



# East-West Corridor

PRESENTED BY

MIAMI-DADE COUNTY DEPARTMENT OF  
TRANSPORTATION AND PUBLIC WORKS (DTPW)

# Agenda

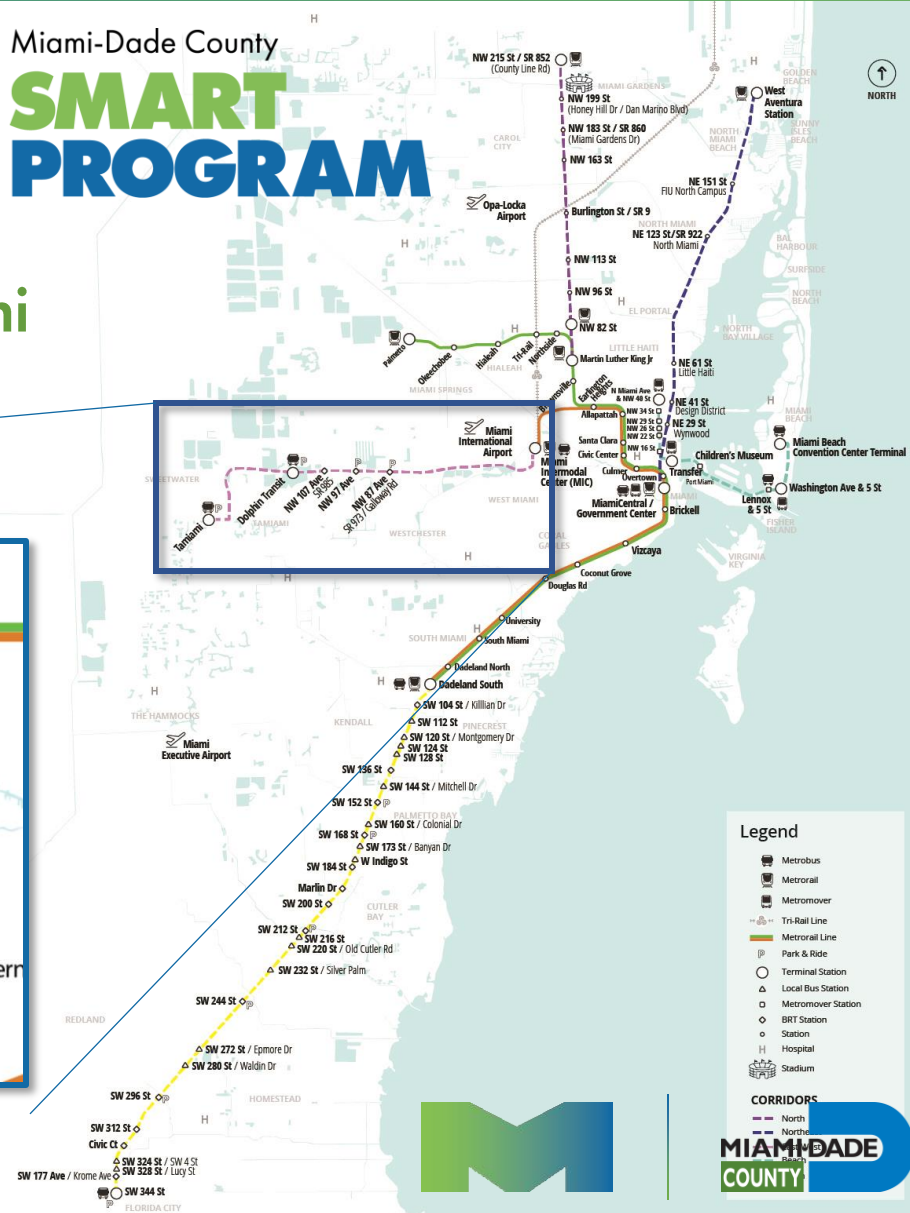
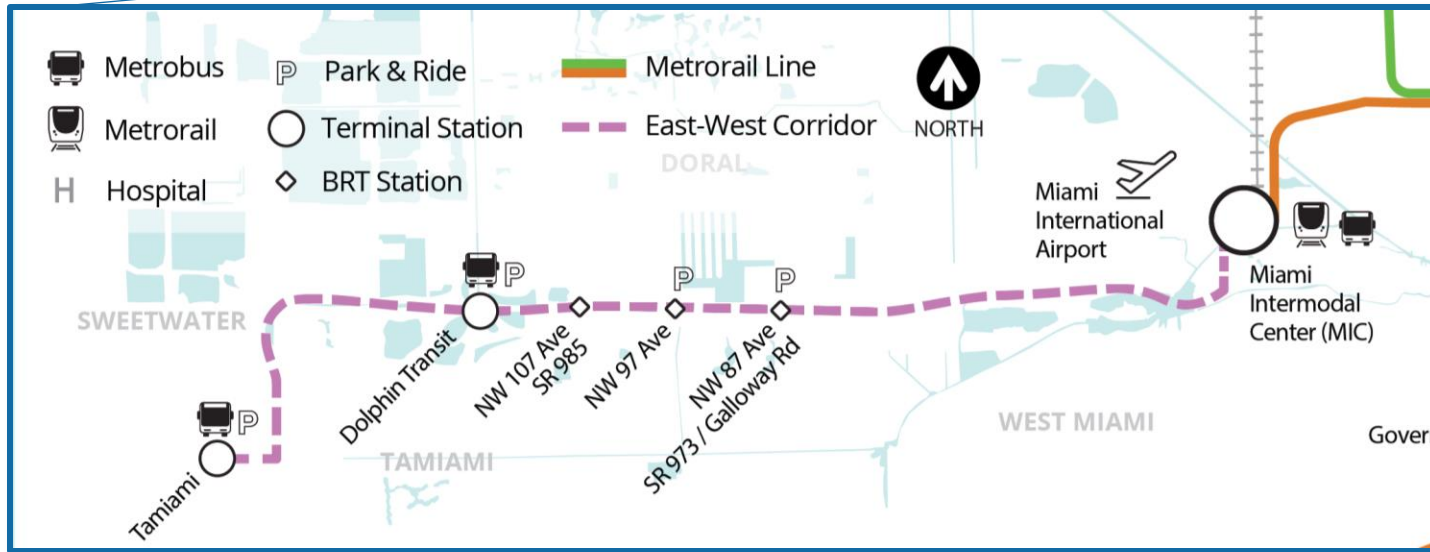
- 🚆 Introduction
- 🚆 Project Limits
- 🚆 Project History (LPA)
- 🚆 Project Information
  - 🚆 Station Videos
  - 🚆 Freeway BRT Implementations
  - 🚆 Ridership
- 🚆 Cost
- 🚆 Reversible Lane Implementation
- 🚆 Schedule





# East-West Corridor Project Limits

- 🚗 Provide efficient and reliable Bus Rapid Transit (BRT) service on dedicated transit lanes
- 🚗 Connecting Tamiami and Dolphin Stations to Miami Intermodal Center (MIC) and Government Center

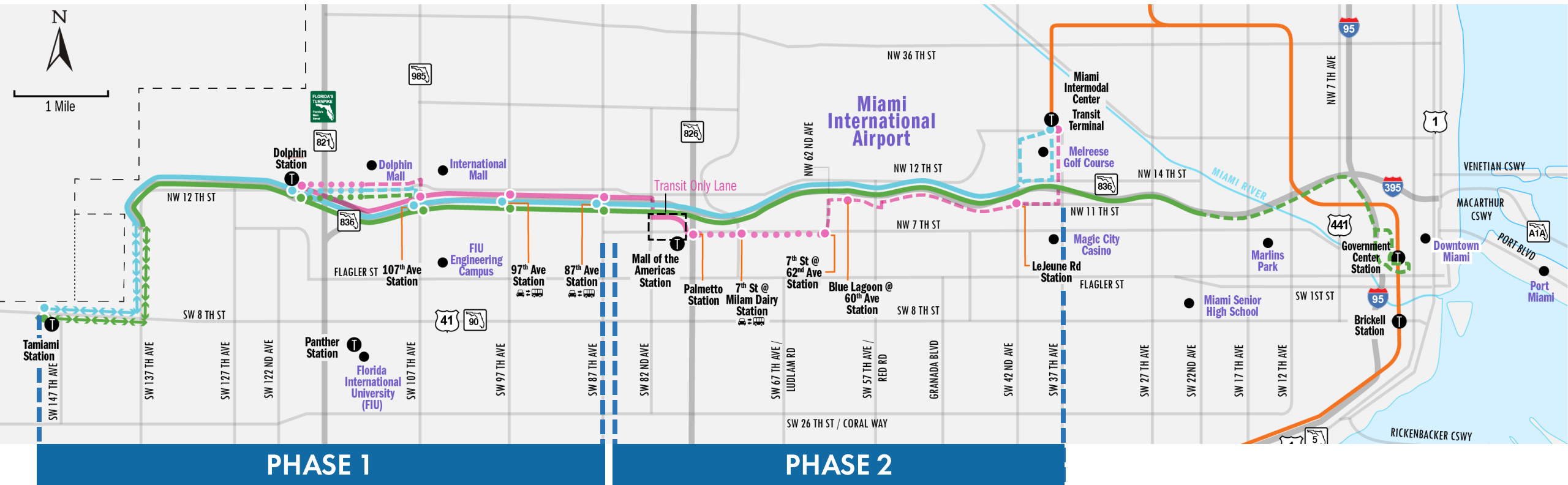


# East-West Corridor Project Phasing

RUNNINGWAY ALIGNMENT | Reversible Exclusive Center Transit Lanes Shoulder Running (Inside) BAT Lanes Mixed Traffic Proposed New BRT Stations

LEGEND | Activity Center Existing Transit Terminals Metrorail Park & Ride 2020 Urban Development Boundary 2030 Urban Expansion Area Boundary

