Beach Corridor Rapid Transit Project Alternatives Workshops

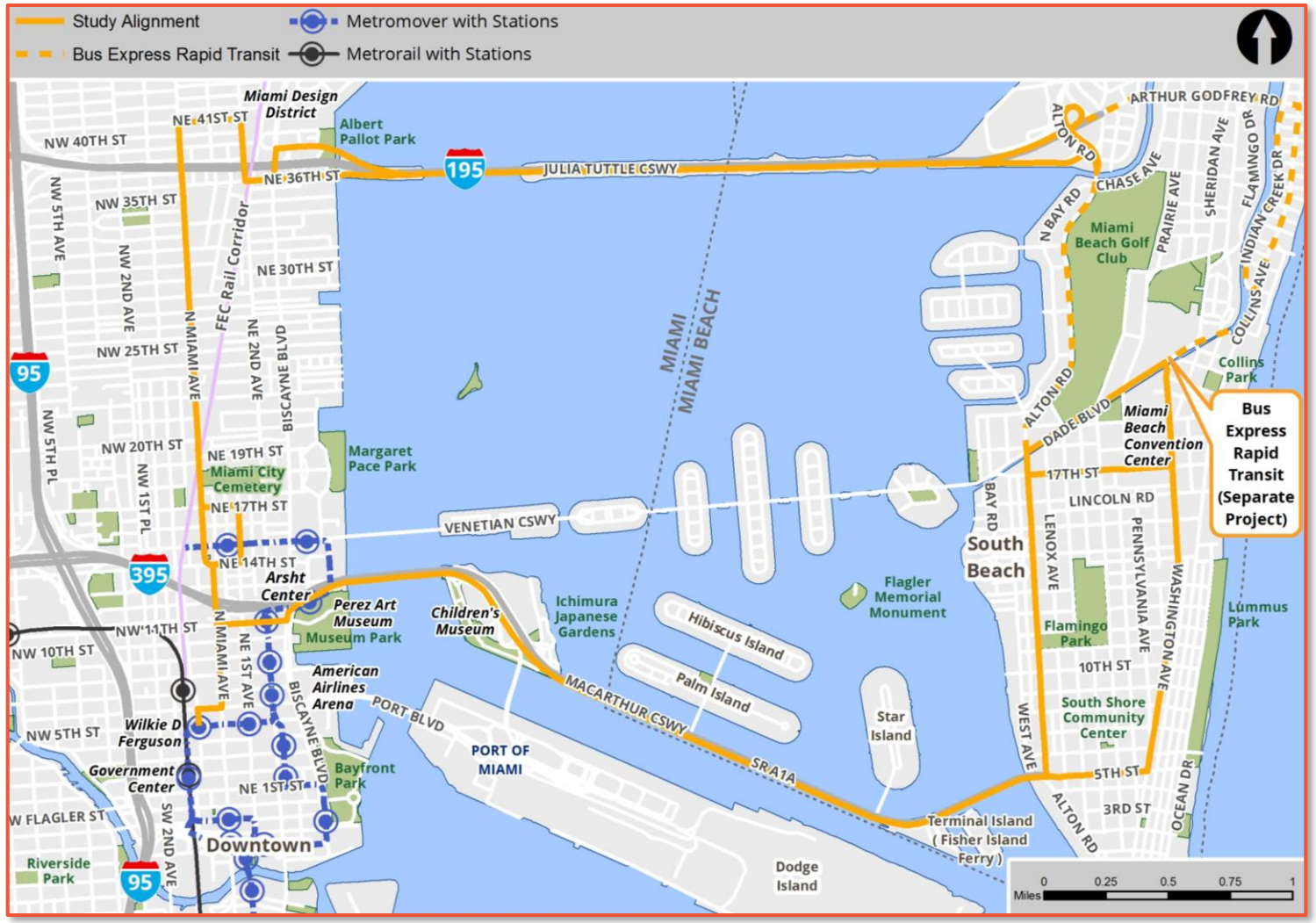
Department of Transportation and Public Works

