



Beach Corridor Transit Connection Study Project Executive Committee (PEC) Meeting

Stephen P. Clark Center
111 NW 1st Street, Miami
Conference Room 18-4
January 28, 2014

Today's Meeting Goals

- Provide project background
- Review 2004 Locally Preferred Alternative (LPA)
- Roundtable discussion on LPA refinements
- Identify PEC preferences
- Set future meeting date

Project Background:

Studies for Miami - Miami Beach System

- 1988 - Miami Beach Light Rail Feasibility Study
- 1992 - Dade County Priority Corridors Transitional Study
- 1995 - East-West Multimodal Corridor Study Draft Environmental Impact Statement (DEIS)
- 2002 - Miami-Miami Beach Transportation Corridor (Bay Link) Study
- 2003 - Miami-Dade MPO adopts Locally Preferred Alternative (LPA)
- 2013 - Beach Corridor Transit Connection Study (Current Study)**

Project Background: Study Organization

Agency/Organization

- Miami-Dade MPO
- Florida Department of Transportation (FDOT)
- Miami-Dade County
- City of Miami
- City of Miami Beach
- Miami DDA

Study Contribution

\$ 150,000

\$ 75,000

\$ 25,000

\$ 25,000

\$ 25,000

\$ 25,000

\$ 325,000 Total

The Miami-Dade MPO serves as the lead agency.

Project Background:

Project Executive Committee Members (PEC)

5-member Committee appointed by Elected Officials and comprised as follows:

- MPO Governing Board (2)
- Miami-Dade County
- City of Miami
- City of Miami Beach



Project Background: Supporting Agencies

- Miami-Dade MPO
- Miami Dade Transit
- PortMiami
- FDOT District 6
- Miami DDA
- MDX
- Miami-Dade Regulatory and Economic Resources(RER) Department
- Miami Parking Authority
- City of Miami
- City of Miami Beach
- Miami-Dade Public Works and Waste Management (PWWM) Department

**TECHNICAL
STEERING
COMMITTEE**

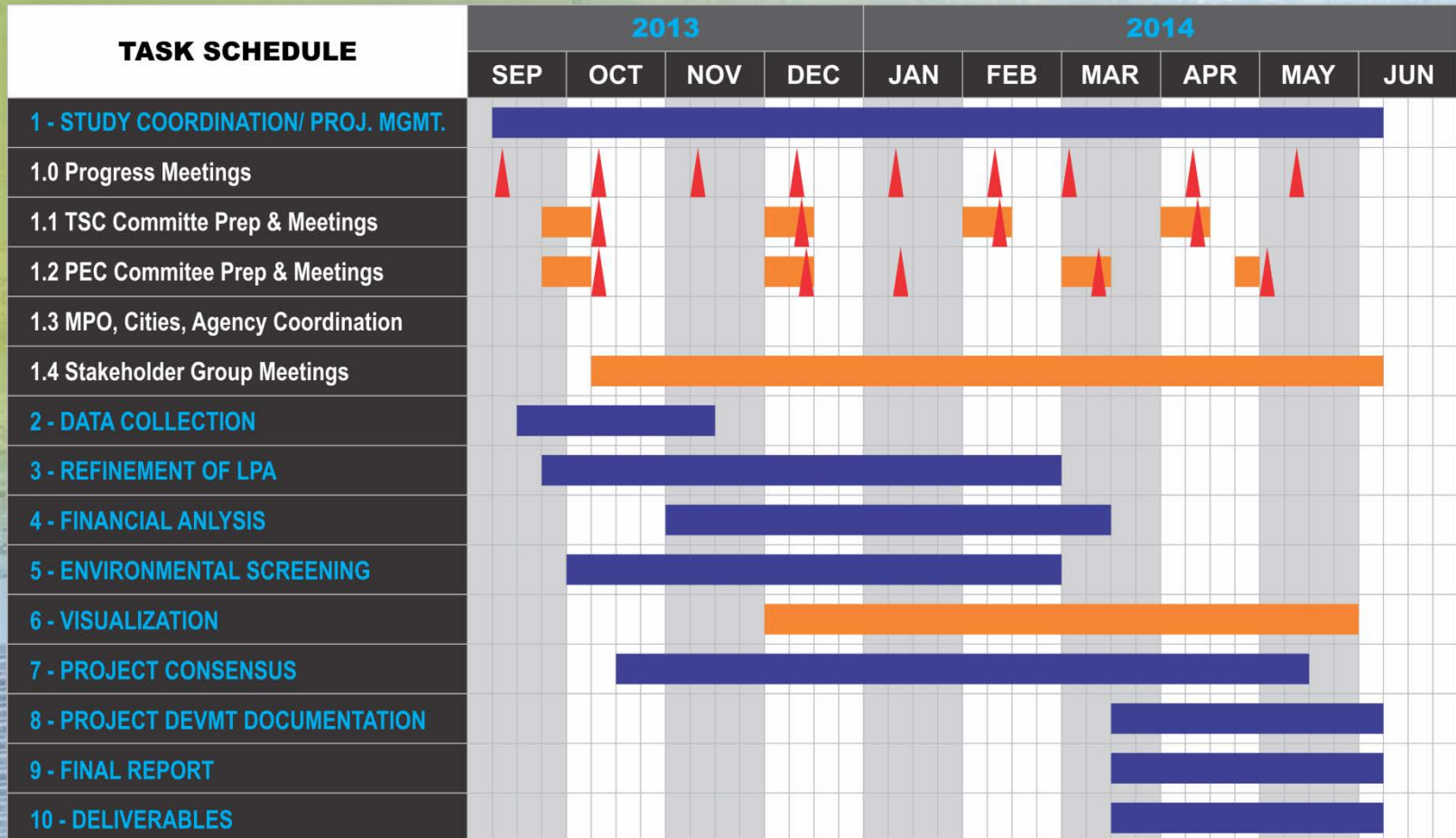
Supported by Gannett Fleming Consulting Team

Project Background: Study Purpose

1. Update the key elements of 2004 study
 - Refinements to the 2004 LPA
 - Identify potential extensions
 - Identify maintenance facility location(s)
 - Study wireless modern streetcar technology
 - Update cost estimates and financial plan
 - Conduct high level environmental screening
2. Gain consensus on how to move forward

Project Background: Study Schedule

BEACH CORRIDOR TRANSIT CONNECTION STUDY



▲ Milestone, Meeting or Deliverable

[Orange Bar] Intermittent Work

[Blue Bar] Roll Up Task

2004 Locally Preferred Alternative (LPA)



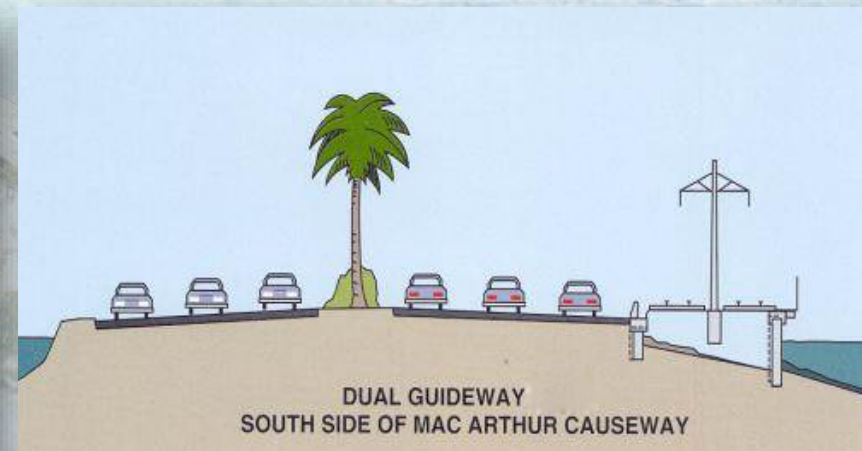
2004 LPA: Miami Beach Alignment

- Two independent loops:
 - ✓ Counter Clockwise Loop: Causeway/Regional Connector (**red line**)
 - ✓ Clockwise Loop: Local Circulator (**green line**)



