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

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Legend:
- Activity Center
- Transit Terminals
- Motorway
- Project Area
- West Extension Study Area
- Unincorporated Miami-Dade County
- Sweetwater
- Doral
- City of Miami
- West Miami
- Coral Gables
- Virginia Gardens
- Miami Springs
- Hialeah

*East-West Corridor Rapid Transit Project*
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 8\textsuperscript{th} Street and SW 137\textsuperscript{th} 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 8\textsuperscript{th} Street and SW 137\textsuperscript{th} 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

<table>
<thead>
<tr>
<th>BRT Refined Alternative 2</th>
<th>HRT Refined Alternative 3</th>
<th>CRT Refined Alternative 4</th>
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<tbody>
<tr>
<td>Route 1 - Tamiami Terminal to MIC</td>
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<td>Route 2 - Tamiami Terminal to Downtown</td>
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<tr>
<td>Route 3 - Dolphin Station to MIC</td>
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<tr>
<td>Tamiami Terminal to MIC</td>
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<td>(no transfer to Dadeland South Station)</td>
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<tr>
<td>BRT Shuttle - Tamiami Terminal to Dolphin Station CRT - Dolphin Station to the MIC</td>
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</table>
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
East-West Corridor Rapid Transit Project

836 Express

NW 107th Avenue

142'

Bridge Column

Existing NW 57th Avenue Bridge

16.5' Widening

Westbound SR 836

Sawtooth Bus Bay

13' Widening

Elevator

NW 87th Avenue

Southbound NW 87th Avenue Off Ramp

59.5' Widening

Eastbound SR 836

Sawtooth Bus Bay

50' Wide Footprint

Elevator

836 Express

Eastbound SR 836

59' Wide Footprint

Sawtooth Bus Bay

Elevator

836 Express

NW 107th Avenue

148'

Bridge Column

Existing NW 97th Avenue Bridge

19.5' Widening

Westbound SR 836

Sawtooth Bus Bay

12' Widening

Elevator
East-West Corridor Rapid Transit Project

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

87th Avenue looking northbound
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

- Mall of the Americas to NW 62nd Avenue
- State-of-the-Art Facilities
- Miami Convention Center
- Merchandise Mart
- Miami International Airport
- Blue Lagoon
- Blue Lagoon
- 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
East-West Corridor Rapid Transit Project

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
- Fountainebleau
- Mall of the Americas
- Dolphin Mall
- Blue Lagoon
- Downtown Miami
Recommendation

East-West Corridor Rapid Transit Project

Recommended BRT Phasing

Phase 1 - BRT Route 1 and Route 2

Phase 2 - BRT Route

Funding Plan for the Recommended Alternative - BRT

• Two Small Starts Projects - Phase 1 ($265M) & Phase 2 ($153M)

Federal Funds 33% / State Funds 33% / Local Funds 33%

Federal Funds

• O&M Cost will be funded by local funds - Phase 1 ($17.2M) & Phase 2 ($6M)

Priority Committee July 2020

Funding for BRT Phase 1 included in Financial Plan Fiscal

Leveraging Federal Dollars
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

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<thead>
<tr>
<th>Year</th>
<th>Spring</th>
<th>Summer</th>
<th>Fall</th>
<th>Winter</th>
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<tbody>
<tr>
<td>2017</td>
<td>Notice to Proceed/Project Initiation</td>
<td>Agency/Public Kick-Off Meeting</td>
<td>Corridor or Informational Workshops</td>
<td>Identify Viable Alternatives</td>
<td>Corridor or Informational Workshops</td>
<td>Identify Recommended Alternatives</td>
<td>Refine Recommended Alternatives</td>
<td>TPO Selection</td>
<td>Locally Preferred TPO Selection</td>
<td>Draft Engineering/Environmental Reports</td>
<td>FTA Class of Action Determination (NEPA)</td>
<td>NEPA Public Hearing</td>
<td>Final PER/Environmental Doc.</td>
<td>FTA Approval</td>
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**We are here**
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Your feedback is important!

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