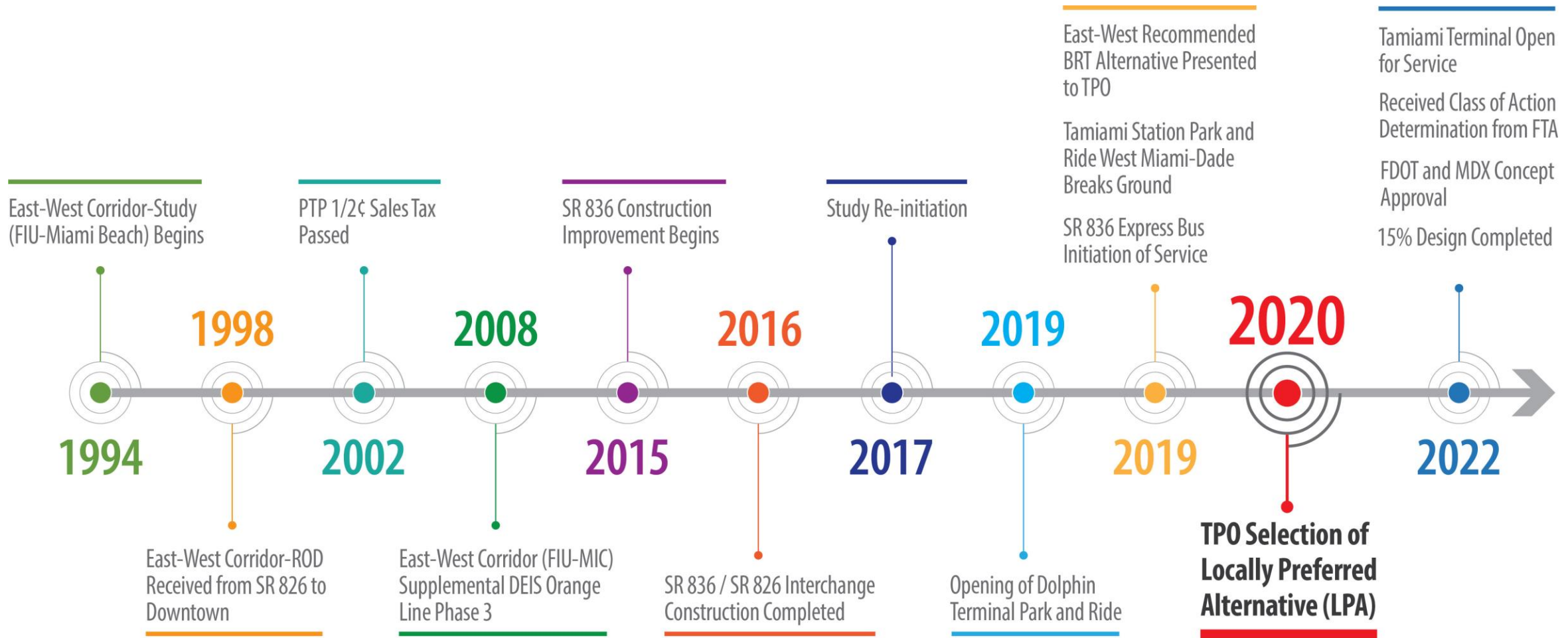
BRT SELECTED LPA | BRT Route 1 Tamiami to MIC (Phase 1) BRT Route 2 Tamiami to Downtown Miami (Phase 1) BRT Route 3 Dolphin Terminal to MIC (Phase 2)



- Dedicated single reversible lane – Tamiami Terminal to 836 Extension
- Dedicated shoulder lanes – 137 Avenue to 87 Avenue
- Center platform BRT stations – 107, 97, 87 Avenue

- Dedicated lanes – 7 Street from 82 to 62 Avenue
- Side BRT stations –
  - Palmetto Station
  - NW 7 Street at NW 72 Avenue
  - NW 7 Street at NW 62 Avenue
  - Blue Lagoon Drive at NW 60 Avenue
  - NW 42 Avenue at NW 11 Street

