



COASTAL LINK NORTHEAST CORRIDOR + BOWARD COMMUTER RAIL TRANSIT UPDATE

Palm Beach Transportation Planning Agency

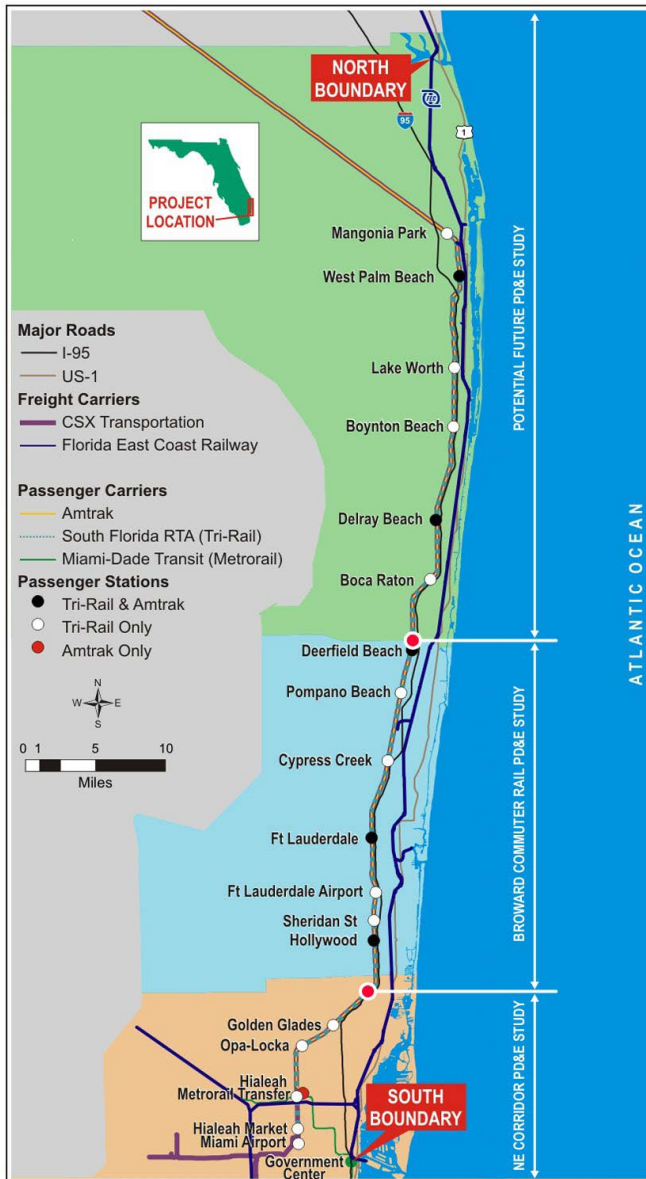
PRESENTED BY

Lisa Colmenares, AICP, Chief Planning Officer

Miami-Dade Department of Transportation and Public Works

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Corridor History



NORTHEAST CORRIDOR LAND USE SCENARIO & VISIONING PLANNING

TPO
Miami-Dade Transportation Planning Organization

PROJECT GOALS

- The goal of the Land Use Scenario and Visioning Planning Study is to integrate transportation and land use planning to maximize the effectiveness of transit investments in the corridor.
- The purpose of the SMART Plan is to provide mobility options for Miami-Dade County residents and visitors and promote economic competitiveness by investing in the County's transportation infrastructure while protecting the environment and maximizing the efficiency of the existing transportation system.

Data Gathering

- Identified stakeholders and key participants
- Coordinated work with other related projects
- Compiled and reviewed related studies
- Reviewed best practices used nationwide
- Reviewed data from TPO and partner agencies

Public Outreach

- Created a Study Advisory Committee (SAC) with public and private stakeholders, and representatives from each municipality that met five (5) times during the process providing invaluable guidance to the project.
- Two Planning Charrette Series were held in February 2018 and November 2018 providing convenient opportunities for the community to participate. During these sessions, participants created a land use vision for the corridor.