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

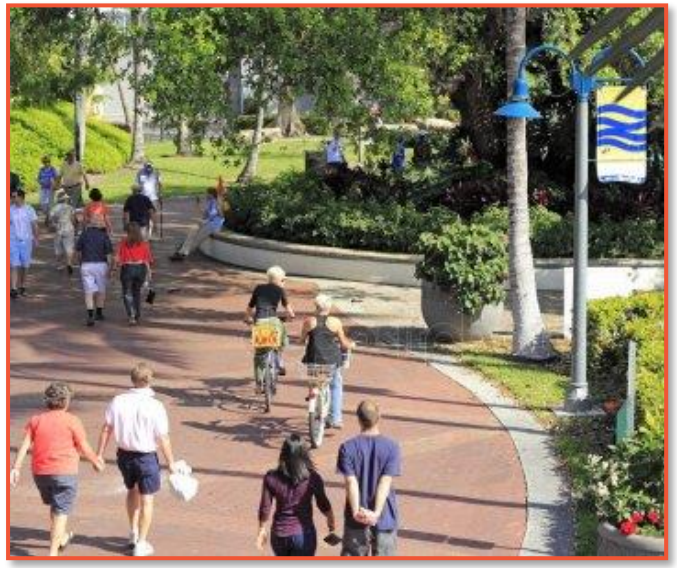


Project Overview – Purpose and Need

- 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

Corridor Comparison			
	North Miami Avenue	NE 2nd Avenue	Biscayne Boulevard
Environmental Impacts	First	Second	Third
Transportation / Ridership	Second	Second	First
Engineering Feasibility	Second	Third	Second

