

East-West Corridor Rapid Transit Project Selection of Locally Preferred Alternative



Department of Transportation
and Public Works (DTPW)

Transportation Planning Organization Governing Board
October 22, 2020

Study Objective

Evaluate Transit Alternatives

Alternatives Evaluated

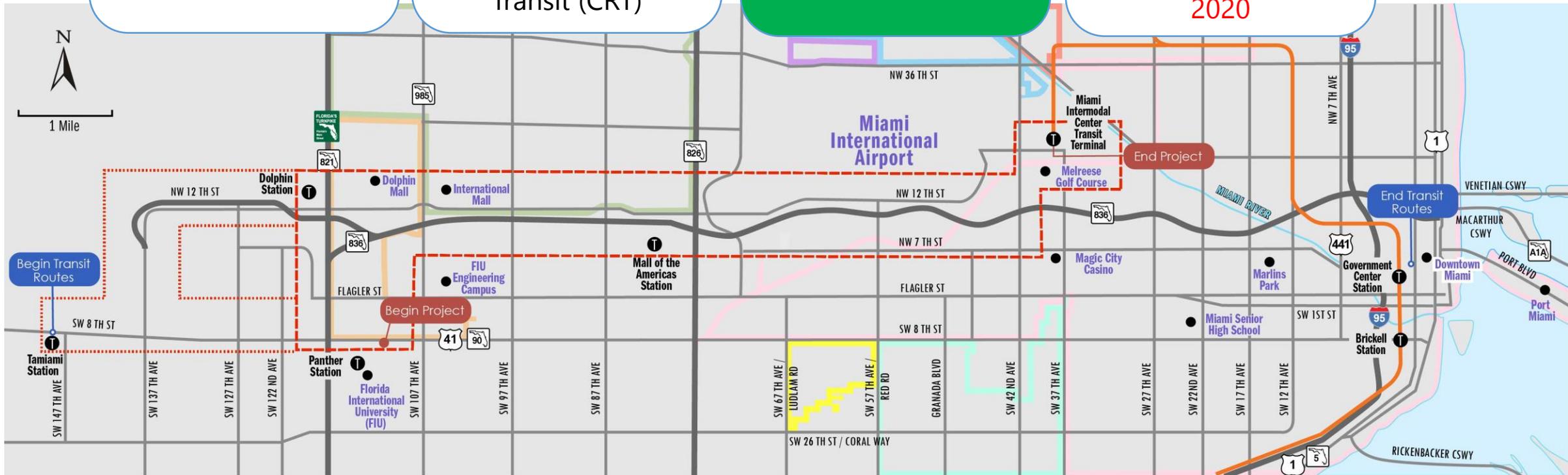
Bus Rapid Transit (BRT)
Heavy Rail Transit (HRT)
Commuter Rail Transit (CRT)

