Beach Corridor
Rapid Transit Project
Alternatives Workshops

Department of Transportation and Public Works
June 17 and 20, 2019
Meeting Agenda

• Introductions
• Project Overview
• Project Milestones
• Project Status Update
• Project Alignments
• Project Schedule
• Public Engagement
• Review and Comments on Alignments
Project Overview – Project Location
Project Overview – Purpose and Need

• Selected as one of the six SMART Plan Rapid Transit Corridors
• Major East-West Connection
• High levels of traffic congestion
• Need to serve major regional economic engines
Project Overview – Project Goals

• Provide direct, convenient and comfortable rapid transit service to existing and future planned land uses

• Provide enhanced transit interconnections

• Promote pedestrian and bicycle-friendly solutions
Project Milestones

• May 2017 to July 2018
  – Completed Tier 1 Analysis
  – Completed Miami Corridor Analysis

• August 2018
  – Began Tier 2 Analysis
  – Inclusive of expanded Miami Beach area
  – Including new Personal Rapid Transit (PRT) mode
Project Milestones – Tier 1 Analysis Results

• Eliminated dedicated lane options south of I-395
• Eliminated Aerial Cable Transit and Heavy Rail Transit technologies
• Recommended technologies to move forward into Tier 2
  – Monorail
  – Metromover/AGT
  – BRT/Express Bus
  – LRT/Streetcar

Aerial Cable Transit

Heavy Rail Transit
Project Milestones – City of Miami Corridor Analysis Results

- Analyzed Miami Avenue, Biscayne Boulevard, NE 2nd Avenue Corridors
- Criteria: Public impact, Engineering, Environmental

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<th>Corridor Comparison</th>
<th>North Miami Avenue</th>
<th>NE 2nd Avenue</th>
<th>Biscayne Boulevard</th>
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Project Status Update

• Held additional project kick off meeting in December 2018 for expanded study area in Miami Beach

• Analyzed additional mode: Personal Rapid Transit
  – Existing systems throughout the world serve special purpose environments with low ridership
  – Vehicle reliability, safety and capacity unproven in a high ridership, urban environment
  – To minimize risk, a proof of concept demonstration project would be required
  – Minimal opportunity for interoperability and/or interlining with other modes
  – PRT costs would be similar to other proven technologies such as Metromover (high fleet size requirements, and similar causeway crossing improvements)

**Recommendation**: eliminate from further study
Project Status Update

• Travel Market Analysis
  – Higher population and employment densities in southern portion of study area
  – Study area has double the trip density of the County – more transit options needed
  – Zero-car households concentrated in southern portion of study area
  – Existing transit connections focused on downtown – southern connection to the Beach would serve more people
  – Northern Miami-Dade accounts for large portion of trips to study area
    • Lower density origins – requires connectivity to existing transit
  – Trips starting or ending in the study area travel north/south on either side of Bay
    • Small number cross the Bay
  – Travel demand in the study area highest in daytime and nighttime; not commute times
    • Wide range of trip purposes served – tourism/entertainment
Project Status Update

• Bay Crossing Alternatives Analysis
  – Analyzed two causeways for Beach Corridor fixed transit connection: I-195/Julia Tuttle Causeway and I-395/MacArthur Causeway
  – Potential environmental impacts are similar across both causeways
  – Cost of infrastructure improvements required for transit connection highest along Julia Tuttle Causeway
    • Assumes need to connect JTC to existing system
    • Median alignment of JTC highest cost
    • Southern alignment of JTC lower cost than all elevated on MacArthur Causeway
  – Transportation demand and anticipated ridership better served along MacArthur Causeway
    • Cost per rider for Southern alignment of JTC (without connection to existing system) is higher

Recommendation: Eliminate Julia Tuttle Causeway alignment from further study for fixed transit connection. Continue to analyze BRT/Express Bus along this corridor
Project Alignments – Metromover (AGT)

Automated Guideway Transit
Project Alignments – Monorail
Project Alignments – Light Rail

Light Rail Transit
Project Alignments – Bus Rapid Transit

Bus Rapid Transit
# Project Schedule

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*Assumes an Environmental Impact Statement (EIS)
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Your feedback is important!
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