# East-West Corridor Project History



East-West Recommended BRT Alternative Presented to TPO

Tamiami Station Park and Ride West Miami-Dade Breaks Ground

Tamiami Terminal Open for Service

Received Class of Action Determination from FTA

FDOT and MDX Concept Approval

15% Design Completed

# East-West Corridor Project Information

## PROJECT LENGTH

20

MILES



## TRANSIT SERVICE

3

BUS RAPID TRANSIT ROUTES

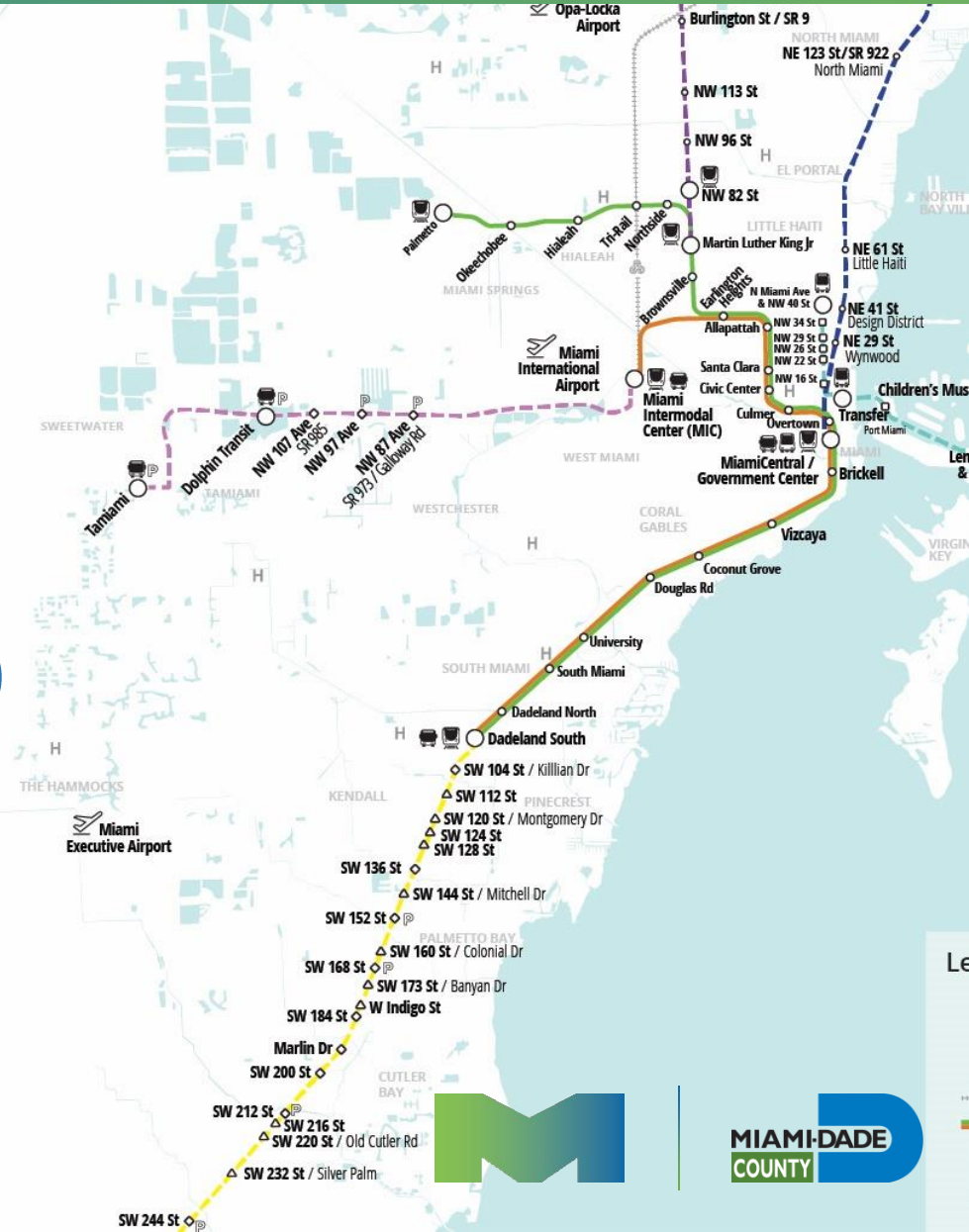


## Project Scope (PHASE 1)

- 12 miles of Dedicated Shoulder Lanes
- 3 miles of Reversible Lane
- 5 Miles of Mixed Traffic Operation
- 3 Center Platform Stations
- 2 Park-and-Rides

## Project Scope (PHASE 2)

- 2.1 miles of Dedicated Arterial Lanes
- 5 Side Stations
- 1 Park-and-Ride





# East-West Corridor Project Information



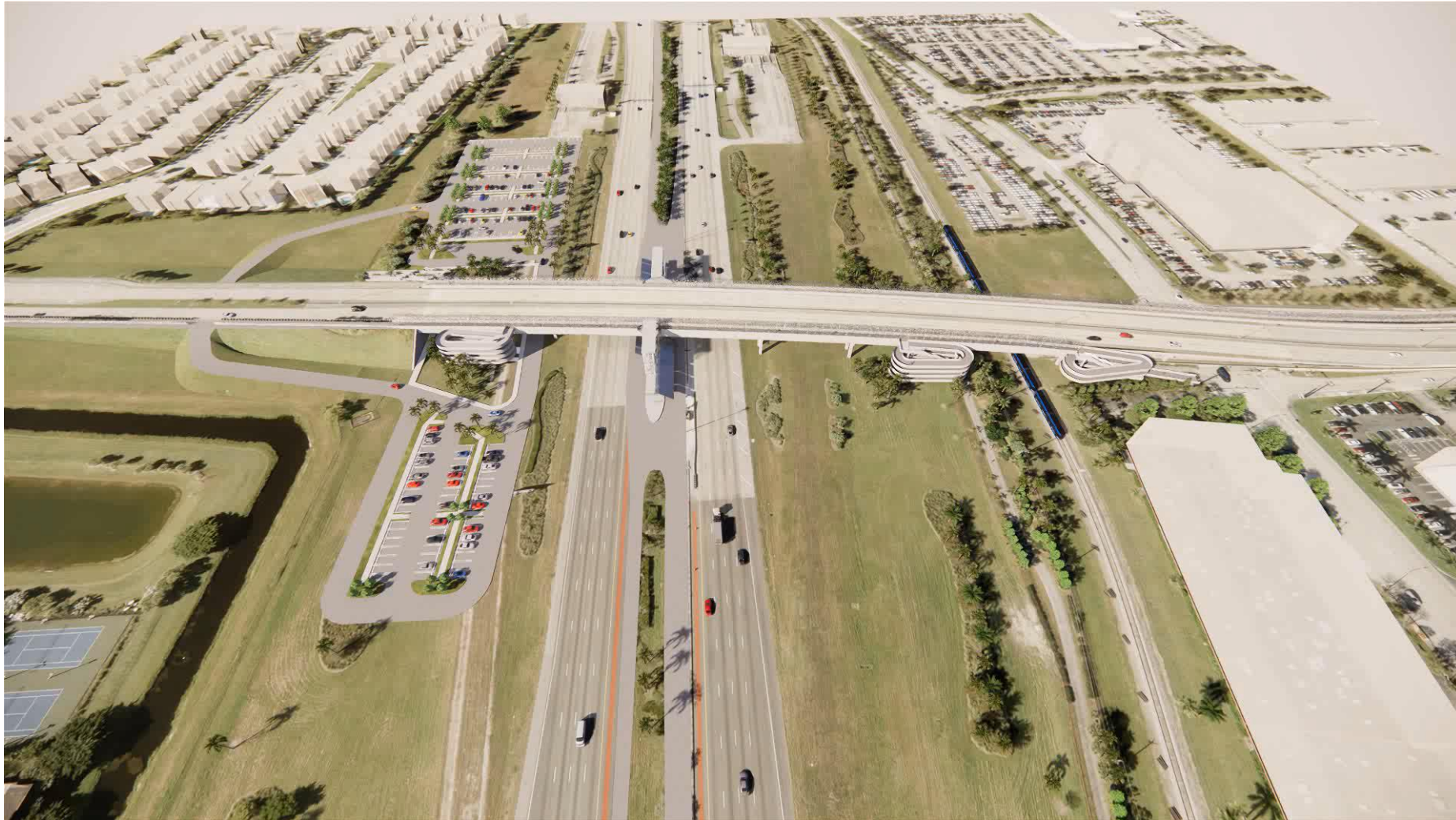
# East-West Corridor 107 Avenue Station



EAST / WEST CORRIDOR  
107th Avenue Station



# East-West Corridor 97 Avenue Station



# East-West Corridor 87 Avenue Station





# East-West Corridor Side Stations



View of station at 72<sup>nd</sup> Avenue and NW 7<sup>th</sup> Street looking east



# East-West Corridor Side Stations



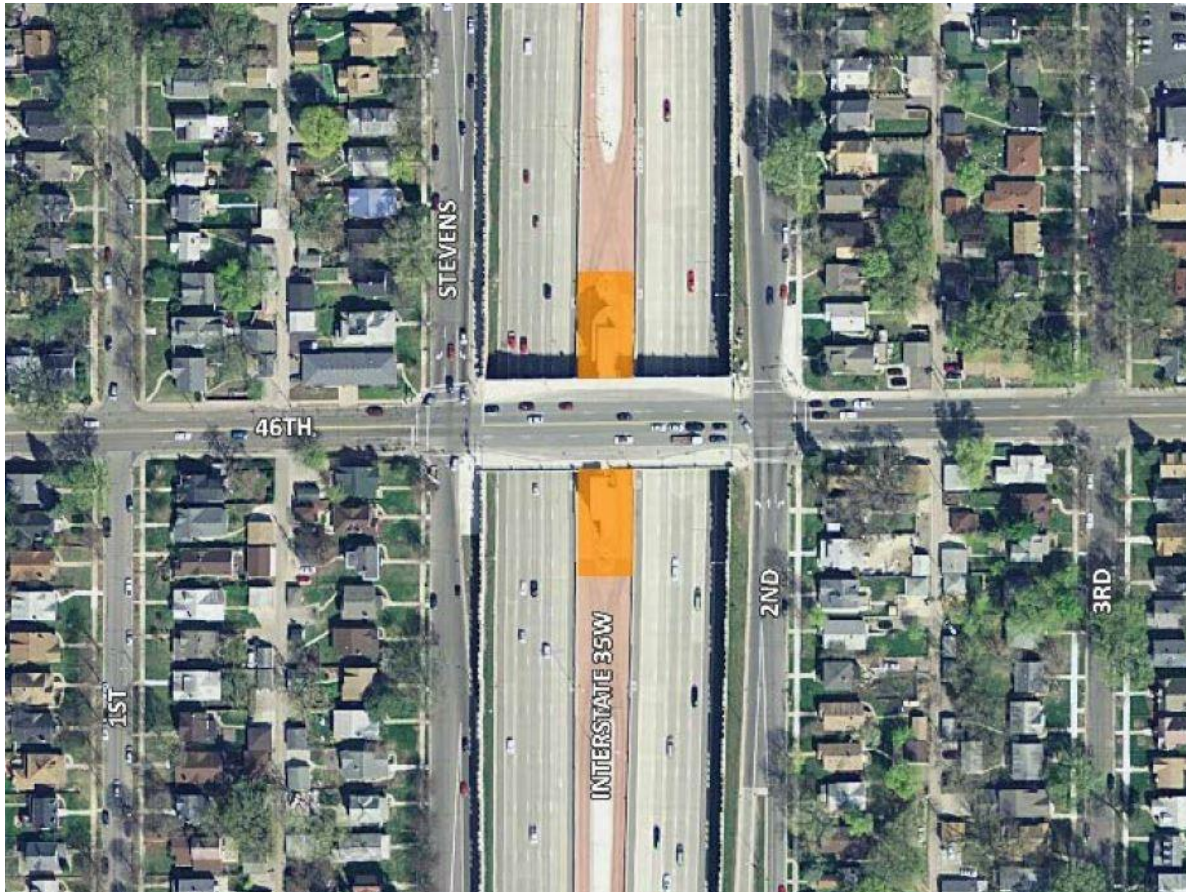
View of station at SR 836 EB off-ramp at Le Jeune Rd / NW 42<sup>nd</sup> Avenue looking north