Recommended Alternative

Dedicated Bus Rapid Transit (BRT)
TPO Board April 2020

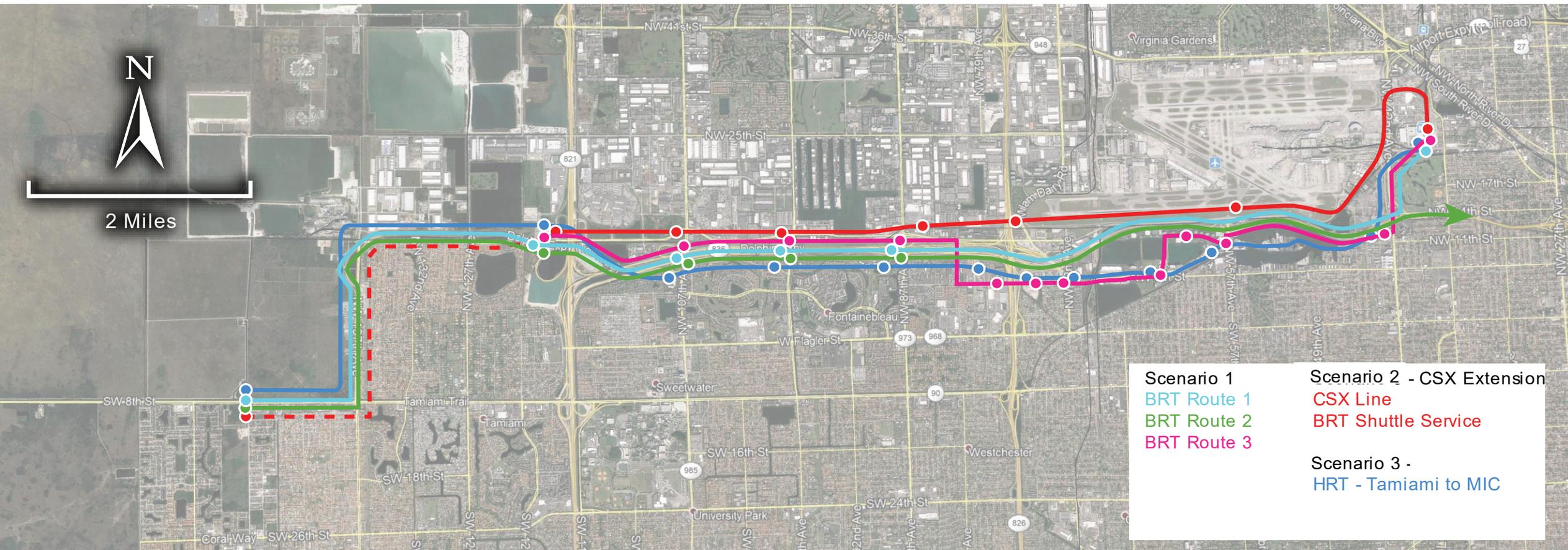
Implementation Plan

BRT Alternative Elements
Proposed Connections
TPO Board October 2020



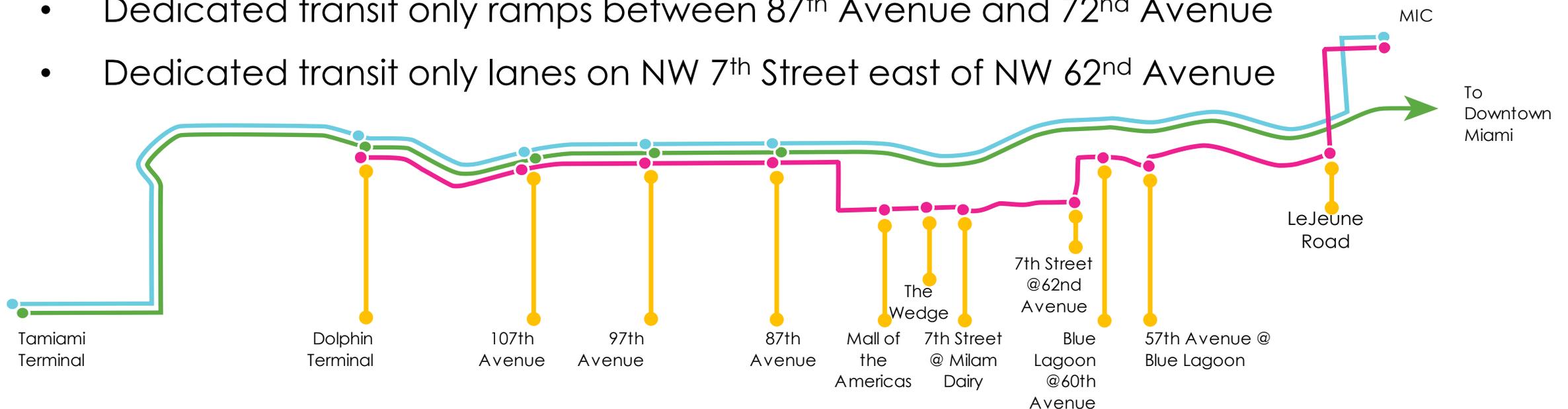
LEGEND | ● Activity Center T Transit Terminals — Metrorail - - - Project Area ····· West Extension Study Area
 □ Unincorporated Miami-Dade County □ Sweetwater □ Doral □ City of Miami □ West Miami □ Coral Gables □ Virginia Gardens □ Miami Springs □ Hialeah

Objectives – Refine Transit Alternatives to enhance connections to and from Tamiami and Dolphin Terminals, Doral, Mall of the Americas/Blue Lagoon, MIC, and Downtown