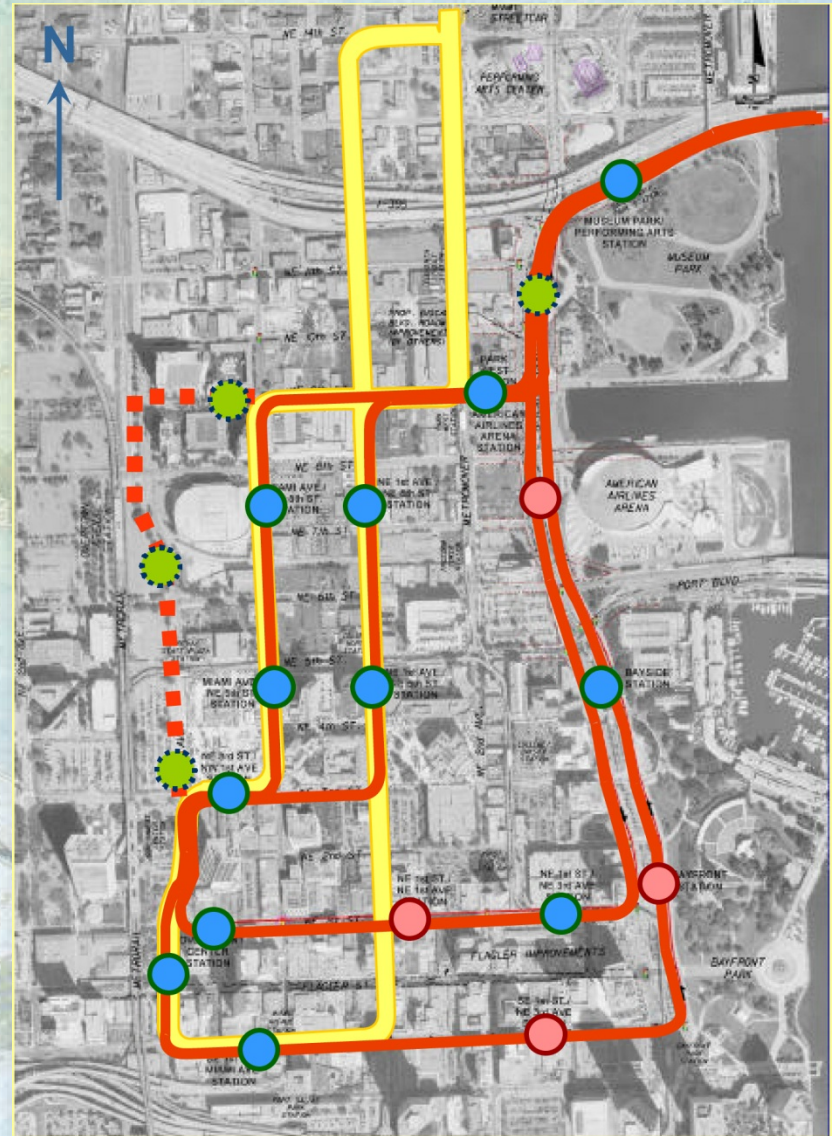
2004 LPA: Causeway Alignment

- Causeway Connector (red line)
 - ✓ Two elevated stations
 - ✓ Double track segment in exclusive guideway
 - ✓ Located on south side of causeway
 - ✓ Pedestrian bridge at Watson Island to connect to Jungle Island



2004 LPA: Downtown Miami Alignment

- Split Service (**red line**)
 - Counter clockwise outer loop
 - Clockwise inner loop
 - Optional alignments remained viable (**dotted red line**)
- Assumed Miami Streetcar (**yellow**)



2004 LPA: Technology Modern Streetcar/LRT



2004 LPA: Cost and Funding Sources

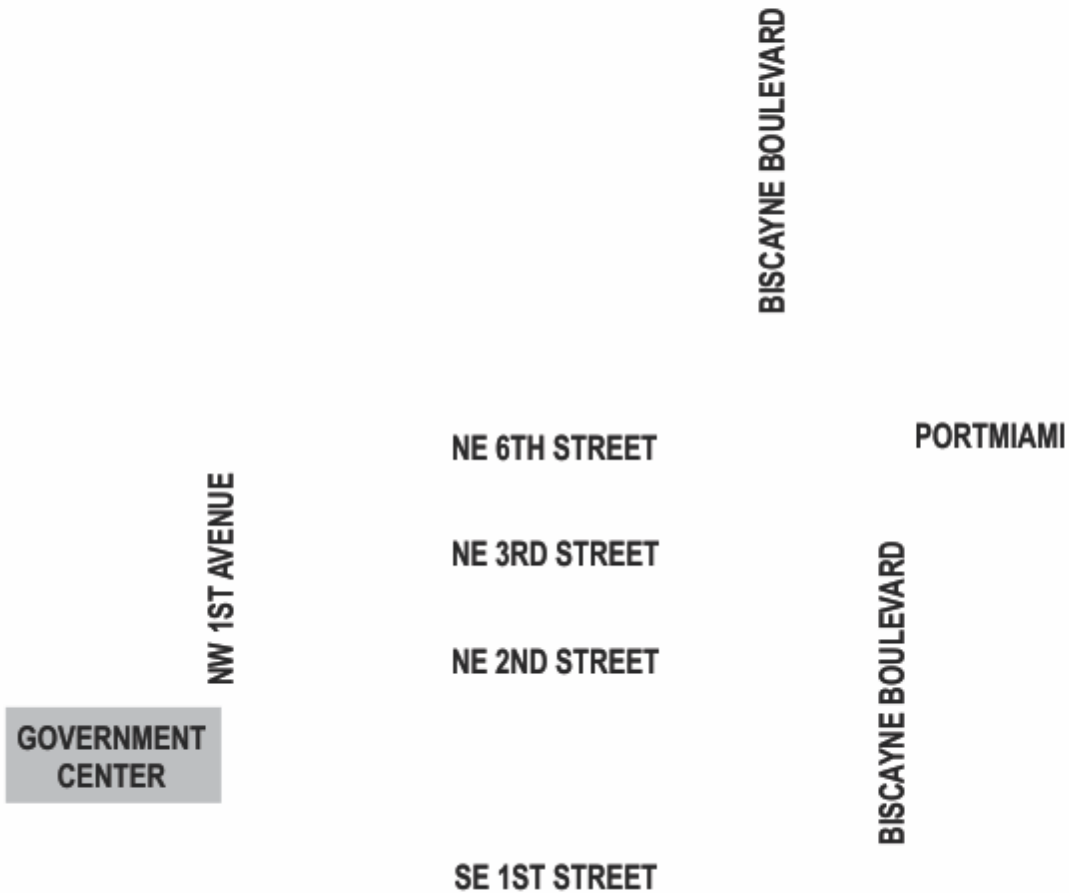
Funding Source:	Capital Cost by Source*:
• Federal (50% 5309) →	\$241.35
• State (25% FDOT) →	\$120.68
• Local (25% PTP) →	<u>\$120.68</u>
	\$482.71 Total

*In millions of 2004 dollars

LPA Refinements: Grouping of Alternatives in Downtown Miami

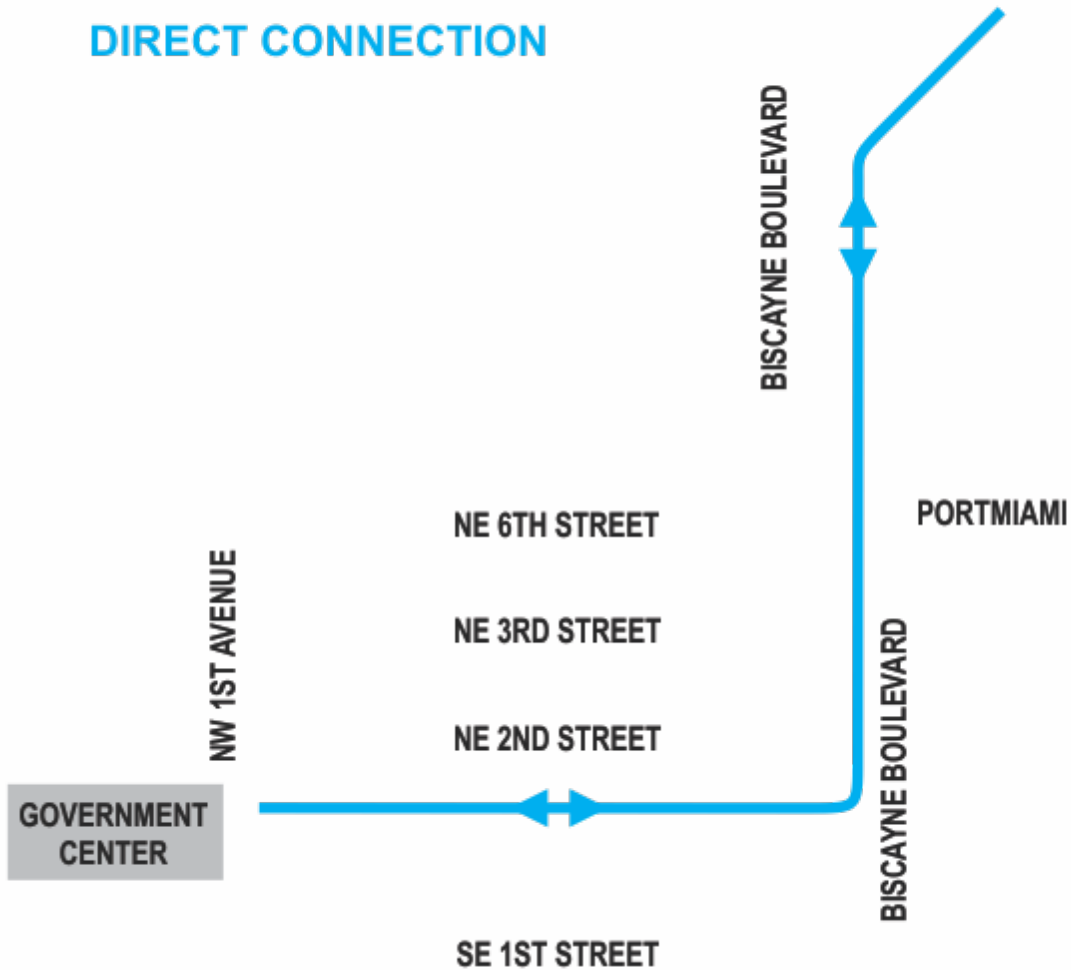
- Direct Connection: most direct connection from the Causeway to the Government Center transit hub
- Operational Loop: small loop that runs around the block on a single track thus improving street operations
- Circulation Loop: large one-way loop with several blocks in between that covers larger area
- Independent Lines: separate routes that operate independent of each other

