

2013 TRANSPORTATION SUMMIT

Modal Technologies for Rapid Transit Corridors in Miami-Dade County



June 6, 2013

1925 TRANSIT SYSTEM MAP





Railways

Tri-Rail Buses

Metrorail



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

AIRPORTLINK

MIC

EARLINGTON HEIGHTS

ALLAPAT

SANTA C

CIVIC CE

ORANGE



Corridor Length

2.4 miles

Project Phase

Completed 2012

**Technologies
Considered**

Heavy Rail (Metrorail)

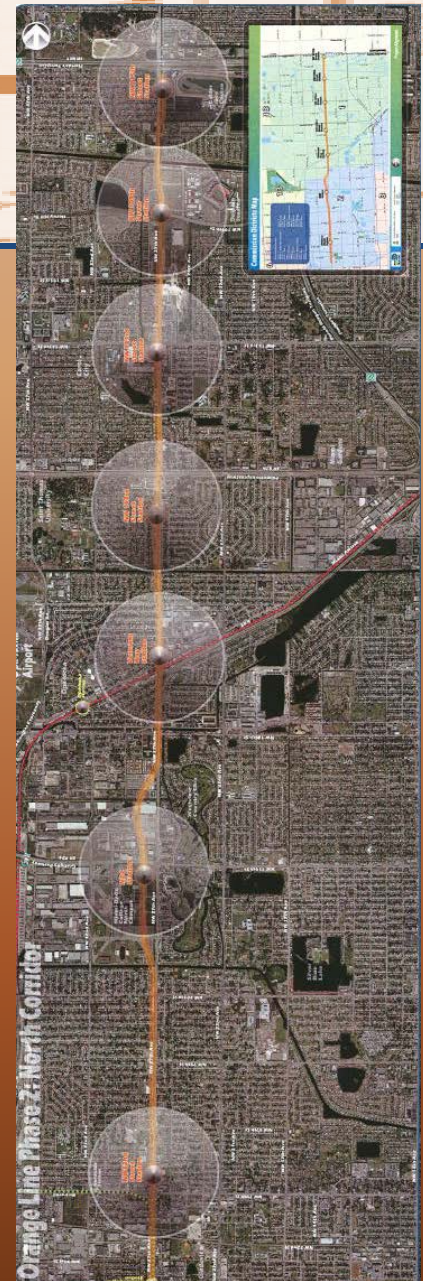
Selected Mode

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

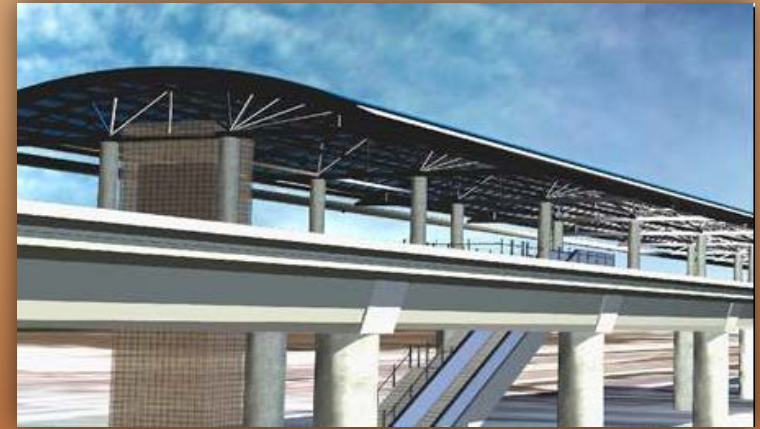


Corridor Length	9.5 miles
Project Phase	<ul style="list-style-type: none">• Metrorail – Design/Engineering• BRT – Planning /Environmental
Technologies Considered	Heavy Rail (Metrorail), Bus Rapid Transit (BRT)
Selected Mode	Metrorail
MPO Action	<ul style="list-style-type: none">• 2002 - Selection of Metrorail locally preferred alternative (LPA)• 2013 - Prepared “Enhanced Bus Service Concept and Environmental Plan”

NORTH CORRIDOR

- **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



NORTH CORRIDOR

■ 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

Corridor Length	13 miles
Project Phase	Planning/Environmental
Technologies Considered	Heavy Rail (Metrorail), Bus Rapid Transit (BRT), and Commuter Rail
Selected Mode	Metrorail
MPO Action	<ul style="list-style-type: none"> • 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

EAST-WEST CORRIDOR

- **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)

Corridor Length	5.1 miles
Project Phase	Planning/Environmental
Technologies Considered	Light Rail Transit/Streetcar (LRT), Automated Guideway (Metromover), Bus Rapid Transit (BRT), Ferry Service, and Aerial Trams
Selected Mode	LRT/Streetcar
MPO Action	<ul style="list-style-type: none"> • 2002 - Prepared a Supplemental Draft Environmental Impact Statement (SDEIS) • 2003 - Selected locally preferred alternative (LPA)



BEACH CORRIDOR (BAY LINK)

- **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	<ul style="list-style-type: none">• 13.6 miles (Miami-Dade County)• 85 miles (tri-county region)
Project Phase	<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



NORTHEAST CORRIDOR (COASTAL LINK)