Land Use Strategies

- Developed a vision for the Northeast Corridor
- Utilized and refined the results of the scenario planning efforts
- Assessed possible scenarios as a result of a detailed scenario development, evaluation, and selection process where the land use supports the LPA
- Developed a series of station area plans
- Identified possible constraints

Scenario Building

- Created a land use scenario development framework to support vision and ridership demand
- Tested and evaluated scenarios
- Identified need for potential Comprehensive Plan changes
- Prepared an assortment of visualization products to enhance and communicate results

These steps help the TPO in studying the relationship between transit and land use

Why We Are Here—SMART Plan Purpose

Land Use integrated around transit is important:

TPO is studying land use for ALL six SMART Plan corridors:

Because:

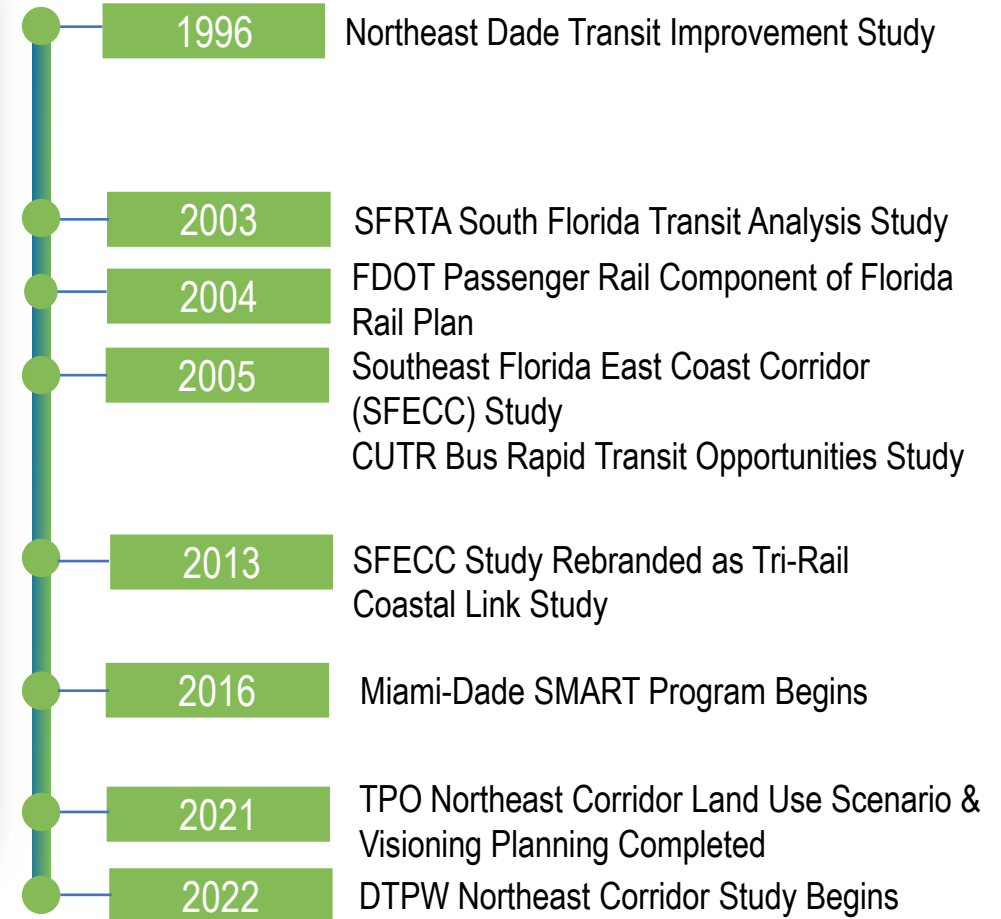
- From a functional and feasible perspective
- To support the County's Transit Vision
- It is vital to our quality of life

Modal Connections

First/Last Mile Connections:

- Extend the range of Transit Supportive Areas
- Facilitate access in the Transit Core
- Facilitate mobility in Transit Neighborhoods