LPA Refinements: Downtown Alternatives

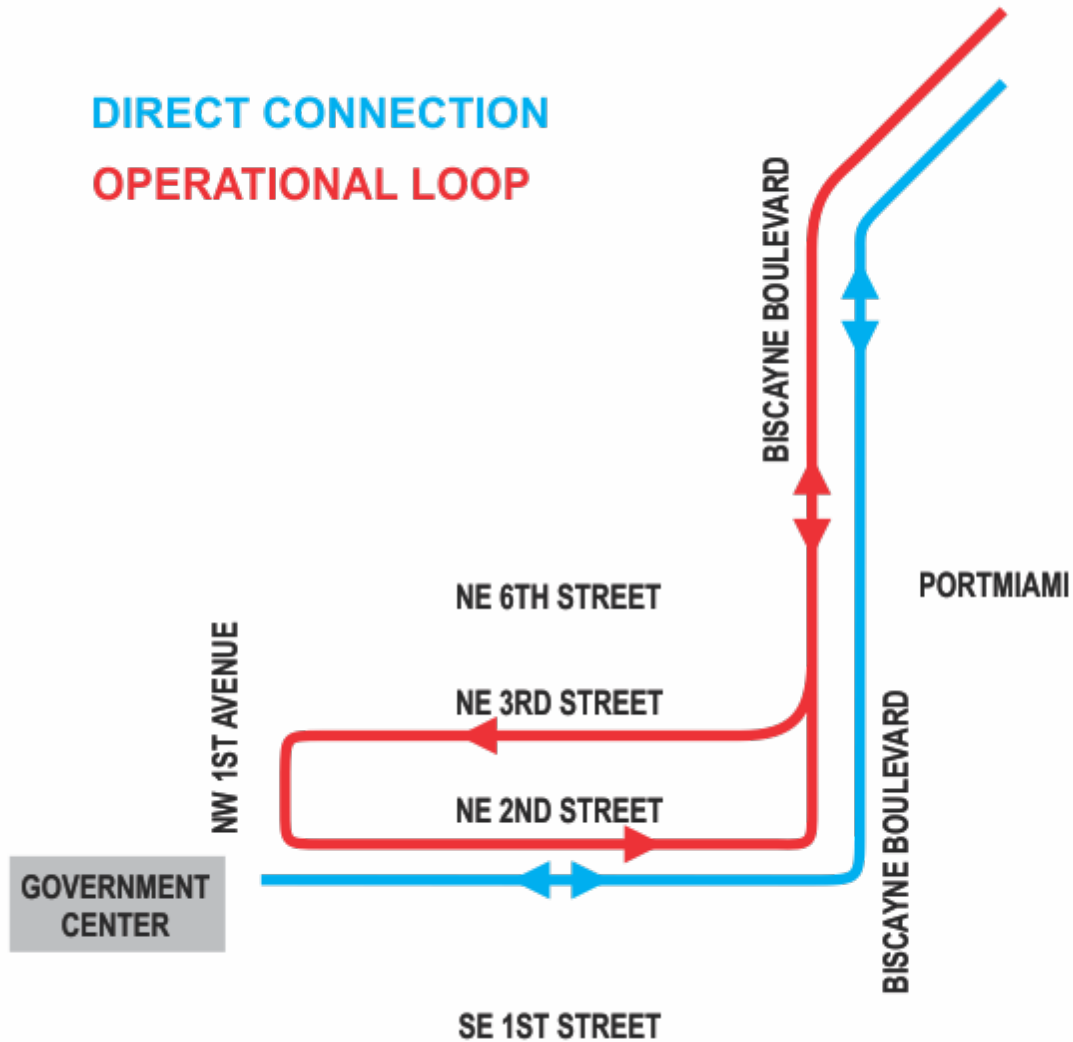


LPA Refinements: Downtown Alternatives

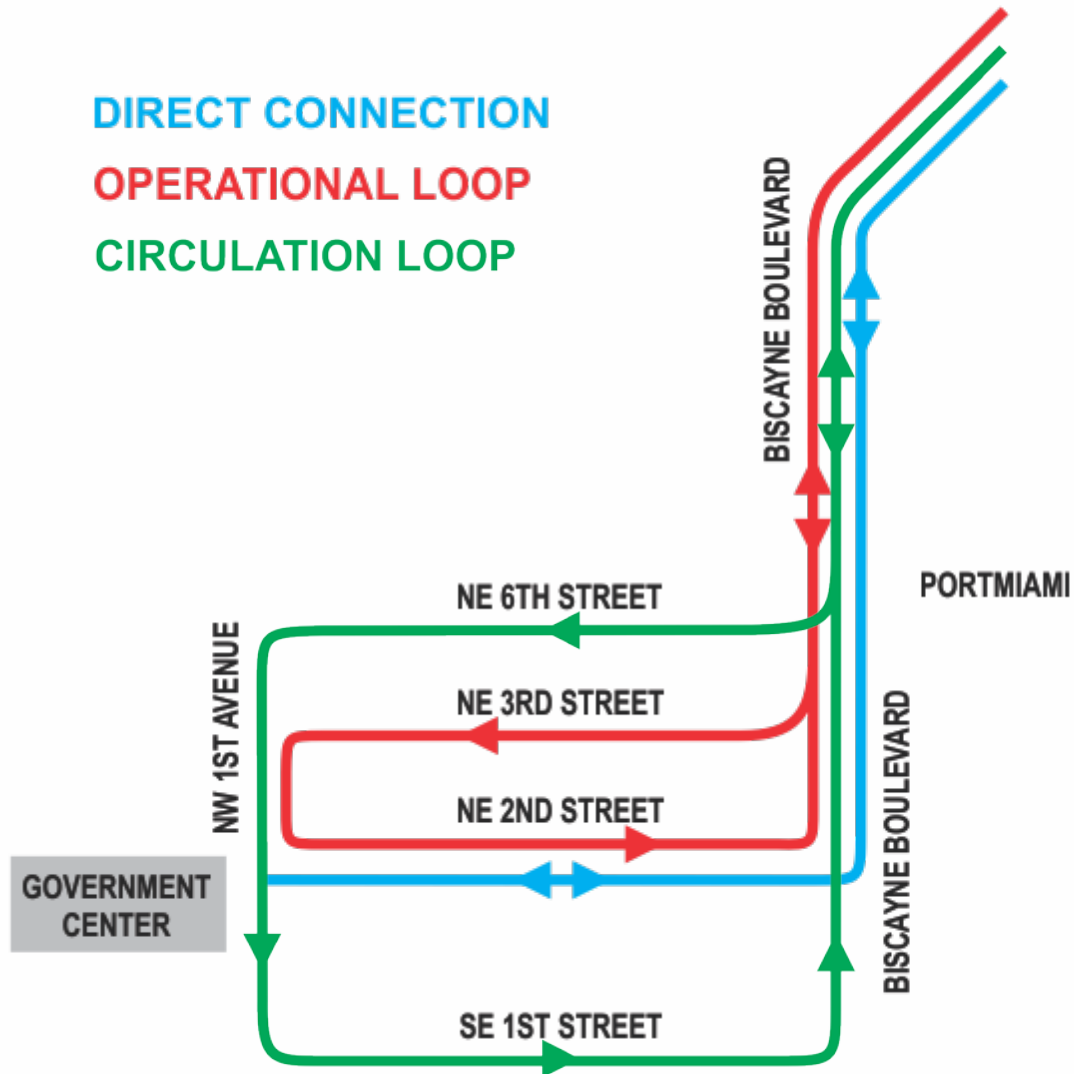
DIRECT CONNECTION



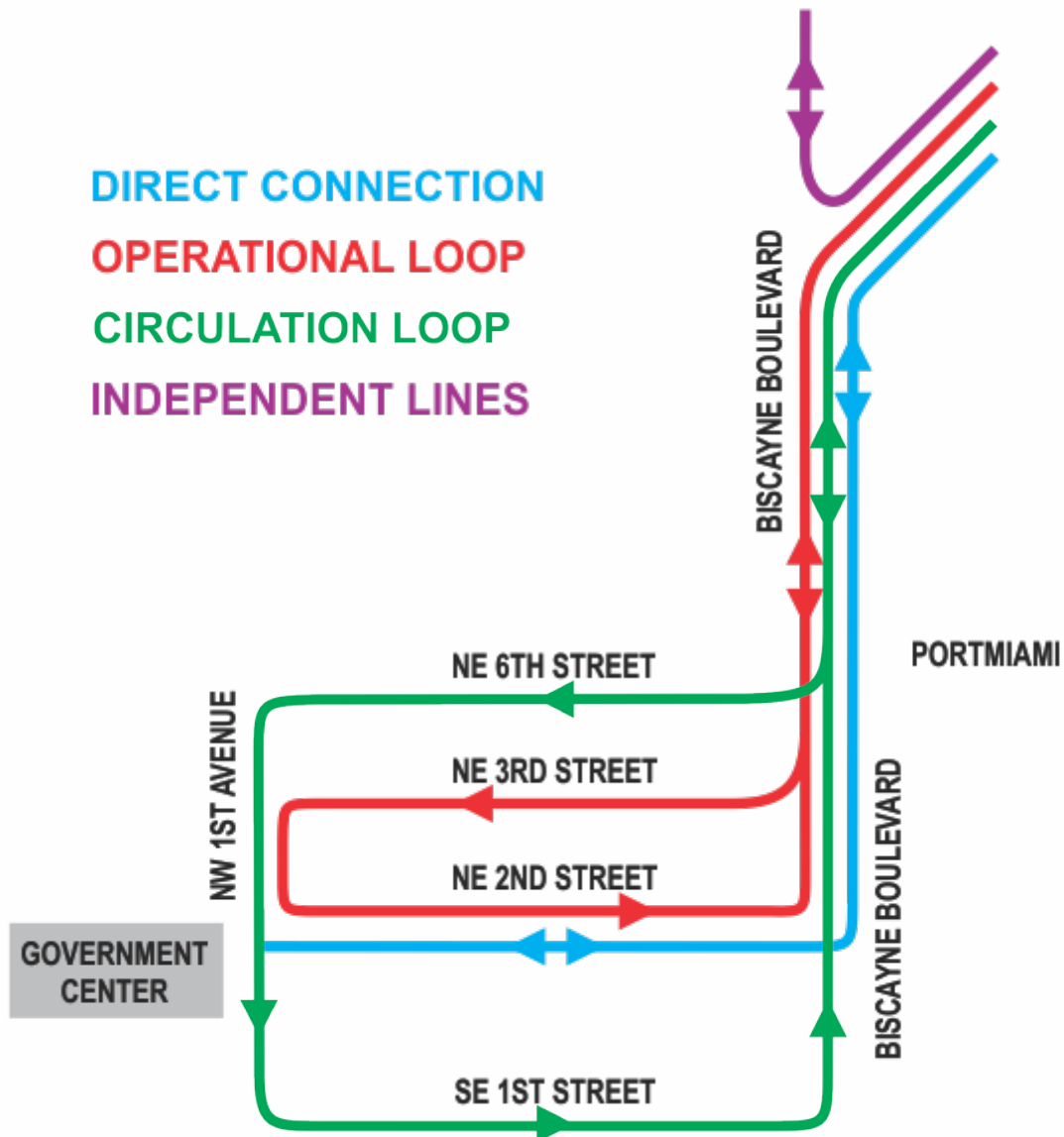
LPA Refinements: Downtown Alternatives



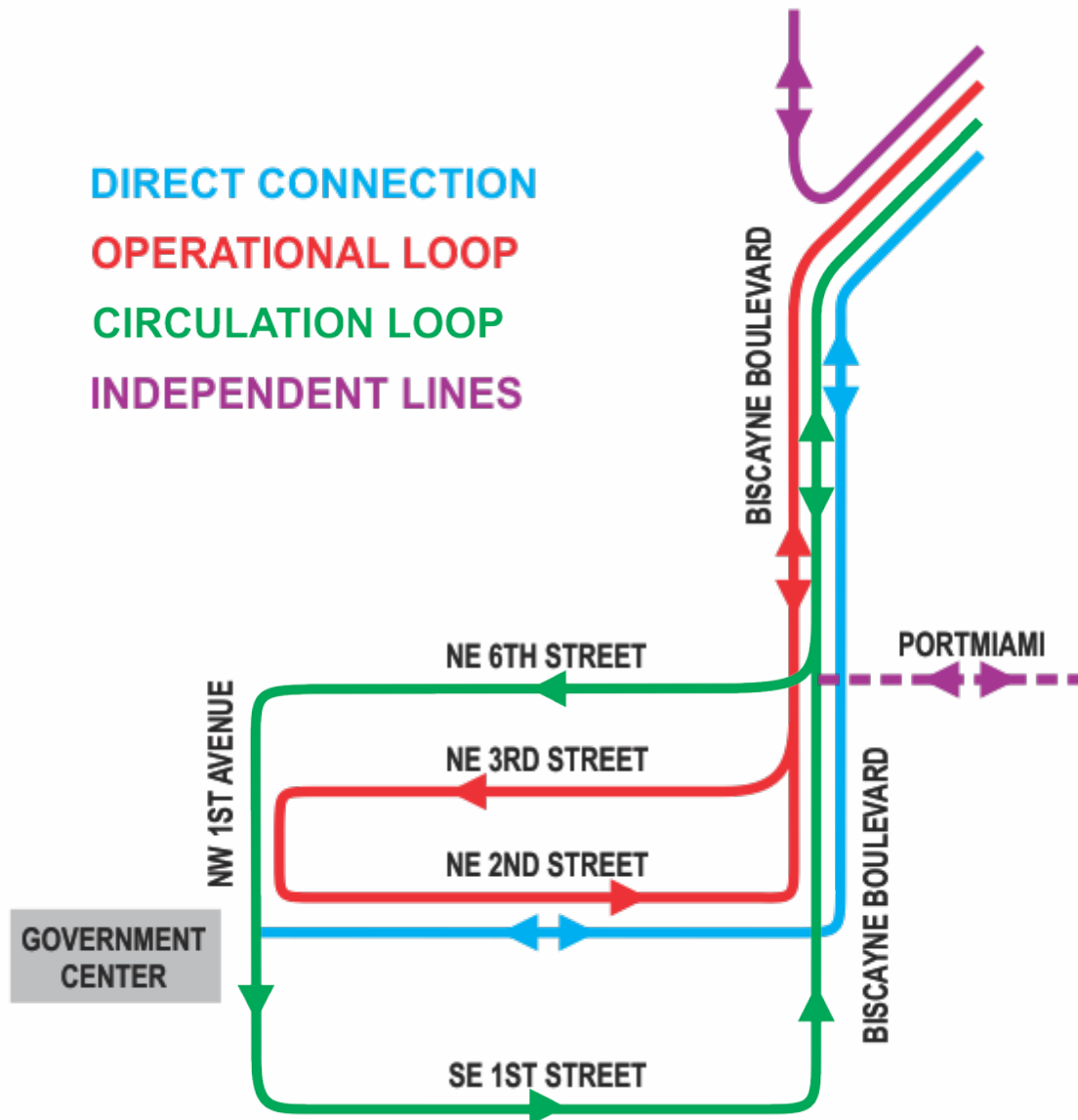
LPA Refinements: Downtown Alternatives



