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)
The Miami-Dade MPO serves as the lead agency.

<table>
<thead>
<tr>
<th>Agency/Organization</th>
<th>Study Contribution</th>
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<tbody>
<tr>
<td>Miami-Dade MPO</td>
<td>$ 150,000</td>
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<tr>
<td>Florida Department of Transportation (FDOT)</td>
<td>$ 75,000</td>
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<tr>
<td>Miami-Dade County</td>
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<tr>
<td>City of Miami</td>
<td>$ 25,000</td>
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<tr>
<td>City of Miami Beach</td>
<td>$ 25,000</td>
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<tr>
<td>Miami DDA</td>
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<td>$ 25,000</td>
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<td>$ 325,000 Total</td>
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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

Supported by Gannett Fleming Consulting Team
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

<table>
<thead>
<tr>
<th>TASK SCHEDULE</th>
<th>2013</th>
<th>2014</th>
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<tbody>
<tr>
<td></td>
<td>SEP</td>
<td>OCT</td>
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<tr>
<td>1 - STUDY COORDINATION/ PROJ. MGMT.</td>
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<td>1.0 Progress Meetings</td>
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<tr>
<td>1.1 TSC Committee Prep &amp; Meetings</td>
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<td>1.2 PEC Committee Prep &amp; Meetings</td>
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<td>1.3 MPO, Cities, Agency Coordination</td>
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<td>1.4 Stakeholder Group Meetings</td>
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<td>2 - DATA COLLECTION</td>
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<td>3 - REFINEMENT OF LPA</td>
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<td>4 - FINANCIAL ANALYSIS</td>
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<td>5 - ENVIRONMENTAL SCREENING</td>
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<td>6 - VISUALIZATION</td>
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<td>7 - PROJECT CONSENSUS</td>
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<td>8 - PROJECT DEVMT DOCUMENTATION</td>
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<td>9 - FINAL REPORT</td>
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<td>10 - DELIVERABLES</td>
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Milestone, Meeting or Deliverable
Intermittent Work
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 line)
- Assumed Miami Streetcar (yellow)
2004 LPA: Technology Modern Streetcar/LRT
2004 LPA: Cost and Funding Sources

Funding Source:  
- Federal (50% 5309)  $241.35
- State (25% FDOT)  $120.68
- Local (25% PTP)  $120.68

Capital Cost by Source*: $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

- NW 1ST AVENUE
- GOVERNMENT CENTER
- NE 6TH STREET
- NE 3RD STREET
- NE 2ND STREET
- SE 1ST STREET
- BISCAYNE BOULEVARD
- PORTMIAMI
LPA Refinements: Downtown Alternatives
LPA Refinements: Downtown Alternatives

DIRECT CONNECTION
OPERATIONAL LOOP

GOVERNMENT CENTER

NW 1ST AVENUE

NE 6TH STREET

NE 3RD STREET

NE 2ND STREET

SE 1ST STREET

BISCAYNE BOULEVARD

PORTMIAMI
LPA Refinements: Downtown Alternatives

DIRECT CONNECTION
OPERATIONAL LOOP
CIRCULATION LOOP
LPA Refinements: Downtown Alternatives

DIRECT CONNECTION
OPERATIONAL LOOP
CIRCULATION LOOP
INDEPENDENT LINES
LPA Refinements: Downtown Alternatives

DIRECT CONNECTION
OPERATIONAL LOOP
CIRCULATION LOOP
INDEPENDENT LINES

GOVERNMENT CENTER

NW 1ST AVENUE
NE 6TH STREET
NE 3RD STREET
NE 2ND STREET
SE 1ST STREET
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

17TH STREET

16TH STREET

ALTON ROAD

MERIDIAN AVE

WASHINGTON AVENUE

DIRECT CONNECTION

5TH STREET

MIAMI BEACH CONVENTION CENTER
LPA Refinements: Miami Beach Alternatives
LPA Refinements: Miami Beach Alternatives
LPA Refinements: Miami Beach Alternatives

DIRECT CONNECTION
OPERATIONAL LOOP
CIRCULATION LOOP
INDEPENDENT LINES
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?
FUTURE PEC MEETING
Future PEC Meeting

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