# East-West Corridor – Freeway BRT Implementations

METRO Orange Line Bus Rapid Transit (BRT) - Minneapolis

I-35 W & 46<sup>th</sup> Street Station Aerial



Station Platform



Street Level





# East-West Corridor – Freeway BRT Implementations

METRO Orange Line Bus Rapid Transit (BRT) - Minneapolis

I-35 W & Lake Street Street Station Aerial



Station Entrance



Overall View

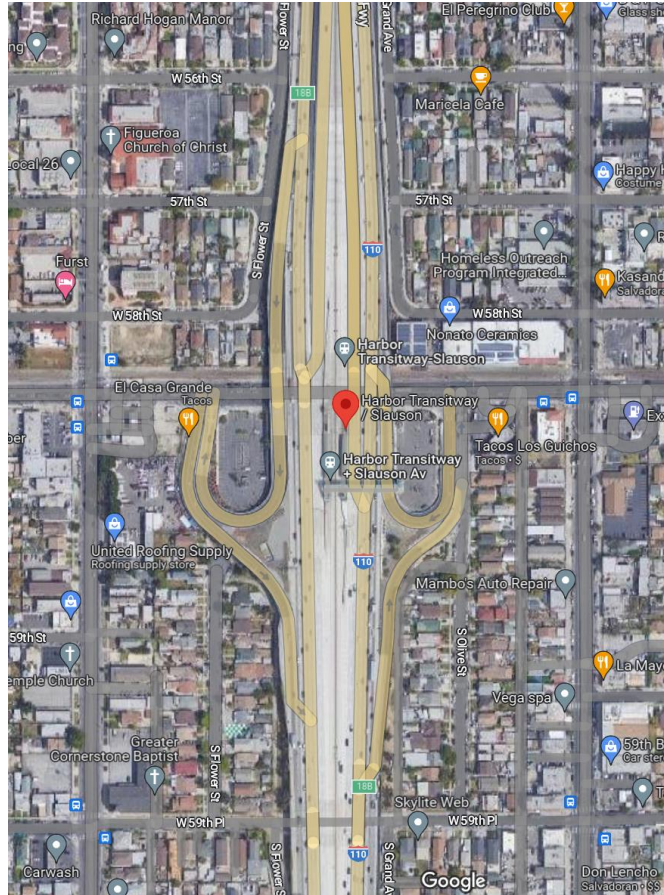




# East-West Corridor – Freeway BRT Implementations

LA METRO J Line – Silver

I-110/Harbor Transit Way @ Slauson Avenue



Station Platform



Station Platform





# East-West Corridor – Freeway BRT Implementations

## Sound Transit - Seattle

### I-5/236<sup>th</sup> Street SW Mountlake Terrace Freeway Station



Station/Freeway View