■ Passenger/Commuter Rail

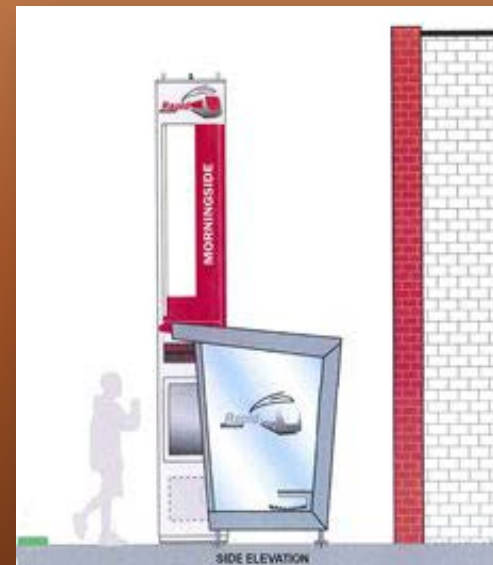
- Initial phase proposes 6 stations in Miami-Dade and 20 stations within the region
- Integrated with existing Tri-Rail and future All Aboard Florida services
- Serves major employment centers in Miami, Fort Lauderdale, and West Palm Beach
- Various service options being analyzed



NORTHEAST CORRIDOR (COASTAL LINK)

■ 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)

Corridor Length

15 miles

Project Phase

Planning

Technologies Considered

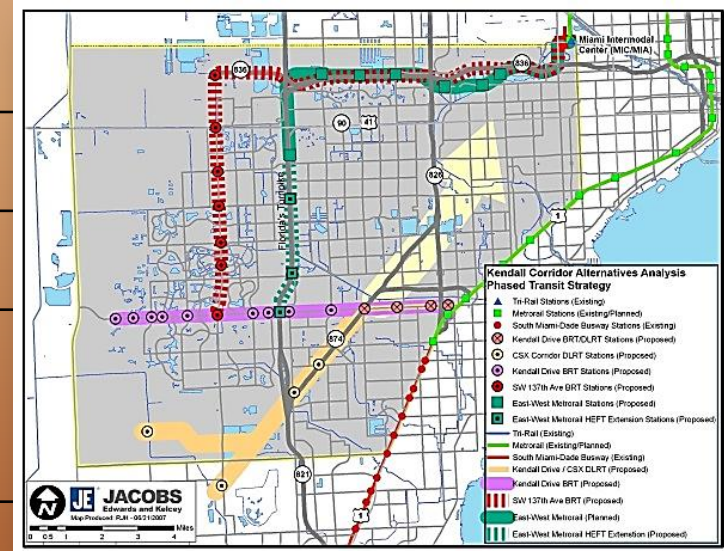
- Bus Rapid Transit (BRT)
- Commuter Rail
- Heavy Rail (Metrorail)

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





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

■ **Commuter Rail**

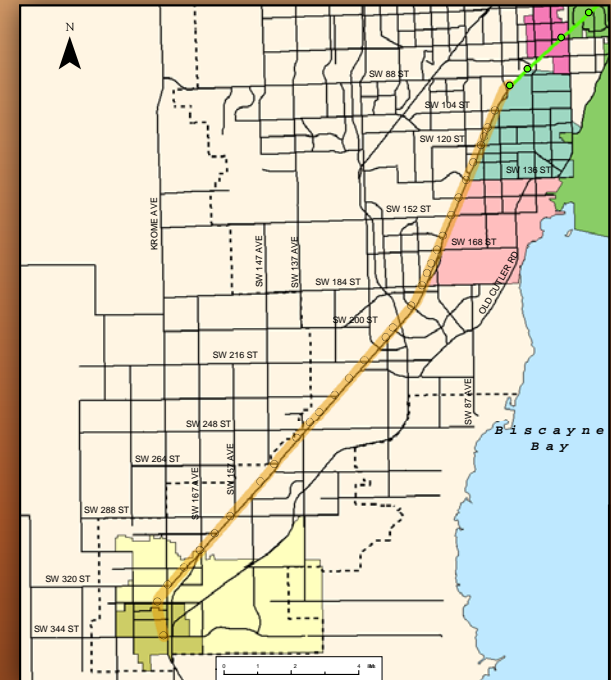
- Utilizing mostly existing/former rail corridors
- In-street operations along segment of Kendall Drive

■ **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 Phase	<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



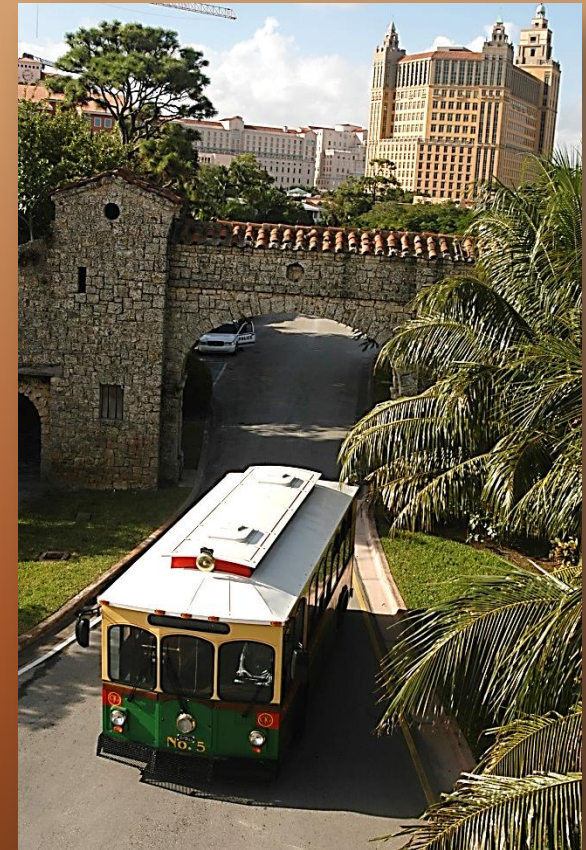
■ Metrorail

- 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">• 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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