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

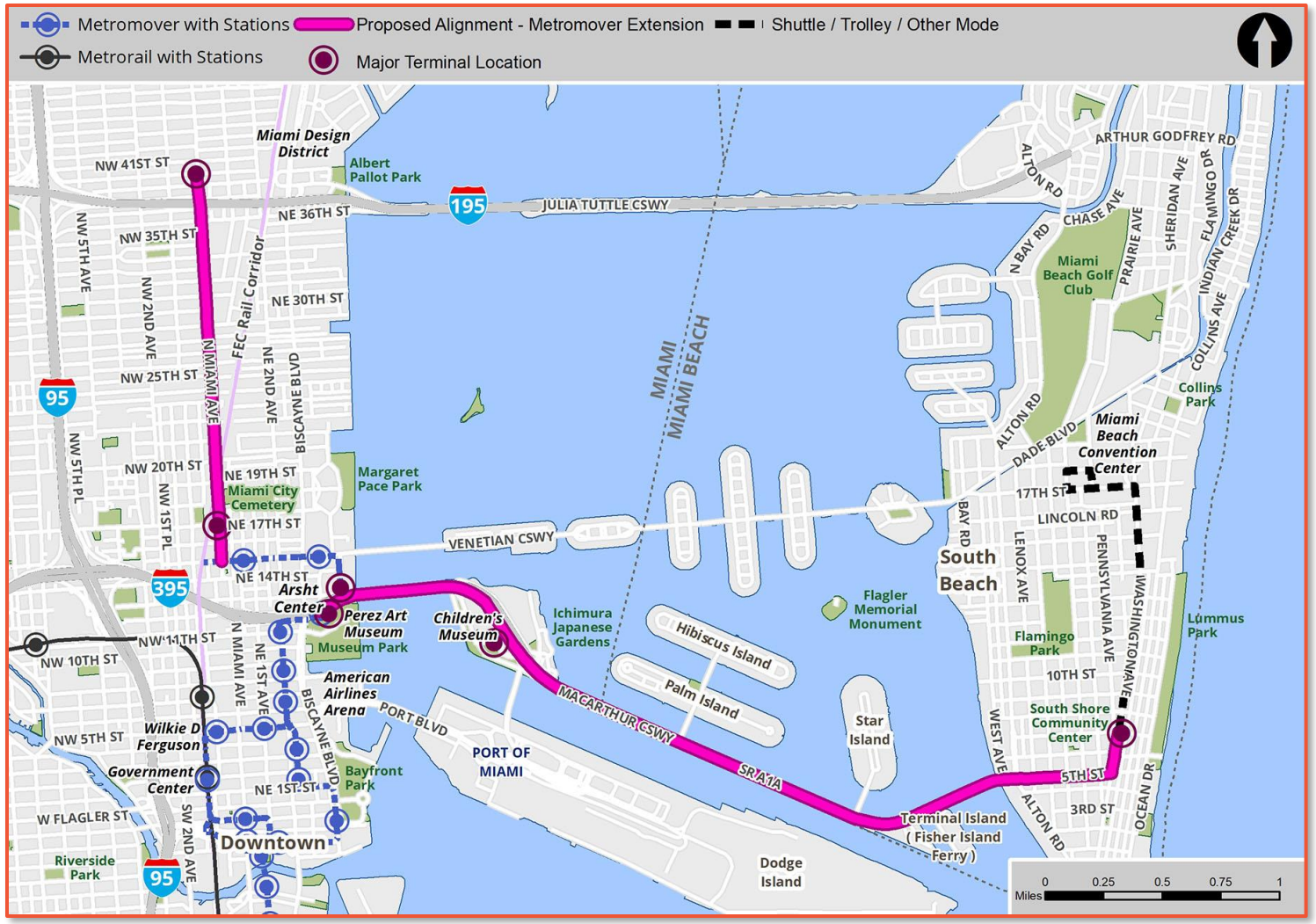
Project Status Update