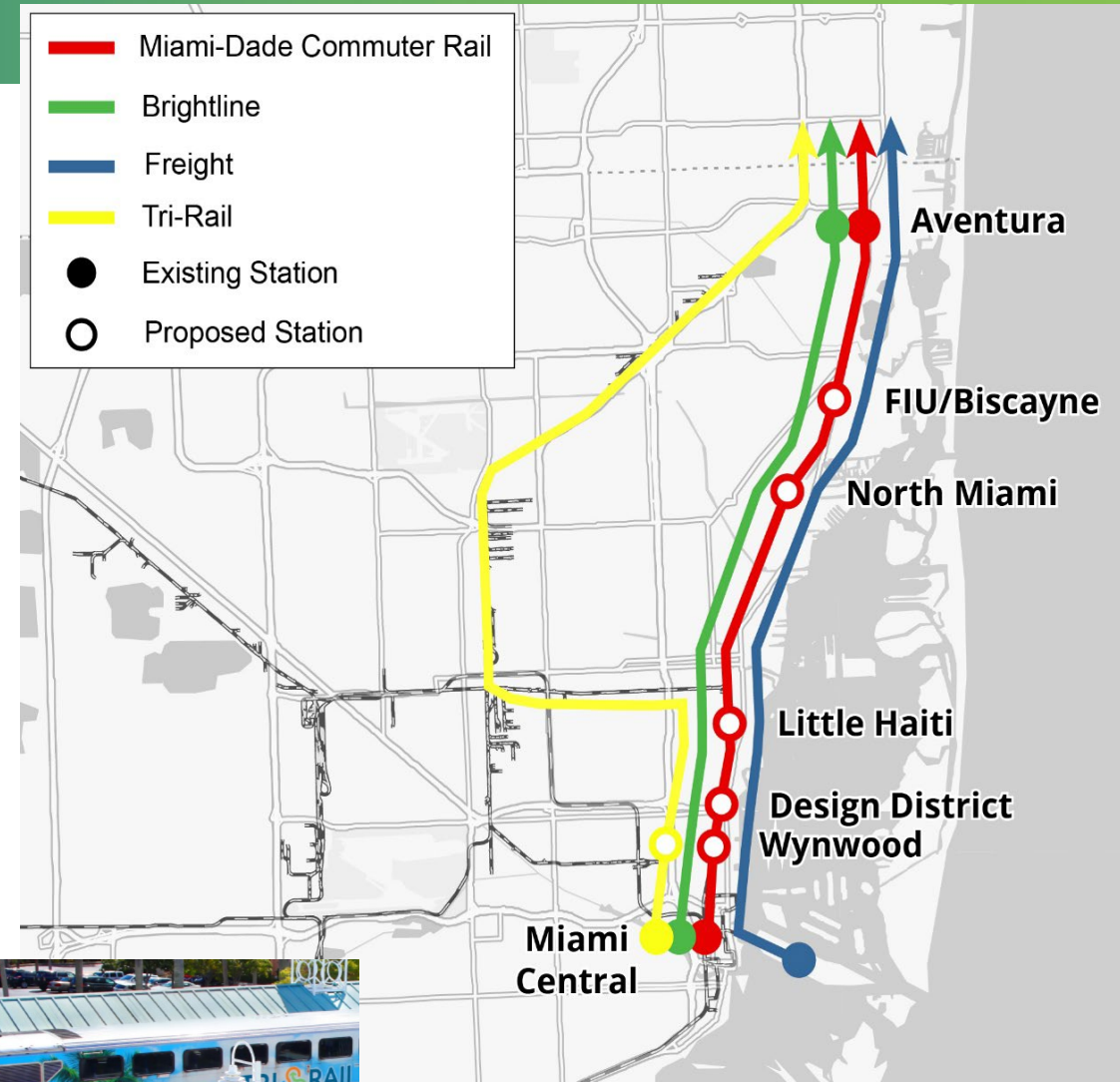
Miami-Dade TPO Locally Preferred Alternative, Resolution #18-2021 Commuter Rail Service



Corridor Users

EXISTING AND FUTURE USERS OF THE CORRIDOR

- **Freight:** Up to 24 trains daily
- **Brightline:** Intercity passenger rail, up to 36 trains daily
- **SFRTA Tri-Rail:** Future commuter rail, 28 trains daily
- **Northeast Corridor:** Planned commuter rail, 50 trains daily (approximate)



Freight



Brightline



Tri-Rail

Northeast Corridor (NEC) Purpose and Need

PURPOSE

- Increase regional mobility
- Reduce congestion
- Provide for the transportation needs of the residents.