Station/Freeway View



# East-West Corridor Estimated Ridership

## 2040 AVERAGE DAILY RIDERSHIP PHASE 1



EAST-WEST BRTs

8,800



107 AVENUE STATION

795



97 AVENUE STATION

660

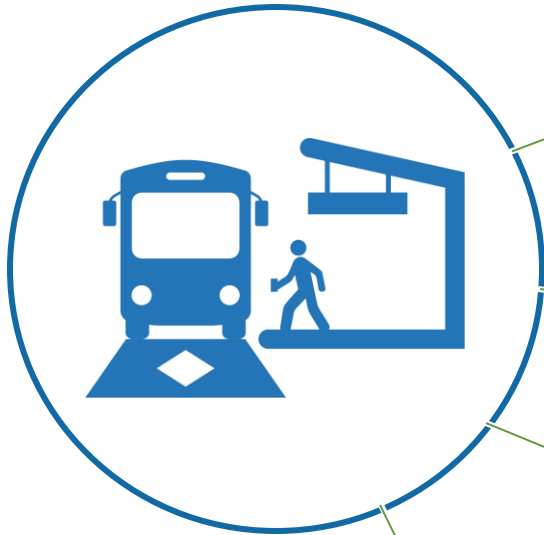


87 AVENUE STATION

1,580



# East-West Corridor Project Cost



**PHASE 1 - \$265M to \$300M (2022 dollars)**  
**PHASE 2 - \$150M to \$170M (2022 dollars)**  
 Capital Cost

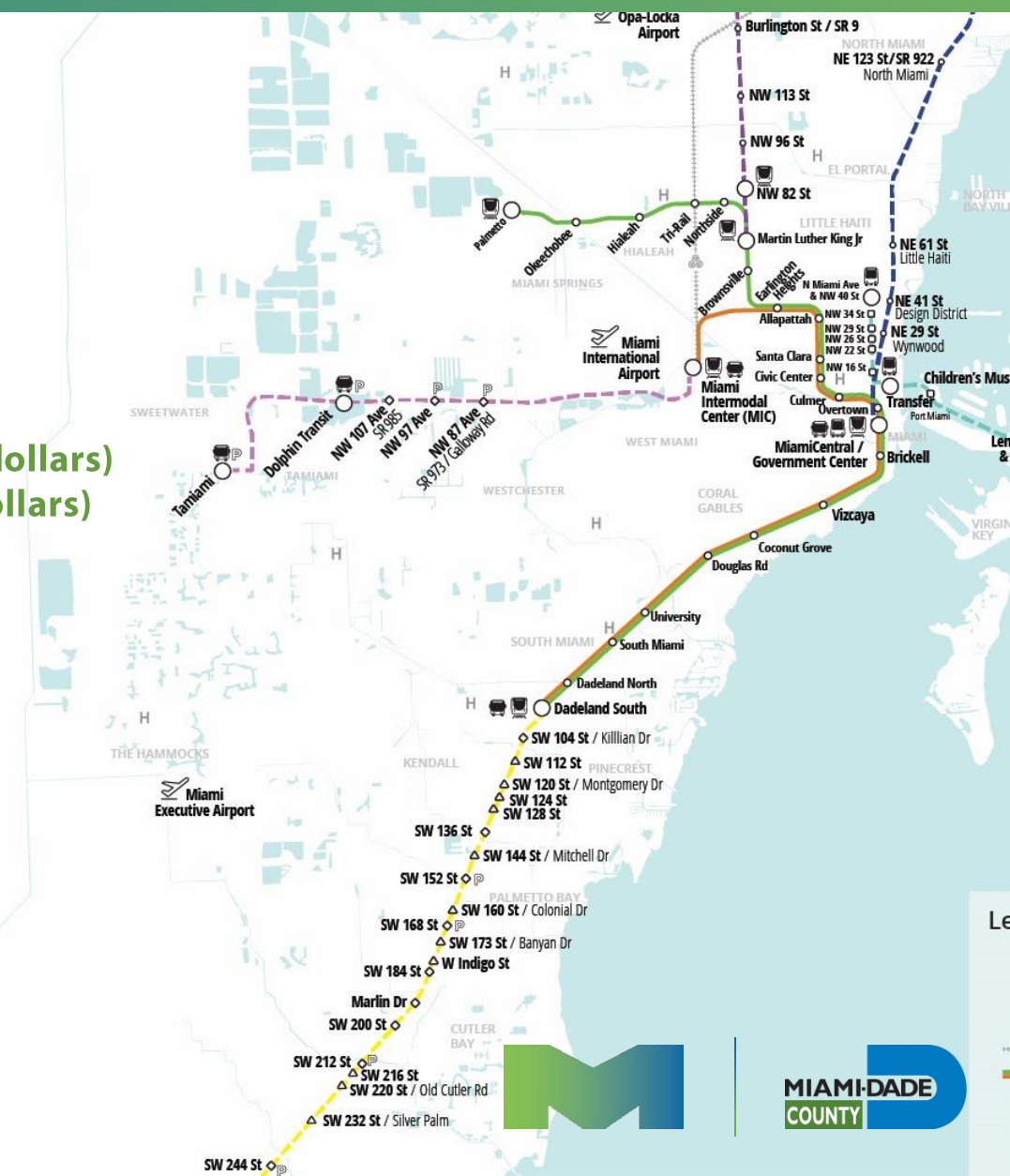


**PHASE 1 - \$18M to \$22M (2022 dollars)**  
**PHASE 2 - \$6M to \$8M (2022 dollars)**  
 O & M Cost



**Funding**  
 State & Local with FTA  
 Opportunities

**2030 - PHASE 1A: Reversible Transit Lane**  
**2032 - PHASE 1B: SR 836 Stations**  
**TBD - PHASE 2: 7 Street Dedicated Transit Lanes**  
 Completion