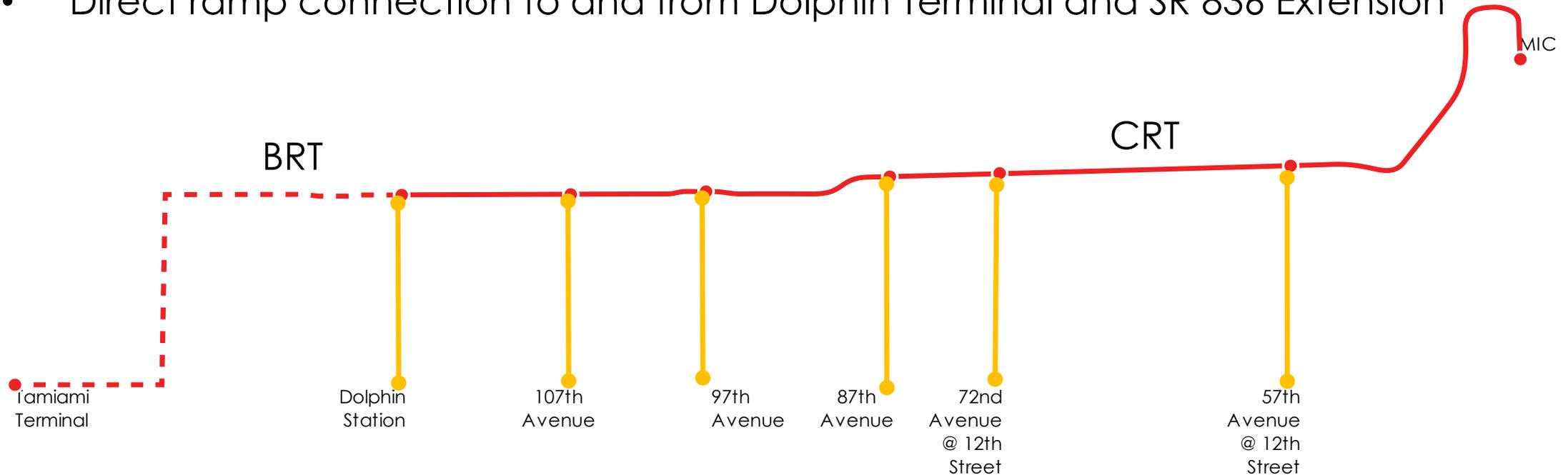
- BRT Alternative

- Reversible Center Dedicated Bus Only Lanes on SW 8th Street and SW 137th Avenue
- Dedicated Bus-on-Shoulder on SR 836 Extension to Dolphin Terminal
- Direct ramp connection to and from Dolphin Terminal and SR 836 Extension by MDX
- At-grade reversible transit only lane at SW 8th Street and SW 137th Avenue intersection
- Center stations on SR 836 at 107th, 97th, and 87th Avenue
- Dedicated transit only ramps between 87th Avenue and 72nd Avenue
- Dedicated transit only lanes on NW 7th Street east of NW 62nd Avenue