LPA Refinements: Downtown Alternatives



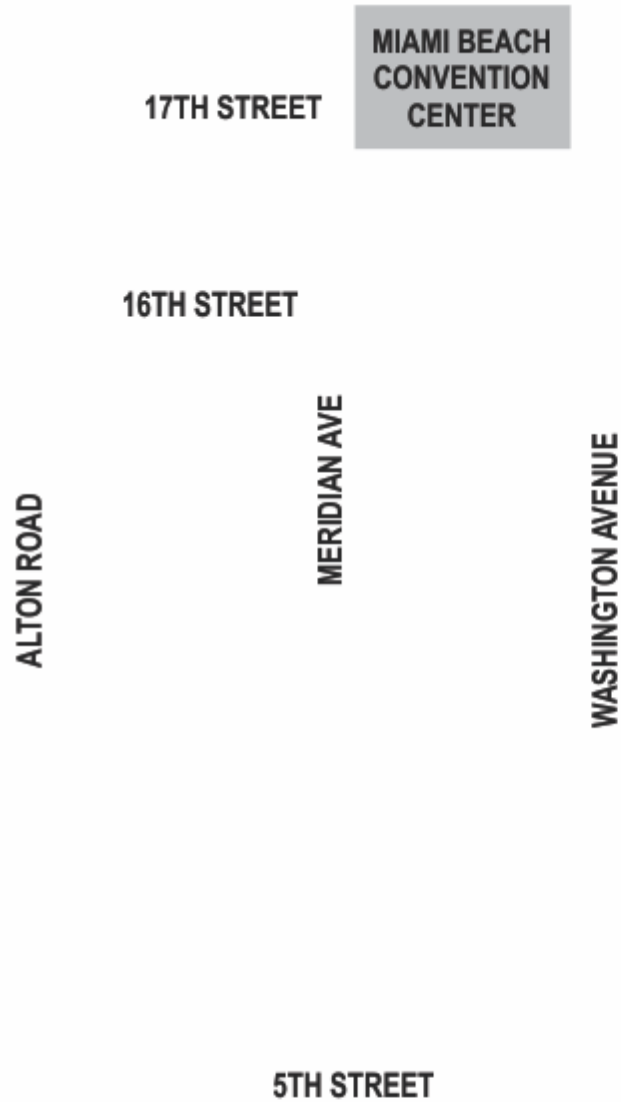
LPA Refinements: Downtown Alternatives



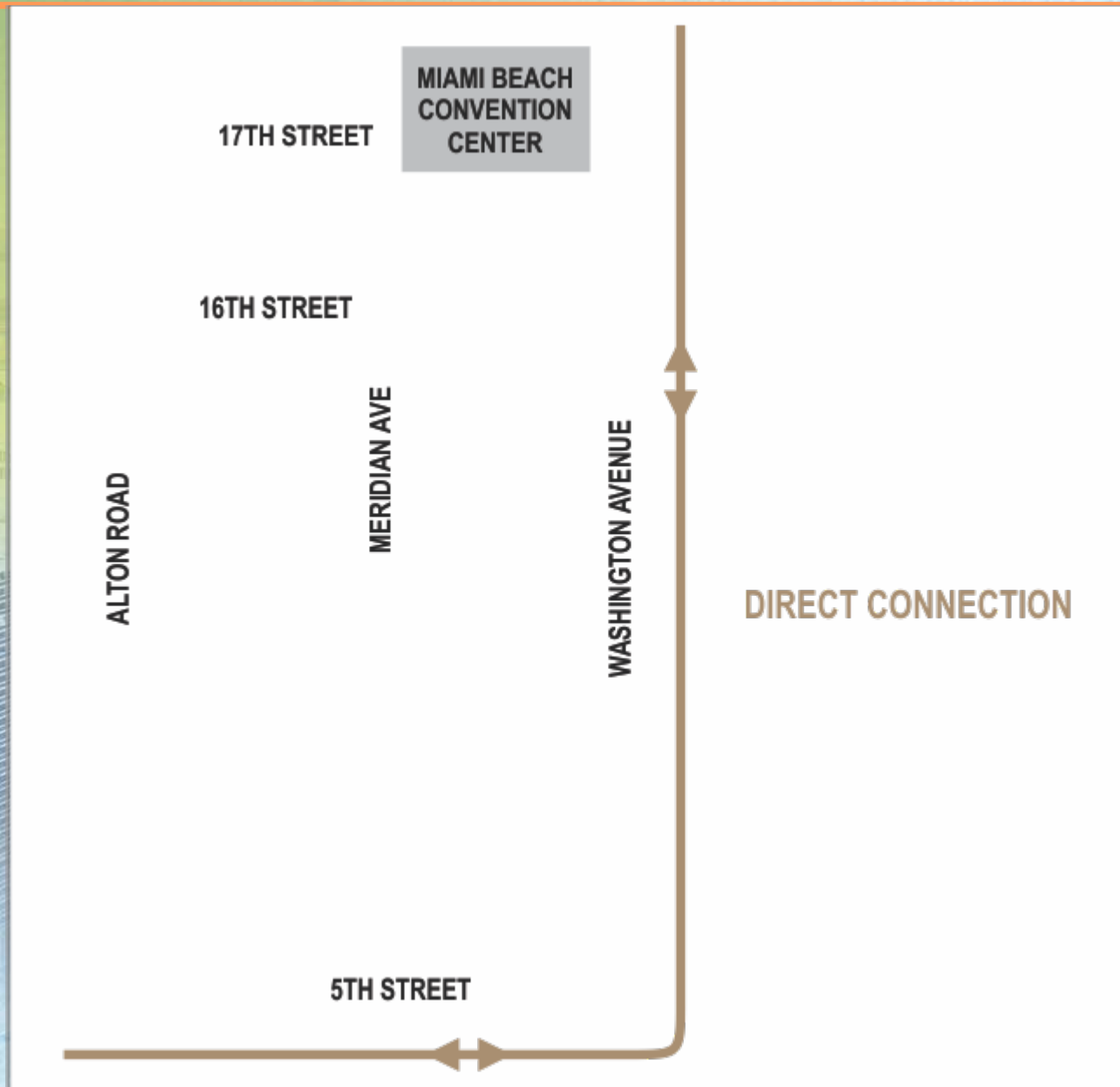
LPA Refinements: Grouping of Alternatives in Miami Beach

- Direct Connection: most direct rail connection from the Causeway to the Convention Center
- Operational Loop: small loop that runs around the block on a single track thus improving street operations
- Circulation Loop: large two-way loop with several blocks in between that covers larger area
- Independent Lines: separate two-way routes that operate independent of each other

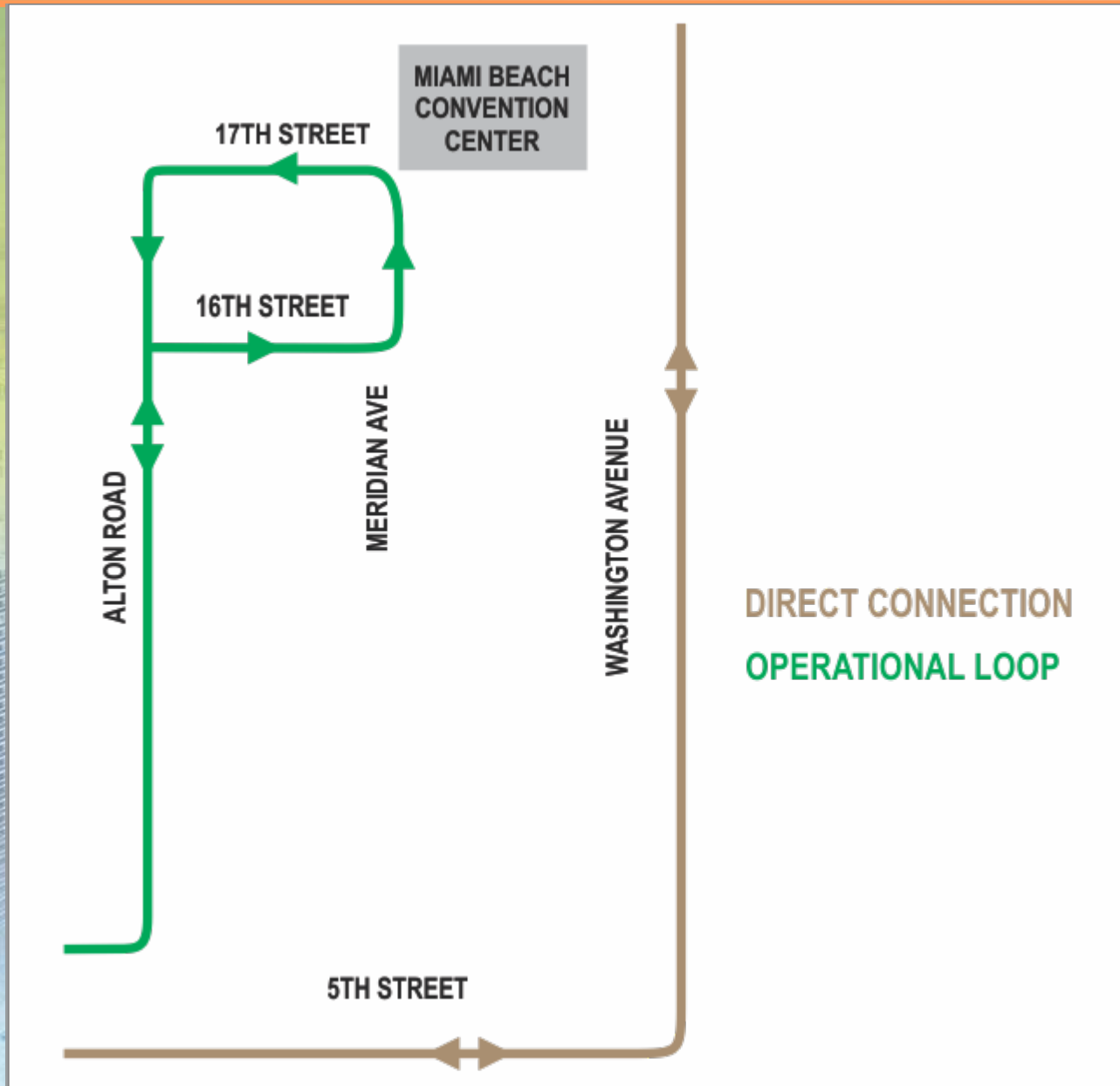
LPA Refinements: Miami Beach Alternatives



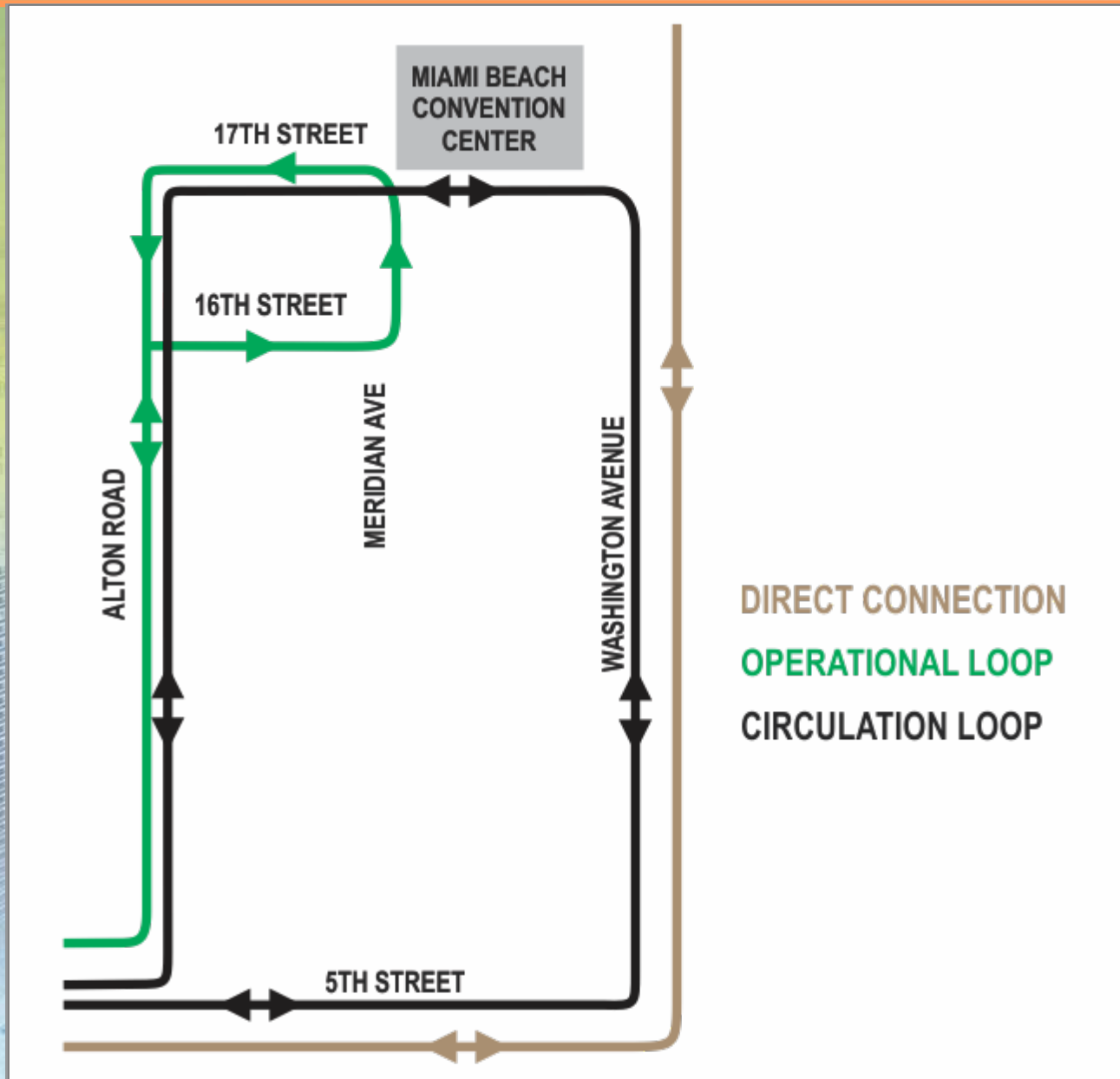
LPA Refinements: Miami Beach Alternatives



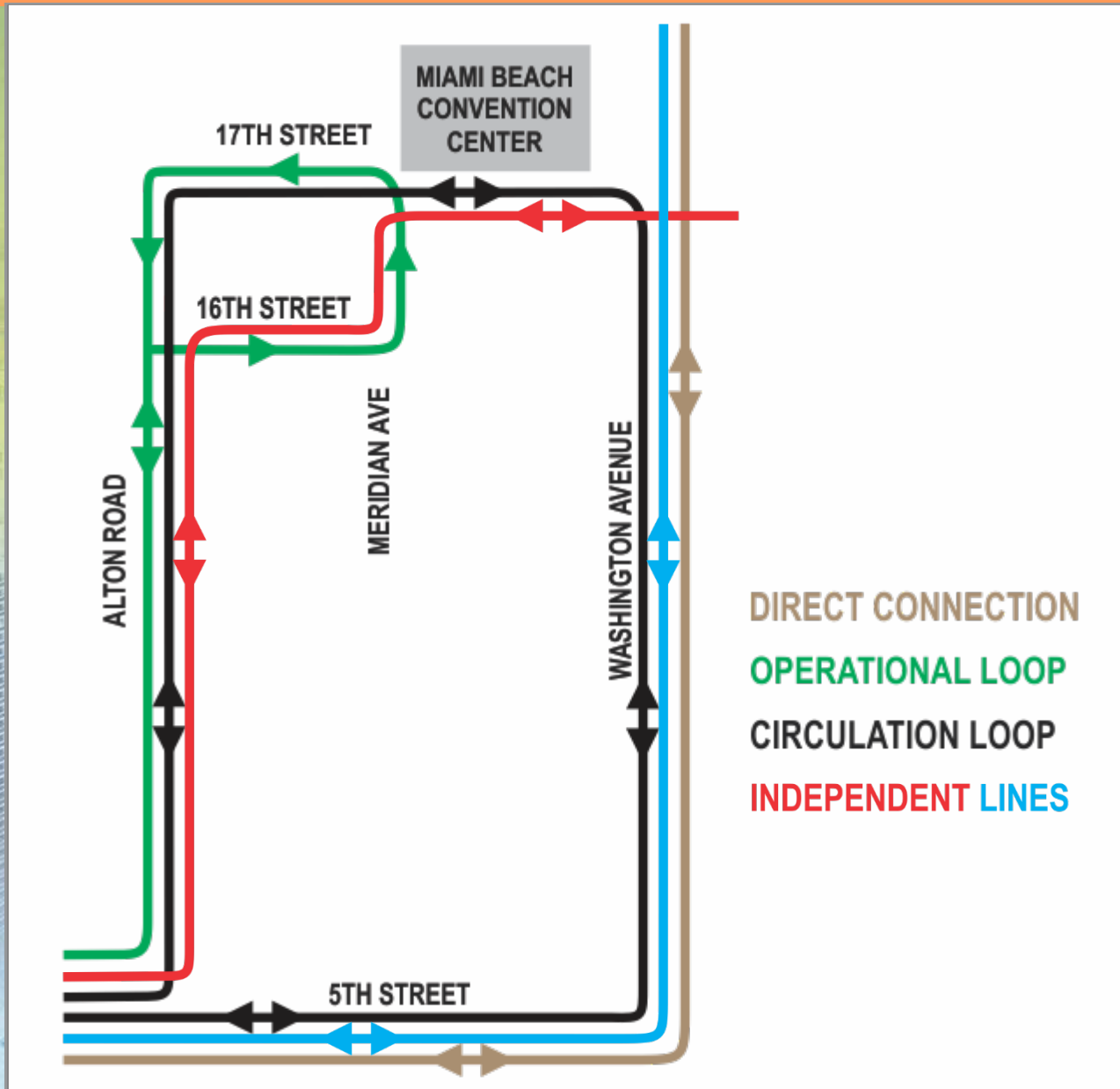
LPA Refinements: Miami Beach Alternatives