NEED

- Provide rapid transit service
- Improve multimodal connectivity along the corridor and around the stations
- Reduce traffic impacts on its roadways and minimize motor vehicle pollutants
- Support economic development

NEC Proposed Stations



PROJECT DESCRIPTION

- 13.5-mile commuter rail corridor along the existing Florida East Coast (FEC) railway. One of the six rapid transit corridors of the Miami-Dade County Strategic Miami Area Rapid Transit (SMART) Program
- Expected total project cost - \$796M with anticipate the New Starts Grant to cover 50% of costs

PROPOSED NEW STATIONS and AFFILIATED PARK-AND-RIDE/MOBILITY HUB LOCATIONS

- Wynwood
- Design District
- Little Haiti
- North Miami
- FIU/Biscayne
- Aventura

PROPOSED VEHICLE MAINTENANCE FACILITY

- At the existing FDOT-Owned Hialeah Rail Yard

NEC Proposed Stations



- Built within FEC Rail right of way
- No business or residential displacements
- Two 400-foot-long platforms
- Features lighting, ticket kiosks, canopies

Conceptual Illustration

NEC Proposed Service

WEEKDAYS

- 30-minute headways peak
 - 6 to 9 a.m., and 3 to 7 p.m.
- 60-minute headways off-peak

WEEKENDS

- 60-minute headways

SERVICE SPAN

- 5 a.m. - Midnight



Metrorail Station at Miami International Airport

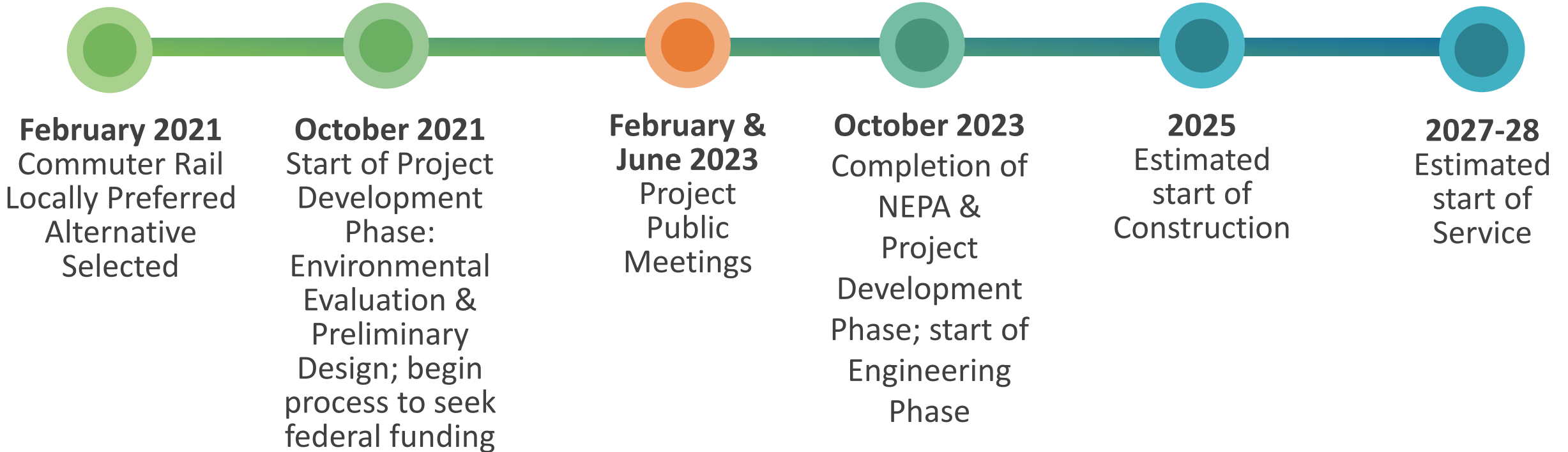
NEC + BCR South Project Coordination

- Project Schedules
- Design Criteria and Assumptions
 - Florida East Coast Railway, L.L.C. owns the FECR Right of Way and operates freight service
- Rolling Stock
- Hialeah Yard Maintenance Facility
- Access and Operator Agreements
 - Brightline operates inter-city passenger rail trains via a passenger easement in the rail corridor
- Traffic Analysis
- Safety Analysis (FRA)



NEC Project Schedule

WE ARE HERE



Contacts

NORTHEAST CORRIDOR PROJECT MANAGER

Ms. Lisa Colmenares, AICP | DTPW Chief Planning Officer

Tel: 786-469-5394

Email: mariaelisa.colmenares@miamidade.gov

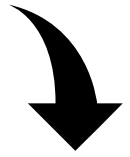
INFRASTRUCTURE PLANNING & SYSTEMS PLANNING

Ms. Gabriella Serrado, DTPW Chief of Infrastructure Planning

Tel: 786-469-5227

Email: gabriella.serrado@miamidade.gov

Visit the project web page
miamidade.gov/smartprogram





QUESTIONS?

Thank you