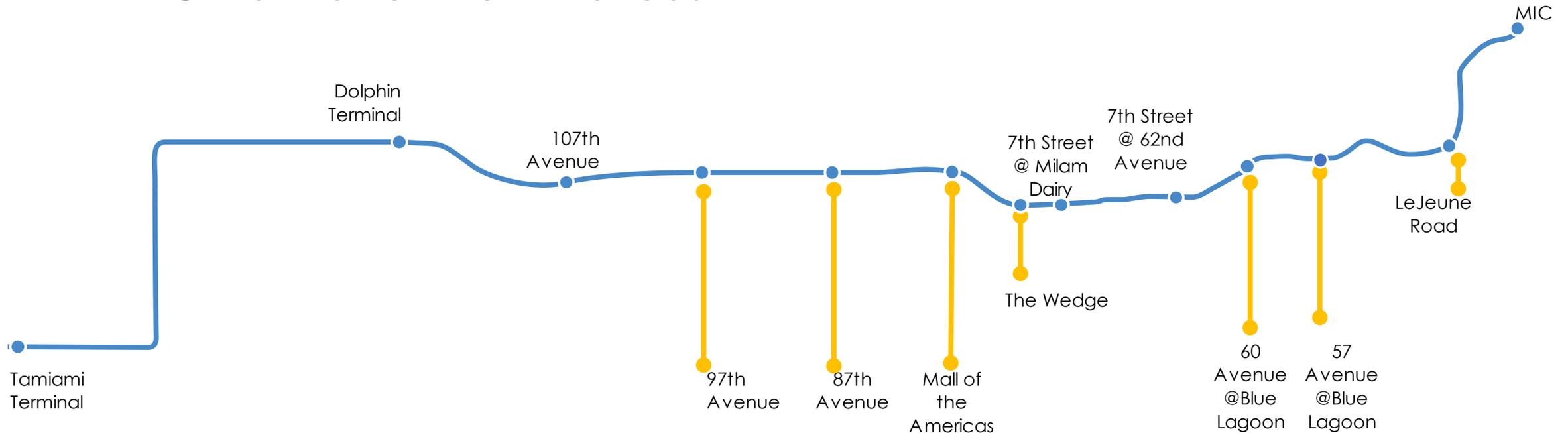
- CRT/BRT Alternative

- Reversible Center Dedicated Bus Only Lanes on SW 8th Street and SW 137th Avenue
- Dedicated Bus-on-Shoulder on SR 836 Extension to Dolphin Terminal
- At-grade reversible transit only left turn lane at the intersection of SW 8th Street and SW 137th Avenue
- Direct ramp connection to and from Dolphin Terminal and SR 836 Extension



- HRT Alternative

- Elevated HRT (Metrorail) on SW 8th Street from Tamiami Terminal to Dolphin Terminal
- Elevated HRT (Metrorail) along south side of SR 836 from Dolphin to MIC via Mall of the Americas



East-West Corridor Rapid Transit Project

Evaluation Parameters

- Cost
 - Construction/Capital Costs
 - Operating & Maintenance Costs
 - Cost Effectiveness

- Mobility
 - Mode shift from auto to transit
 - Ridership/Trip on Project
 - Travel Time

- Environmental Effects
 - Noise impacts
 - Potential number of parks affected
 - Contamination/Hazardous sites impacts

BRT Refined Alternative 2	HRT Refined Alternative 3	CRT Refined Alternative 4
Route 1 - Tamiami Terminal to MIC	Tamiami Terminal to MIC (no transfer to Dadeland South Station)	BRT Shuttle - Tamiami Terminal to Dolphin Station CRT - Dolphin Station to the MIC
Route 2 - Tamiami Terminal to Downtown		
Route 3 - Dolphin Station to MIC		

- Recommended Alternative – BRT Alternative
 - Competitive travel times
 - Estimated ridership ~7,000 to 11,000 riders per day
 - Greater flexibility than rail for future expansion
 - Iconic stations that
 - encourage TOD and economic development
 - provide gateway to City of Doral
 - Compatible with implementation of CSX as future transit improvement
 - West Kendall connection via SW 157th Avenue widening
 - Federal & State funding opportunity

