South Corridor Rapid Transit Project
Public Kick-Off Meeting

Wednesday, May 31, 2017
Meeting Overview

- Miami-Dade County SMART Plan
- South Corridor
- Project History and Timeline
- South Corridor History
- Transitway Existing Conditions
- Study Elements
- Project Scope and Purpose
- Existing Transit Facilities
- Project Schedule
- Study Objectives
- Technologies
- Public Involvement
- Locally Preferred Alternative
Miami-Dade County SMART Plan

Six Corridors:

- Beach Corridor
- East-West Corridor
- Kendall Corridor
- North Corridor
- Northeast Corridor
- South Corridor
South Corridor

- Existing South Dade Transitway: Connects Dadeland South Metrorail Station with SW 344th Street in Florida City (approximately 20 miles)

- Corridor Cities
  - Village of Pinecrest
  - Village of Palmetto Bay
  - Town of Cutler Bay
  - City of Homestead
  - City of Florida City
Project History Timeline

- **2003**: TOD Master Plans for Exclusive T-Way Corridors Study
- **2006**: South Link Study / AA Report
- **2007**: South Dade Managed Lanes
- **2013**: US 1 Express Lanes PD&E Study
- **2015**: South Link Study Update
- **2016**: South Link Study Update
- **2017**: South Corridor Rapid Transit Project commences
South Corridor History
Transitway Existing Conditions

- Mostly 100-foot wide right-of-way for its entire length
- Designed for transit buses and emergency/security vehicles
- One 12-foot wide bus lane per direction with 29 stations
- 8-10 foot wide bicycle/pedestrian path along the west side, separated from bus lanes by a swale
- Adjacent to US-1
<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Involvement</strong></td>
<td>Continuous outreach and coordination with community and stakeholders</td>
</tr>
<tr>
<td><strong>Data Collection</strong></td>
<td>Review of existing conditions</td>
</tr>
<tr>
<td><strong>Engineering Analysis</strong></td>
<td>Develop and evaluate alternatives that meet the goals of the project</td>
</tr>
<tr>
<td><strong>Environmental Evaluations</strong></td>
<td>Identify potential impacts to social, natural, and physical environments</td>
</tr>
</tbody>
</table>
Project Scope and Project Purpose

Project Scope

• Document Existing Conditions
• Develop Transit Mode Alternatives using Existing Transitway Alignment
• Station Stop Locations and Transit Terminals
• Multimodal Connections

Project Purpose

• Improve Mobility
• Promote Connectivity
• Enhance Accessibility
• Stimulate Economic Development
Existing Transit Facilities
Project Schedule

Kickoff May 2017 → Corridor Workshops Summer 2017 → Alternative Workshops Fall 2017 → Preferred Alternative Spring 2018
Study Objectives: Evaluate Transit Alternatives

- At-Grade Metrorail Extension
- At-Grade BRT using the existing Transitway
- At-Grade Light Rail Transit
- Connected and Autonomous Vehicle (CAV) alternative

All alternatives will consider grade separations at major intersections
## Review of Transit Technologies

<table>
<thead>
<tr>
<th>Metrorail Extension</th>
<th>Bus Rapid Transit (BRT)</th>
<th>Light Rail Transit (LRT)</th>
<th>Connected and Autonomous Vehicles (CAV)</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="metrorail_extension.png" alt="Image" /></td>
<td><img src="bus_rapid_transit.png" alt="Image" /></td>
<td><img src="light_rail_transit.png" alt="Image" /></td>
<td><img src="connected_and_autonomous_vehicles.png" alt="Image" /></td>
</tr>
</tbody>
</table>
Examples: At-Grade Rail Rapid Transit

Chicago CTA Brown Line

Boston MBTA Blue Line
Examples: At-Grade Bus Rapid Transit

Los Angeles County Metro Orange Line
(Source: Metro.net)

Cleveland GCRTA HealthLine
Examples: At-Grade Light Rail Rapid Transit

Portland, OR Tri-Met (Source: Dan Haneckow, Flickr)
Connected and Autonomous Vehicle Technology

Source: CityMobile2, National Center for Transit Research

Source: EasyMile, National Center for Transit Research
Public Involvement

- Elected Officials and Agency Kick-Off Meeting
- Public Kick-Off Meeting
  - Outreach
    - Property Owner Notices
    - Advertisements (Miami Herald and El Nuevo Herald)
    - Meeting Notice Distribution
      - Metrorail Station
      - Park and Ride Lots
      - Public Facilities (18 locations)
- DTPW Social Media and Municipal Networks
- Unscheduled Meetings
- Fact Sheets (English and Spanish)
- Corridor Workshops - Fall 2017
- Project Website: www.miamismartplan.com

#MiamiSMARTPlan
Selecting the Locally Preferred Alternative (LPA)

**Purpose and Need**
- Identify the need for transit investment
- Determine project goals and objectives
- Define evaluation criteria

**Tier 1 Definition and Evaluation: Qualitative**
- Identify the universe of alternatives
- Qualitative evaluation to determine feasibility

**Tier 2 Definition and Evaluation: Quantitative**
- Define the remaining alternatives in detail:
  - Develop operating plan
  - Generate ridership forecast
  - Estimate capital and O&M costs
- Evaluate the alternatives in detail

**Selection of Locally Preferred Alternative (LPA)**
Q&A
DTPW Project Manager Jie Bian
(786) 469-5245
jie.bian@miamidade.gov

John Kulpa
Consultant Project Manager
AECOM
(786) 682-4962
john.kulpa@aecom.com

DTPW Public Information Officer Karla Damian
(786) 469-5420
kdamian@miamidade.gov