

BEACH CORRIDOR

RAPID TRANSIT PROJECT BENEFITS



MIAMI-DADE
**SMART
PLAN**



In January 2020, a Locally Preferred Alternative (LPA) was selected for each of the Project Areas. The LPAs are as follows:

- Beach Corridor Trunkline**
 Elevated rubber-tire technology from Herald Plaza to Washington Avenue and 5th Street
- Beach Corridor Design District**
 Metromover Extension along North Miami Avenue up to NW 41st Street
- Beach Corridor Convention Center**
 Dedicated lanes for Bus/Trolley along Washington Avenue to the Convention Center

PROJECT BENEFITS

MOBILITY IMPROVEMENTS

- Project is a transit extension that provides direct connections to existing South Florida regional/local transit systems (Metrorail, Metromover, Tri-rail, Virgin Trains). Ridership estimates (2040) between 28,000 and 42,000 not including significant visitor trips which are not reflected in the model.

CONGESTION RELIEF

- Provides alternative east west transit connection between two major activity centers separated by the waters of Biscayne Bay. Currently, the two east-west expressways (I-395 and I-195) that connect Miami and Miami Beach each carry over 100,000 average vehicles per day (200k total). Significant congestion hampers continued economic development in the region.

ECONOMIC DEVELOPMENT

- Over 16.5m overnight visitors and an additional 6.8m day trippers to the Greater Miami and Beaches areas.
- Population of 107,010 within 1/2-mile buffer and 186,600 within 2 miles.
- Access to employment of 108,651 jobs within 1/2-mile buffer and 207,500 jobs within 2 miles.

ENVIRONMENTAL BENEFITS

- Project footprint minimizes environmental impact, in comparison to road widening in Biscayne Bay
- LPA technologies are rubber tire for minimal noise pollution and vibration effects on the existing neighborhoods.

LAND-USE

- Capitalize on population densities that are among the highest in the nation with 17,800 people per square mile within Downtown Miami.
- Offer access to diverse populations, with a higher than County-wide minority percentage and a lower median household income than the County and National levels.



BEACH CORRIDOR

RAPID TRANSIT PROJECT BENEFITS



MIAMI-DADE
**SMART
PLAN**

PILOT PROGRAM FOR EXPEDITED DELIVERY



Consistent with the FTA Evaluation Process



Prospect for Innovative Financing Strategy



**Potential New Revenue Streams
for Transit Extension**



Potential for Public/Private Partnership

(As indicated by recently submitted proposal for DBFOM using private property)



Beneficial in Relation to Cost

(Based on FTA evaluation process, project is cost effective, ranging from \$6.50 - \$10 / trip)



Timeliness of Implementation

(Project dates back to 1988 and is a candidate for quick implementation with pilot study funds)

Criteria	RATING				Likely DTPW Rating For Beach Corridor	
	High	Medium	Low			
Project is part of a regional transit network plan	in adopted plan	in consideration	not in plan	High	3	
Project is extension or completion of existing system	initial segment in place	initial segment planned	no initial segment	High	3	
Extent that Project provides connectivity with existing network	2+ existing corridors	1-2 existing corridors	no existing corridors	High	3	
Public-Private Partnership opportunity	specific/ in place agreement	proposal pending	no proposal	Medium/ High	2	
Project readiness/timeliness of completion	planning, preliminary engineering and NEPA clearance completed	planning and conceptual design completed	planning initiated	High	3	
Existing system in state of good repair	meets FTA standards	approaching FTA standards	does not meet FTA standards	High	3	
Financial condition/stability of agency	meets FTA standards	approaching FTA standards	does not meet FTA standards	High	3	
Funding plan/innovation (% non-federal share)	100% committed	80-100% committed	60-80% committed	Medium/ High	2	
% Federal Request of Total Project Capital Cost	<= 25%	NA	>25%	High	3	
Project ridership forecast per day	30-40,000	20-30,000	10-20,000	High	3	
Environmental benefits (impacts relative to roadway widening)	Minimal	Moderate	High	Medium/ High	2	
Potential congestion relief (ADT in corridor)	>100,000	80-100,000	60-80,000	High	3	
Population/Employment accessibility to system (within 1/2-mile)	>100,000	80-100,000	60-80,000	High	3	
Economic Activity - Annual Visitor/Tourist accessibility to system	>20 million	16-20 million	12-16 million	High	3	
				High	2.8	



DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS