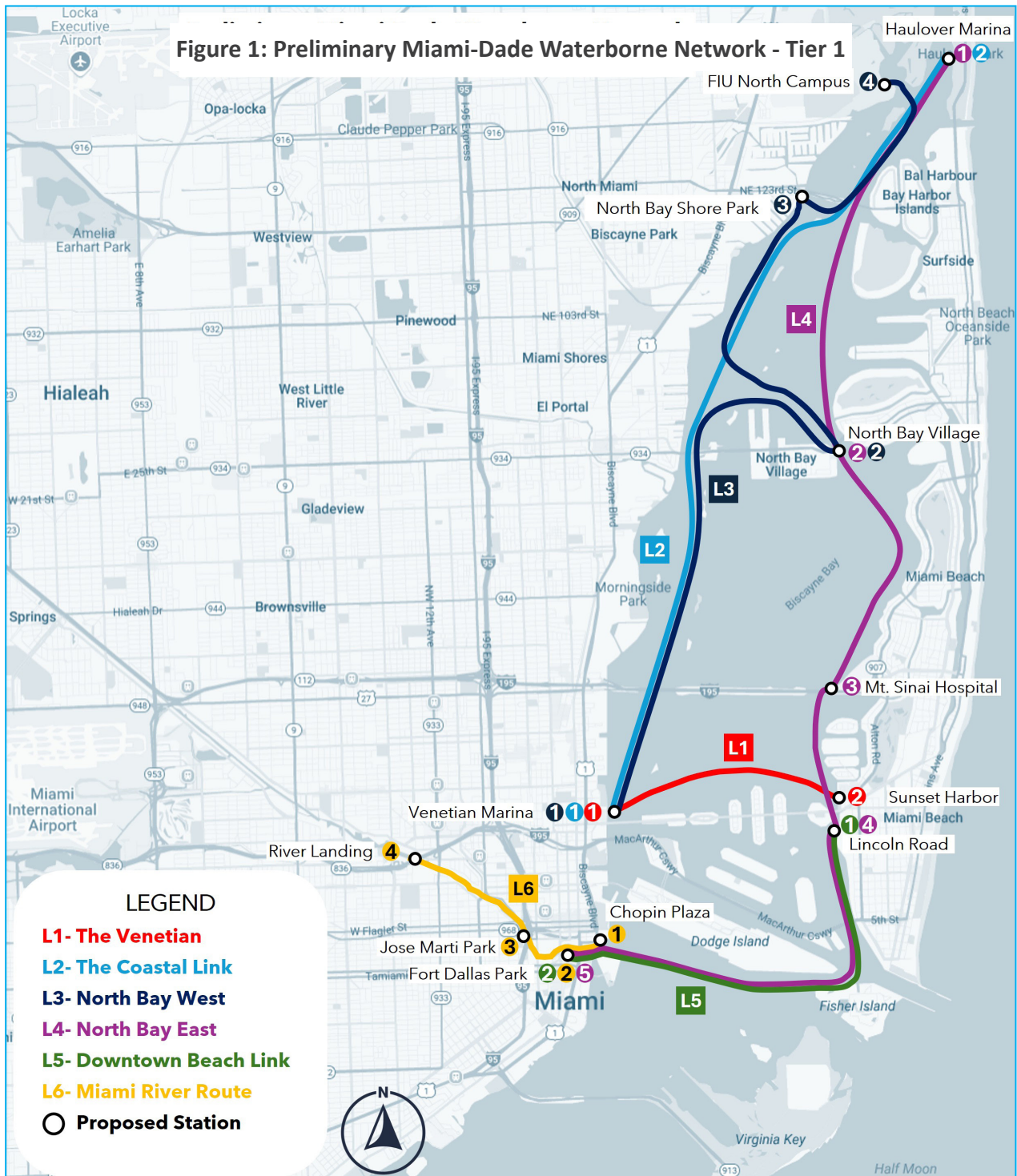


### OVERVIEW

The purpose of this study was to assess the implementation of a waterborne transportation network throughout Miami-Dade County. In recent years, as multi-modal transportation has become more critical to improving travel, alleviating congestion, and increasing capacity, transportation planners and engineers have started to research additional modes of transportation other than the conventional landside surface modes to transport people and goods. Currently, waterborne transportation services are being recognized as a potential alternative. Routes that offer practical and effective solutions for connecting high-demand areas across the county were identified.

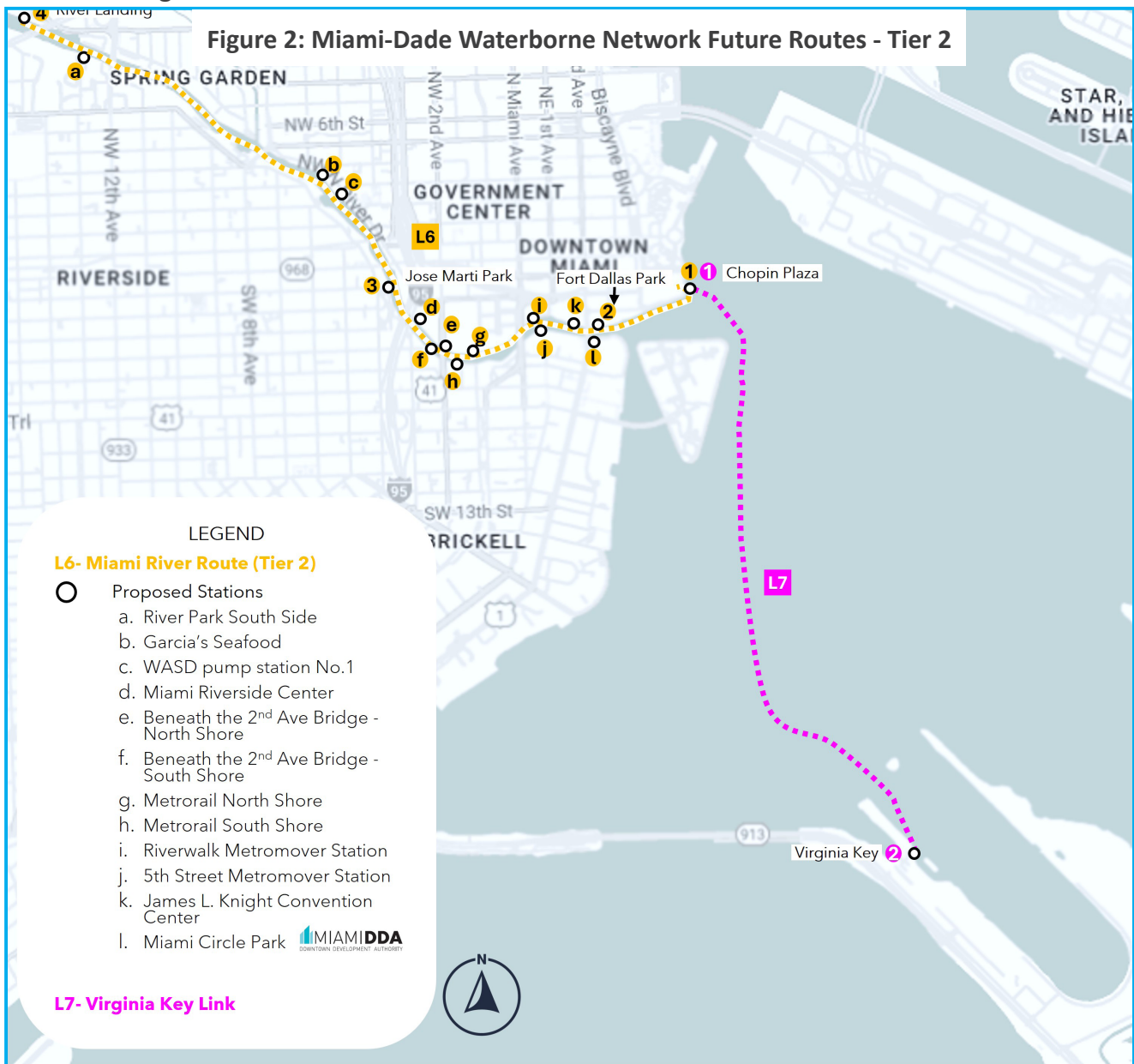


## RECOMMENDATIONS

After coordination with partnering agencies and municipalities, a preliminary network has been developed. The proposed network integrates waterfront areas with the city’s infrastructure to enhance connectivity with key destinations and transit hubs. The preliminary lines are proposed to be rolled out in two phases: Tier 1 and Tier 2.

- **L1 – The Venetian:** Venetian Marina to Sunset Harbor
- **L2 – The Coastal Link:** Venetian Marina to Haulover Marina
- **L3 – North Bay West:** Venetian Marina to North Bay Village, North Bay Shore Park, and ends at FIU North Campus
- **L4 – North Bay East:** Fort Dallas Park to Lincoln Road, Mount Sinai Hospital, North Bay Village, and ends at Haulover Marina
- **L5 – Downtown Beach Link:** Fort Dallas Park to Lincoln Road
- **L6 – Miami River Route:** Chopin Plaza, to Fort Dallas Park, to Jose Martí Park, to River Landing

Tier 1 will consist of these initial six routes with immediate rollout. The routes shown in **Figure 1** will be launched first, providing essential connections between key destinations and addressing the current mobility needs of residents, commuters, and tourists. Tier 2 will focus on future routes, designed to cater to anticipated population growth and new development, with the goal of expanding the network to meet future demands. These routes are illustrated in **Figure 2**.



## PLANNING LEVEL COSTS

Table 1 shows summary of planning level cost to implement each route and the recommended operating agency.

ROUTE	ROUTE NAME	RECOMMENDED OPERATING AGENCY	FROM	TO	TOTAL COST (LOW)	TOTAL COST (HIGH)
L1	The Venetian	City of Miami Beach	Venetian Marina	Sunset Harbor	\$ 7,600,000	\$ 8,600,000
L2	The Coastal Link	MDDTPW	Venetian Marina	Haulover Marina	\$ 4,400,000	\$ 5,400,000
L3	North Bay West	MDDTPW	Venetian Marina	FIU North Campus	\$ 7,100,000	\$ 9,100,000
L4	North Bay East	MDDTPW	Fort Dallas Park	Haulover Marina	\$ 8,450,000	\$ 10,450,000
L5	Downtown Beach Link	City of Miami Beach	Fort Dallas Park	Lincoln Road	\$ 5,750,000	\$ 7,750,000
L6	Miami River Route	City of Miami	Chopin Plaza	River Landing	\$ 4,400,000	\$ 5,400,000
<b>Total</b>					<b>\$ 37,700,000</b>	<b>\$ 46,700,000</b>

Table 1: Planning Level Cost Estimates

## IMPLEMENTATION PLAN/NEXT STEP

The following is the general recommended framework for the implementation of the Waterborne Transportation Network in Miami-Dade County:

- Begin Tier 1 Implementation Process:** Miami-Dade County and municipalities to pursue a phased arrangement towards implementation of a waterborne transportation network as an extension of Miami-Dade's public transit system.
- Stakeholder Coordination and Project Sponsors:** Miami-Dade County Department of Transportation Public Works (MDDTPW) and municipalities to coordinate with partner agencies to identify project sponsors who can champion the study's Tier 1 recommendation routes as per the cost table.
- Secure Funding:** Apply for reliable and consistent funding grants and opportunities to have recurring funds for budget planning purposes to address operations and maintenance of the routes.
- Turnkey Procurement Process:** Each agency issues a turnkey procurement process for their respective route(s).
- Phased Route Prioritization:** Once sponsors are identified and grants are in place, the recommended improvements should be prioritized by phase, as shown in Table 2.
- Tier 2 Implementation Process:** As a long-term recommendation, Miami-Dade County is to expand the network by providing additional stops to the Miami River Route (L6) as per the Miami Downtown Development Authority (DDA) proposed stations. Tier 2 will also implement the new Virginia Key Link (L7) route with a direct connection to Virginia Key.

PHASE	ROUTE	ROUTE NAME	RECOMMENDED AGENCY
1	L1	The Venetian	City of Miami Beach
	L6	Miami River Route	City of Miami Beach in coordination with Miami Downtown Development Authority (DDA)
2	L4	North Bay East	It is recommended that MDDTPW operate this route since these north-south routes traverse various municipalities. The County can most readily coordinate with these multiple jurisdictions
3	L3	North Bay West	Similar to L4 it is recommended MDDTPW operate this route since these north-south routes traverse various municipalities. The County can most readily coordinate with these multiple jurisdictions
4	L2	The Coastal Link	It is recommended to be implemented by MDDTPW as an “Express Route” since it only has two stops, once demand for L3 and L4 has grown significantly
	L5	Downtown Beach Link	City of Miami Beach so it can be coordinated with the parallel Route (L1) that the City of Miami Beach would have been operating since the initiation of Phase 1

Table 2 shows Phased Route Prioritization

## PUBLIC INVOLVEMENT

The public was informed about the study and interested parties were provided with an opportunity to be involved in the development of network recommendations. The feasibility study included coordination with multiple stakeholders and partnering agencies. The key stakeholders and partnering agencies participated in Project Working Group (PWG) Meetings and Private Stakeholder Meetings. These meetings were held on the following days:

Project Working Group Meeting 1	Project Working Group Meeting 2	Project Working Group Meeting 3
Private Stakeholder Meeting 1	Private Stakeholder Meeting 2	Private Stakeholder Meeting 3
March 12, 2024	August 7, 2024	October 25, 2024



**TITLE VI & ADA:** The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, sex, age, disability, family, or religious status be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. It is also the policy of Miami-Dade TPO to comply with all requirements of the Americans with Disabilities Act (ADA).