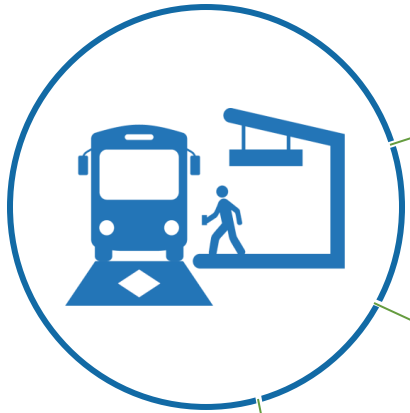




# East-West Corridor SW 8 Street Reversible Transit Lane



# East-West Corridor – PHASE 1A Reversible Lanes



**Travel Time Savings ~ 4.5 minutes**

(between Tamiami and Dolphin Park-and-Ride)



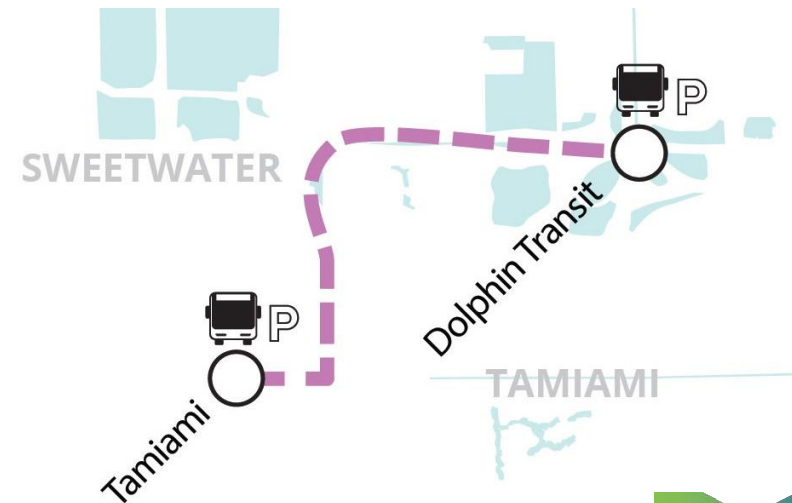
**PHASE 1A - \$50M to \$55M (2022 dollars)  
(SW 8<sup>th</sup> St/SW 137<sup>th</sup> Avenue)**

Capital Cost



- 2025 – Completion of 100% Design**
- 2026 – Completion of ROW Acquisition  
Advertise Construction**
- 2030 – Complete Construction**
- 2031 – Begin Service Operation**

Timeline





# East-West Corridor – Reversible Transit Lane Implementations

## Eugene – Emerald Express (EMX) BRT

Route Map



Station View



Street View



# East-West Corridor – Reversible Transit Lane Implementations

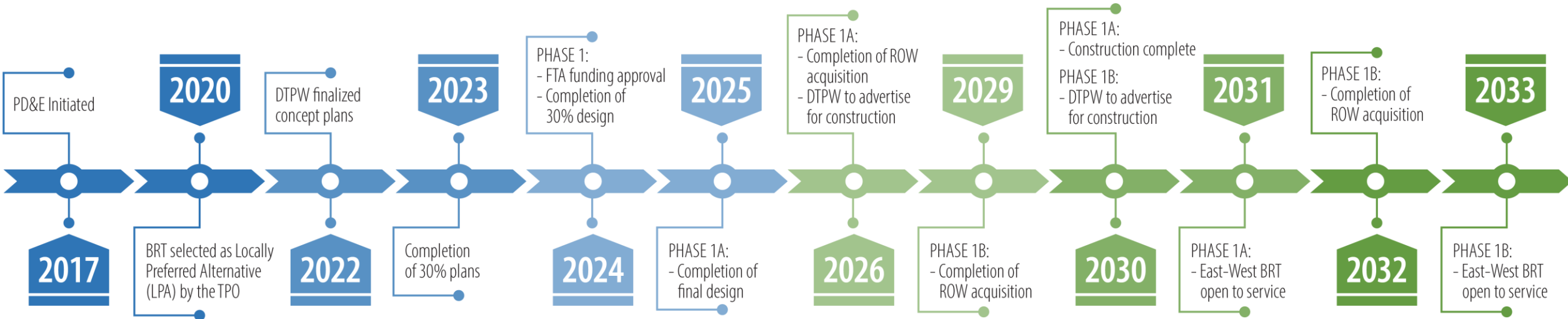
Eugene – Emerald Express (EMX) BRT Reversible Lane Operations





# East-West Corridor Project Schedule

## EAST-WEST CORRIDOR BRT | PROJECT MILESTONES



**NOTE:**

Phase 1A - Reversible Transit Lane from SW 8 Street at SW 137 Avenue, 137 Avenue from 8 Street to SR 836 Extension, and SR 836 Extension

Phase 1B - 107 Avenue, 97 Avenue, and 87 Avenue stations on SR 836

THANK YOU