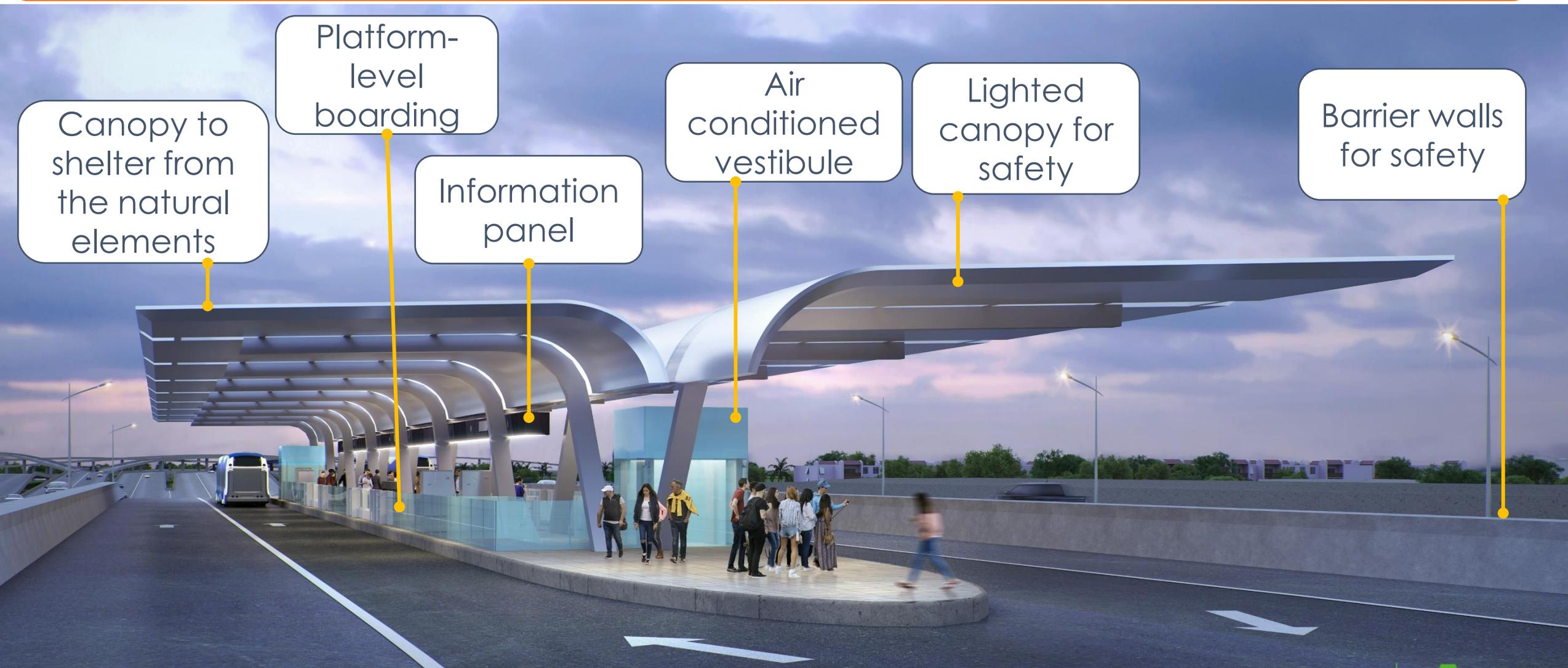
Leverage Federal Dollars – Project Phases

- BRT Alternative
 - Implement in two phases eligible for Small Starts
 - Eligibility Criteria:
 - Capital Cost – \$300M
 - Federal Funding up to \$100M
 - Proposed Phasing:
 - **Phase 1** – BRT Route 1 Tamiami to MIC and Route 2 Tamiami to Downtown. Estimated Capital Cost Approx. \$265 million
 - **Phase 2** – BRT from Dolphin to MIC. Estimated Capital Cost Approx. \$153 million

State-of-the-Art Facilities – Center Station Features

- BRT Bus lanes in median of SR 836
- Maintains inside shoulder dedicated lanes for 836 Express point to point service
- Constructed within MDX right-of-way
- Allows for development of iconic center station platforms
- Facilitates safe transfer between local buses and trolleys
- Provides for pedestrian friendly and short walking distances between park-and-ride lots and platforms
- Provides for other future additional transit modes such as Commuter Rail on the CSX tracks
- Facilitate future implementation of Automated/Connected Vehicle technology
- Enhances safety:
 - Eliminates conflicts with vehicles entering and existing SR 836 with the right shoulder-running operation
 - Requires no street or BRT lanes crossing

