td><strong>Technologies Considered</strong></td>
<td>Heavy Rail (Metrorail)</td>
</tr>
<tr>
<td><strong>Selected Mode</strong></td>
<td>Metrorail</td>
</tr>
<tr>
<td><strong>MPO Action</strong></td>
<td>2003 - Selection of Metrorail mode and alignment for connection to the Miami Intermodal Center (MIC) from the Earlington Heights Station</td>
</tr>
</tbody>
</table>
# NORTH CORRIDOR

<table>
<thead>
<tr>
<th>Corridor Length</th>
<th>9.5 miles</th>
</tr>
</thead>
</table>
| **Project Phase** | • Metrorail – Design/Engineering  
|                  | • BRT – Planning /Environmental |
| **Technologies Considered** | Heavy Rail (Metrorail), Bus Rapid Transit (BRT) |
| **Selected Mode** | Metrorail |
| **MPO Action** | • 2002 - Selection of Metrorail locally preferred alternative (LPA)  
|                  | • 2013 - Prepared “Enhanced Bus Service Concept and Environmental Plan” |
Metrorail

- 7 Stations
- Elevated Guideway
- Integrated into existing Metrorail system
- Serving Opa-Locka, Miami Gardens, and Broward County
- Park & Ride facilities at major highway crossings
Bus Rapid Transit (BRT)

- Implementation of Enhanced Bus Service from NW 215 Street to the Miami Intermodal Center (MIC)
- New Park & Ride bus terminal at NW 215 Street
- 13 “state-of-the-art” stations
- “Real-time” bus arrival info
- New 60-foot hybrid buses
- Traffic Signal Priority
- Queue Jumpers
- Implementation 2017
### EAST-WEST CORRIDOR

<table>
<thead>
<tr>
<th><strong>Corridor Length</strong></th>
<th>13 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Phase</strong></td>
<td>Planning/Environmental</td>
</tr>
<tr>
<td><strong>Technologies Considered</strong></td>
<td>Heavy Rail (Metrorail), Bus Rapid Transit (BRT), and Commuter Rail</td>
</tr>
<tr>
<td><strong>Selected Mode</strong></td>
<td>Metrorail</td>
</tr>
</tbody>
</table>
| **MPO Action**      | • 1996 - Selected Metrorail as locally preferred alternative (LPA)  
                      • 2013 - Currently preparing the “Implementation Plan for EBS along Flagler Corridor” |
- **Metrorail**
  - Connection from MIC to downtown Miami realized through AirportLink project
  - Provisions for future Metrorail expansion westward maintained
  - Consideration of commuter rail service along existing parallel rail corridors
  - Connection to FIU, Sweetwater, and Doral
Flagler Street Enhanced Bus Service

- “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 2017
**BEACH CORRIDOR (BAY LINK)**

<table>
<thead>
<tr>
<th><strong>Corridor Length</strong></th>
<th>5.1 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Phase</strong></td>
<td>Planning/Environmental</td>
</tr>
<tr>
<td><strong>Technologies Considered</strong></td>
<td>Light Rail Transit/Streetcar (LRT), Automated Guideway (Metromover), Bus Rapid Transit (BRT), Ferry Service, and Aerial Trams</td>
</tr>
<tr>
<td><strong>Selected Mode</strong></td>
<td>LRT/Streetcar</td>
</tr>
</tbody>
</table>
| **MPO Action**      | • 2002 - Prepared a Supplemental Draft Environmental Impact Statement (SDEIS)  
                      • 2003 - Selected locally preferred alternative (LPA) |
- LRT/Streetcar
  - 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
## NORTHEAST CORRIDOR (COASTAL LINK)

| **Corridor Length** | • 13.6 miles (Miami-Dade County)  
  • 85 miles (tri-county region) |
|---------------------|--------------------------------------------------------------------------------|
| **Project Phase**   | • Planning  
  • Environmental (2014) |
| **Technologies Considered** | • Passenger/Commuter Rail  
  • Bus Rapid Transit (BRT)  
  • Heavy Rail (Metrorail) |
| **Selected Mode**   | Passenger/Commuter Rail (TBD) |
| **MPO Action**      | • Funded Phase 1 of the South Florida East Coast Corridor Study  
  • Approved agreement with partner agencies for project advancement |
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
Bus Rapid Transit (BRT)

- 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)

<table>
<thead>
<tr>
<th>Corridor Length</th>
<th>15 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Phase</td>
<td>Planning</td>
</tr>
<tr>
<td>Technologies Considered</td>
<td>• Bus Rapid Transit (BRT)&lt;br&gt;• Commuter Rail&lt;br&gt;• Heavy Rail (Metrorail)</td>
</tr>
<tr>
<td>Selected Mode</td>
<td>Undefined</td>
</tr>
<tr>
<td>MPO Action</td>
<td>• 2005 – BRT Opportunities Study&lt;br&gt;• 2007 – Alternatives Analysis (Kendall Link Study)&lt;br&gt;• 2009 – CSX Corridor Evaluation Study&lt;br&gt;• 2009 – Ludlam (FEC) Transit Connection Study</td>
</tr>
</tbody>
</table>
- **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

- **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)**

<table>
<thead>
<tr>
<th><strong>Corridor Length</strong></th>
<th>21 miles</th>
</tr>
</thead>
</table>
| **Project Phase**   | • Planning/Environmental  
                    • MDX conducting a PD&E for express lanes along US-1 |
| **Technologies Considered** | • Bus Rapid Transit (BRT)  
                      • Light Rail Transit (LRT)  
                      • Heavy Rail (Metrorail) |
| **Selected Mode**   | BRT and Metrorail |
| **MPO Action**      | • 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**
  - Short extension to SW 104 Street
  - Construction of major Park & Ride facility
  - Further extension as future demand warrants
## DOUGLAS ROAD CORRIDOR

<table>
<thead>
<tr>
<th>Corridor Length</th>
<th>4.5 miles</th>
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</thead>
<tbody>
<tr>
<td>Project Status</td>
<td>Planning</td>
</tr>
<tr>
<td>Technologies Considered</td>
<td>Under Study</td>
</tr>
<tr>
<td>Selected Mode</td>
<td>To be determined</td>
</tr>
</tbody>
</table>

**MPO Action**
- Conducting “Douglas Corridor Transit Study”
- Studies supporting the Coral Gables Trolley service funded via the MPO’s Municipal Grant Program (MGP)
QUESTIONS?

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