- 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

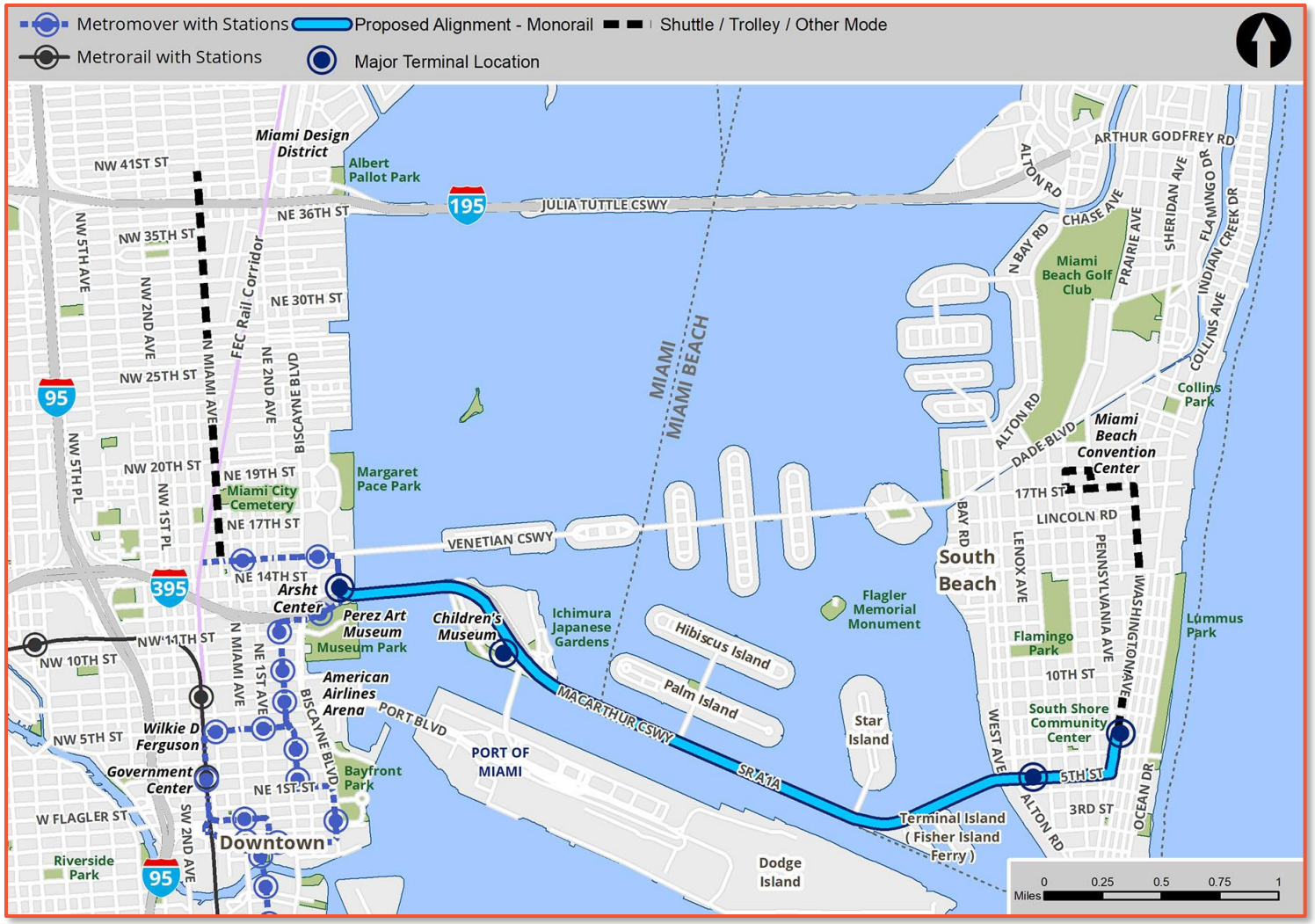
Project Alignments – Metromover (AGT)

Automated Guideway Transit



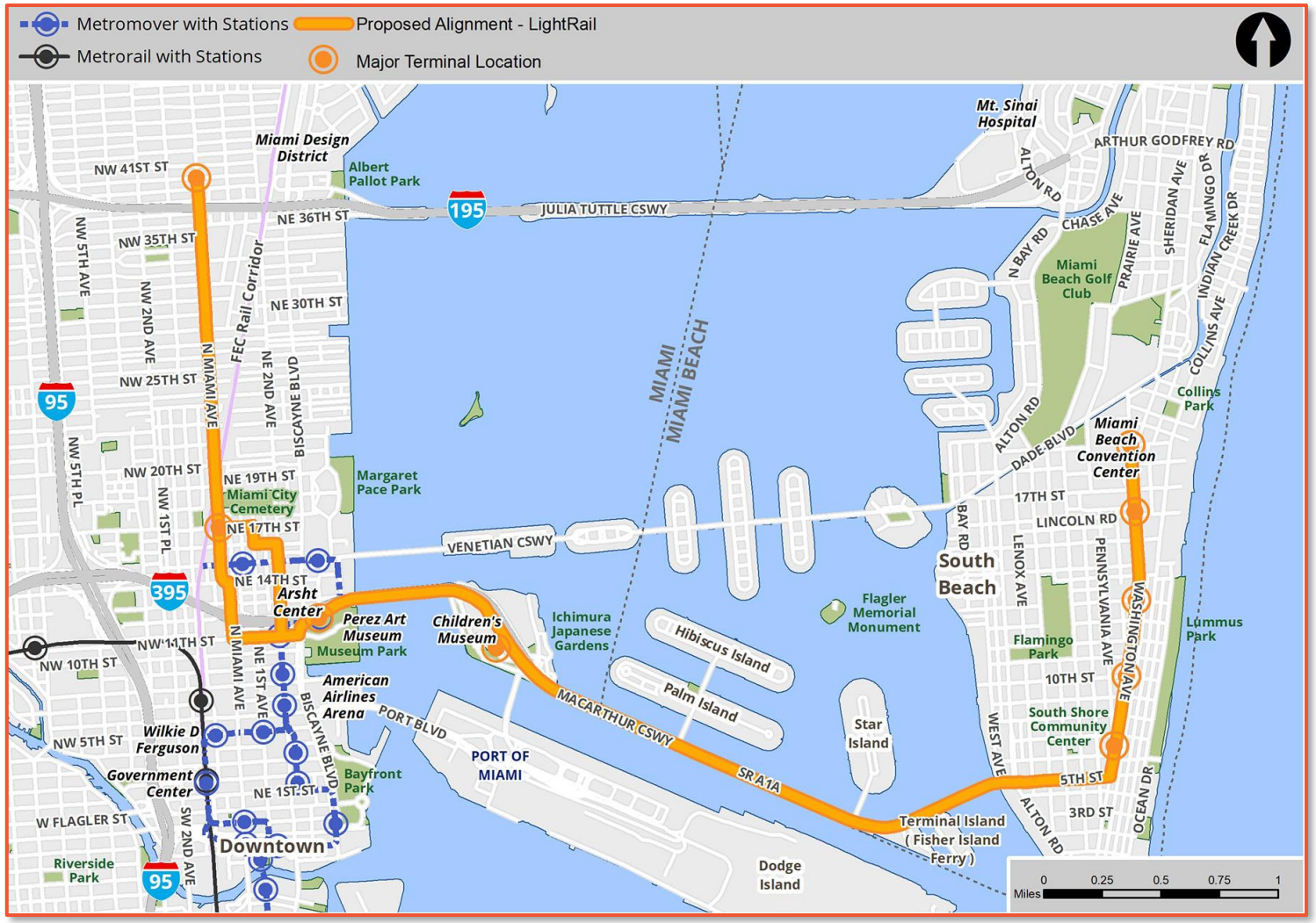
Project Alignments – Monorail

Monorail



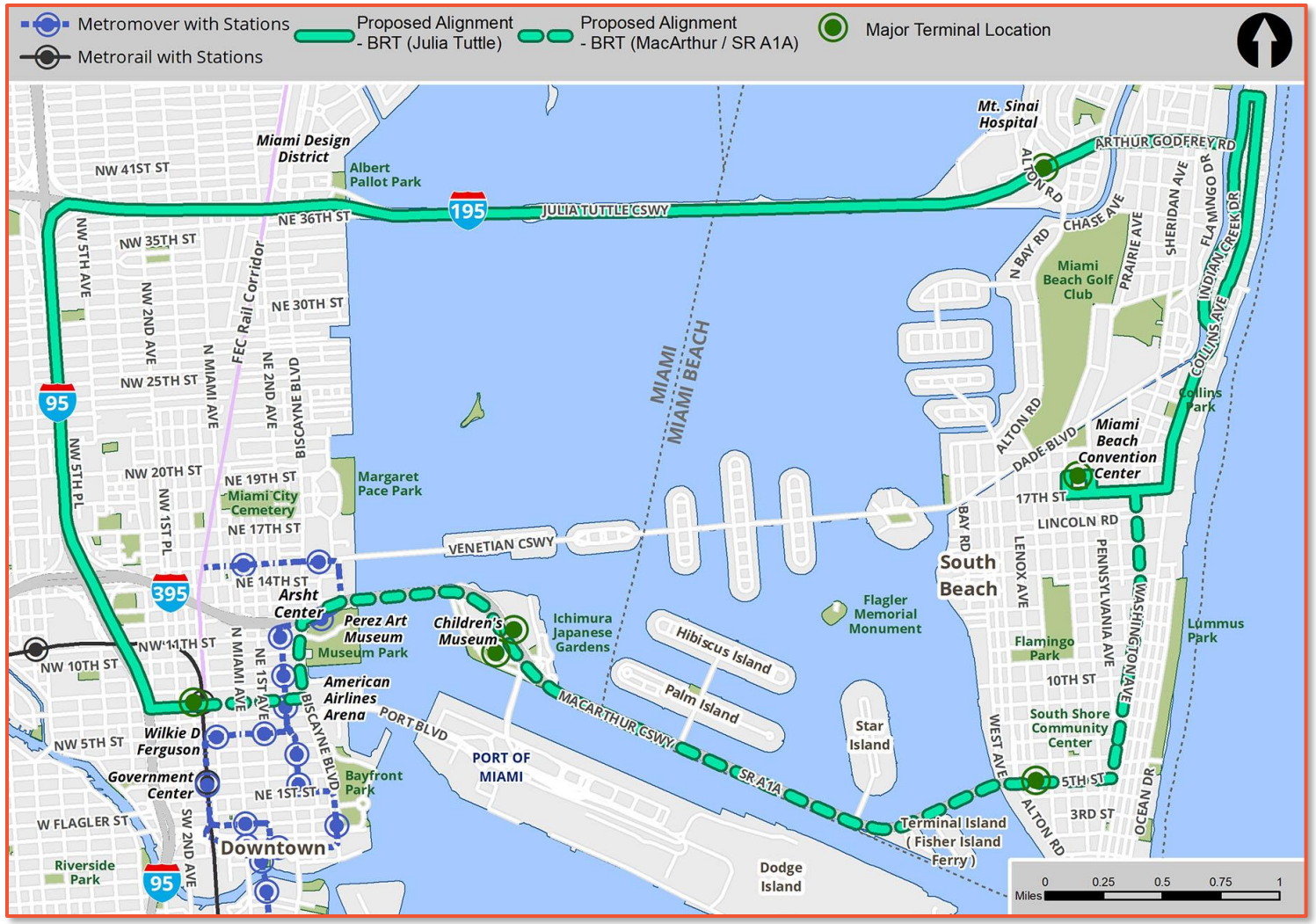
Project Alignments – Light Rail Transit

Light Rail Transit

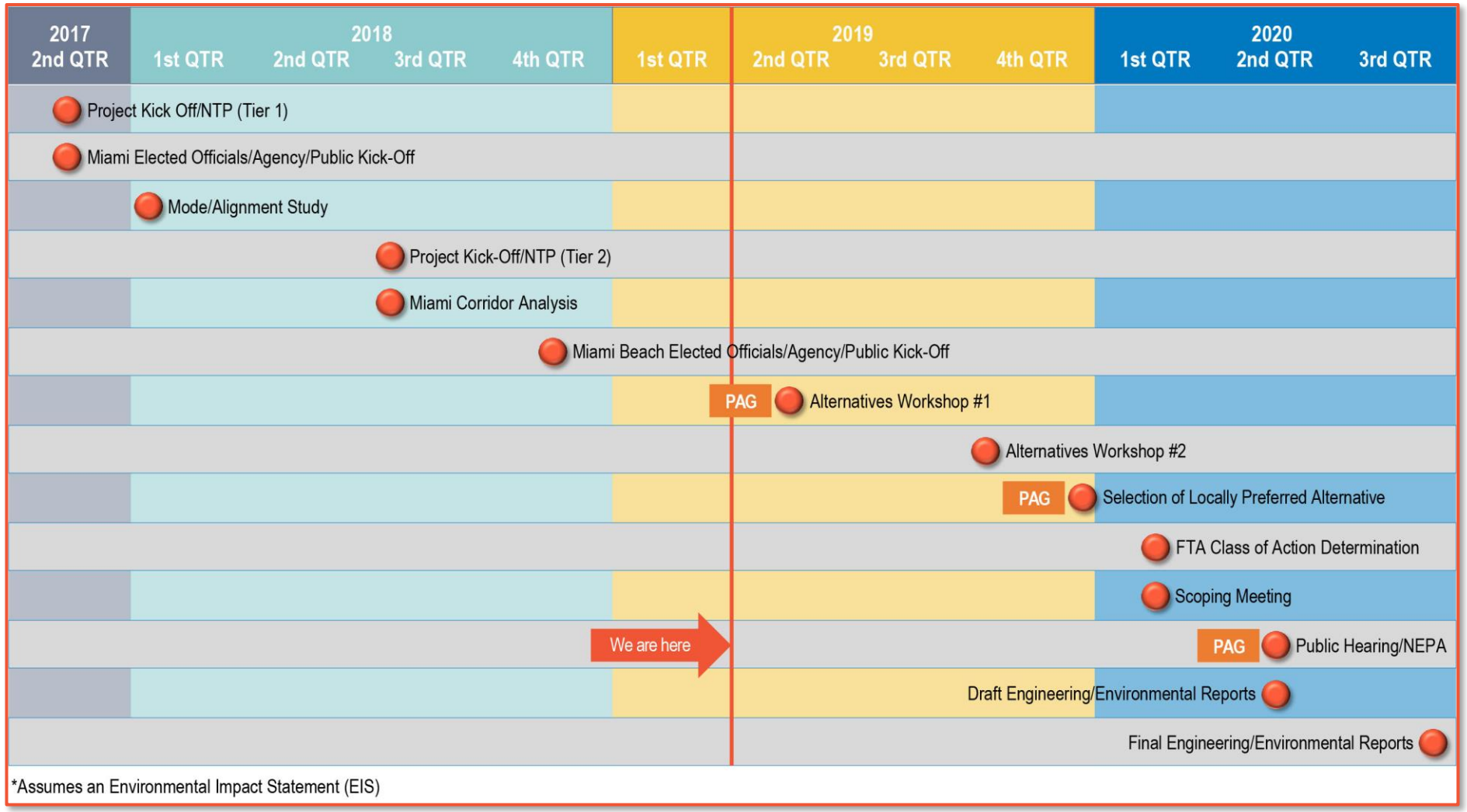


Project Alignments – Bus Rapid Transit

Bus Rapid Transit



Project Schedule



Public Engagement

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Your feedback is important!

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