State-of-the-Art Facilities – SR 836/Dolphin Expressway



Canopy to shelter from the natural elements

Platform-level boarding

Information panel

Air conditioned vestibule

Lighted canopy for safety

Barrier walls for safety

State-of-the-Art Facilities – SR 836/Dolphin Expressway



State-of-the-Art Facilities – SR 836/Dolphin Expressway



State-of-the-Art Facilities – SR 836 – 87th Avenue Station



87th Avenue Northbound
Pedestrian walkway from Park-and-Ride Lot



Access to BRT station

East-West Corridor Rapid Transit Project

State-of-the-Art Facilities – NW 7th Street



State-of-the-Art Facilities – NW 7th Street

View of station at 72nd Avenue and NW 7th Street looking East

Platform-level boarding

Transit Only Lane

Air conditioned vestibule

Mesh Screening for optimum ventilation and arts in public places



Who Benefits

110,000

People

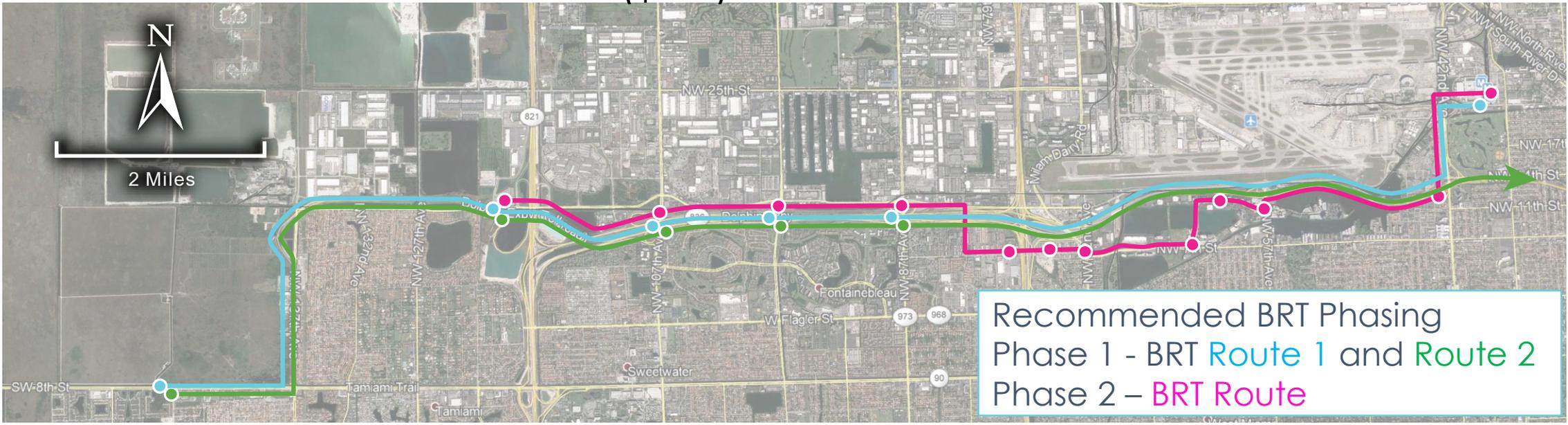
102,000

Employees

- Dolphin TOD
- West Kendall
- City of Doral
- City of Sweetwater
- City of Miami
- Florida International University
 - Flagami
- Miami International Airport
- Miami Intermodal Center
 - Fountainebleu
- Mall of the Americas
 - Dolphin Mall
 - Blue Lagoon
- Downtown Miami

Leveraging
Federal
Dollars

- Funding Plan for the Recommended Alternative - BRT
 - Two Small Starts Projects – Phase 1 (\$265M) & Phase 2 (\$153M)
 - Funding for BRT Phase 1 included in Financial Plan Fiscal Priority Committee July 2020
 - **Federal Funds 33% / State Funds 33% / Local Funds 33%**
 - O+M Cost will be funded by local funds - Phase 1 (\$17.2M) & Phase 2 (\$6M)



Meetings to Date

- Agency Kick-off Meeting – June 13, 2017
- Public Kick-off Meeting – June 15, 2017
- Corridor Workshops – 2 workshops
- Alternatives Workshops – 2 workshops
- Project Advisory Group Meetings – 2 meetings
- One-on-One Meetings (21 meetings)
- Partnership Meetings (9 meetings)
- Presentations to Municipalities
 - City of Doral
 - City of Sweetwater
 - City of Miami

Spring 2020 Meetings

- Project Advisory Group (PAG)
- One-on-one meetings
- Partnership Meetings
- TPO Sub-committee Meetings
- TPO Governing Board Meeting

Summer 2020 Meetings

- One-on-one briefings
- Partnership Meetings
- TPO Governing Board Meeting

Resolutions of Support

- Citizen Independent Transportation Trust (CITT)
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Freight Transportation Advisory Committee (FTAC)
- Citizen Transportation Advisory Committee (CTAC)



East-West Corridor Rapid Transit Project

Schedule



We are here

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*Your feedback
is important!*