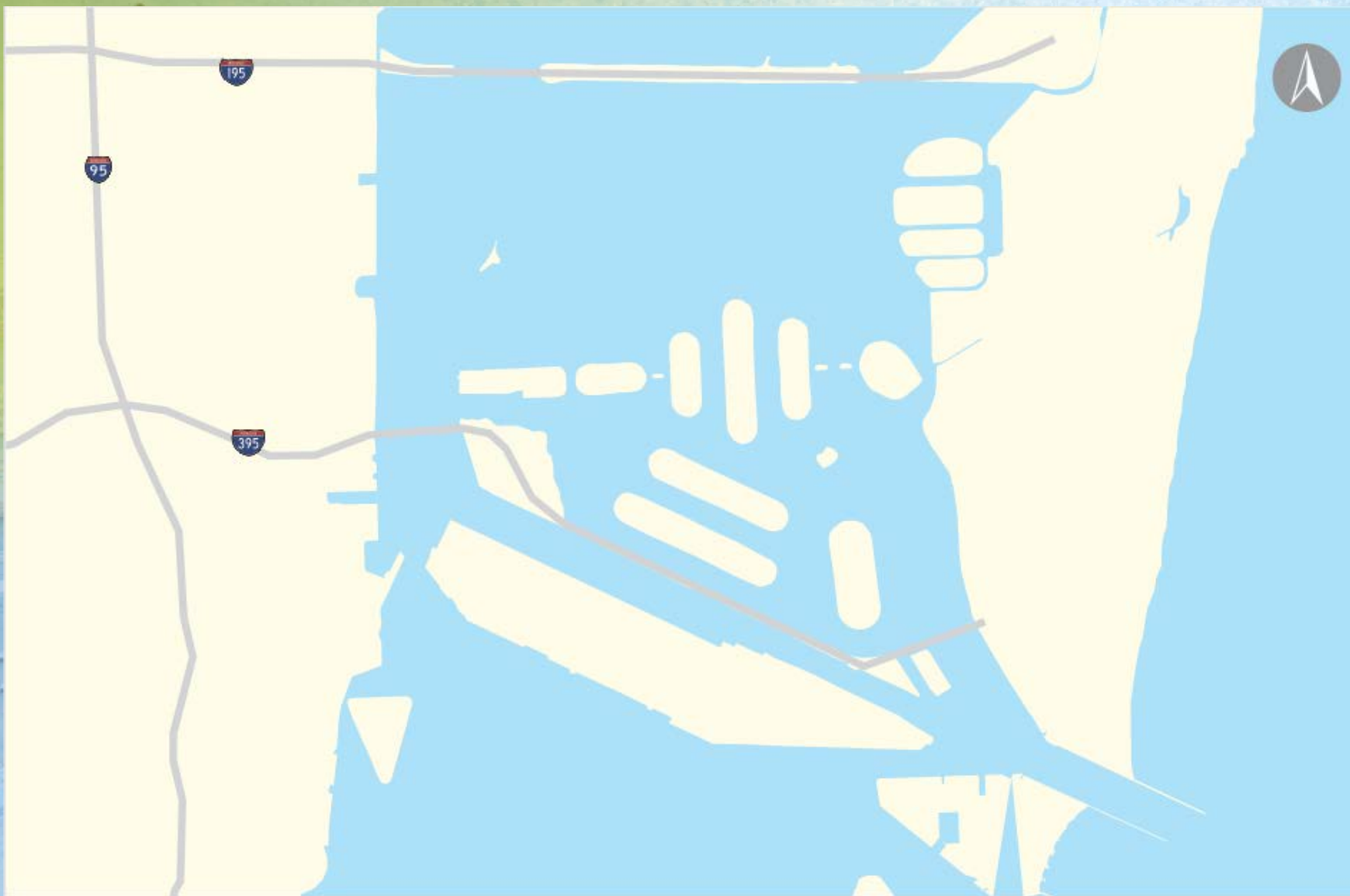


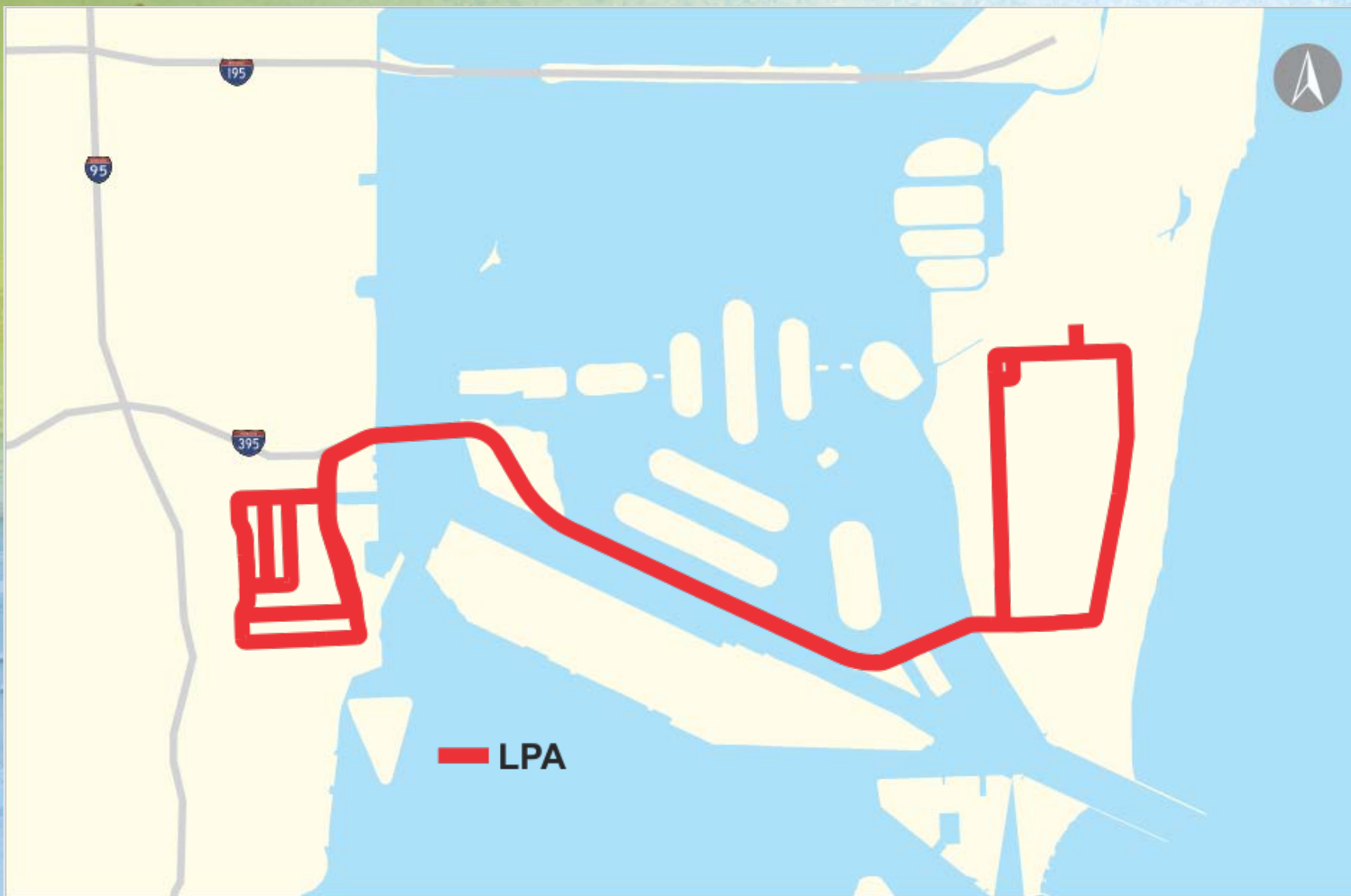
LPA Refinements: Miami Beach Alternatives



LPA Refinements: Miami Beach Alternatives













ROUNDTABLE DISCUSSION

PEC Preferences

- Prefer more direct route over circulation element?
- Train operating in exclusive right-of-way or mixed traffic?
- Facilitate future extensions?
- Avoid right-of-way acquisition at all costs?
- Removing on-street parking for exclusive guideway?
- Which is the primary travel market to be served (i.e. residents, employees or visitors)?
- Are phasing options desirable?
- Any other refinement options or extensions?

An aerial photograph of a coastal city, likely Miami, featuring a large bridge spanning a body of water, several tall skyscrapers, and a marina with many boats. The image has a blue and green color overlay. A thick orange line runs horizontally across the top of the image, with a semi-circular shape on the left side.

FUTURE PEC MEETING

Future PEC Meeting

- Date
- Location
- Agenda
 - Reduced number of LPA refinements
 - Updated costs
 - Identify funding options
 - Wireless technology assessment