

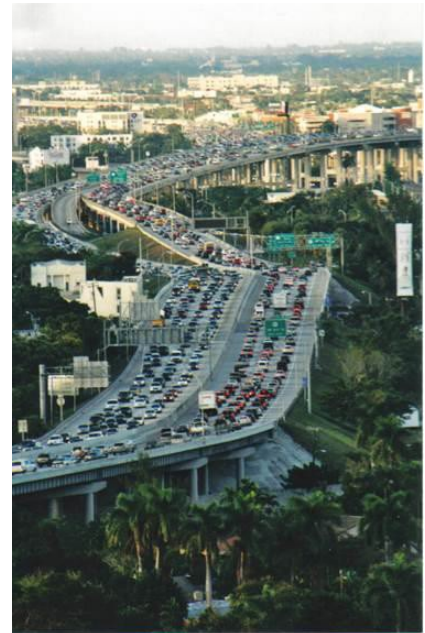
SMART | STRATEGIC MIAMI AREA RAPID TRANSIT PLAN



Concept Design of Downtown MiamiCentral Development and Brightline Train Station Currently Under Construction

SMART PLAN OVERVIEW

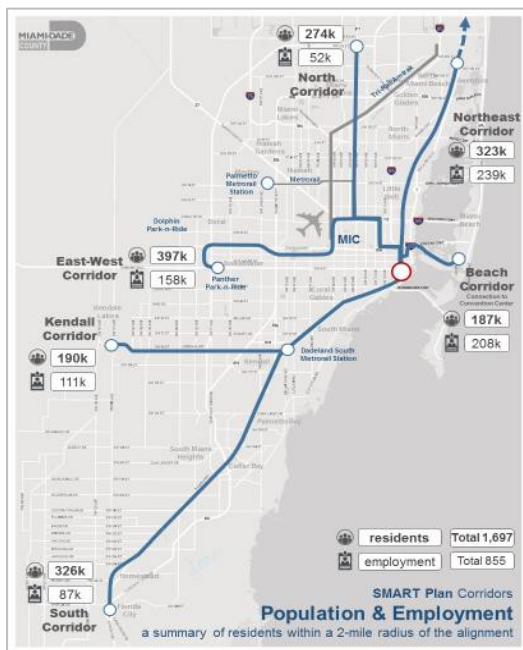
The **Strategic Miami Area Rapid Transit (SMART) Plan** is a bold infrastructure investment program of projects that will significantly improve transportation mobility, provide a world-class transit system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the America's, but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade County is the most populous county in Florida, representing 2.7 million residents, and the Miami Urbanized Area is the 4th most populous in the U.S. with over 5.5 million people. Miami-Dade Mayor Carlos A. Gimenez, along with the Miami-Dade Transportation Planning Organization (TPO) Governing Board, has declared the advancement of the SMART Plan as the top priority for Miami-Dade County, which is strongly supported by public and private sector partners, residents, and other elected officials.



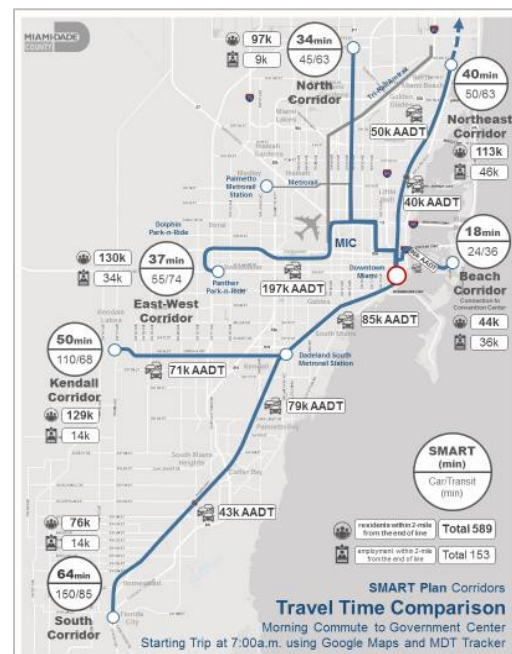
I-95 Congestion Miami, Florida

The SMART Plan represents a vision for our region that is both strategic and far-reaching, creating a system of multiple transportation options by leveraging existing infrastructure, and integrating technology at the highest levels. The plan is comprehensive, proactive, and supports the future population and employment growth anticipated in our region.

The Federal Highway Administration (FHWA) estimates the annual cost of congestion to motorists in urban areas is approximately \$7 billion. This represents a significant cost and economic disadvantage that if not addressed, will result in urban areas like Miami being left behind.



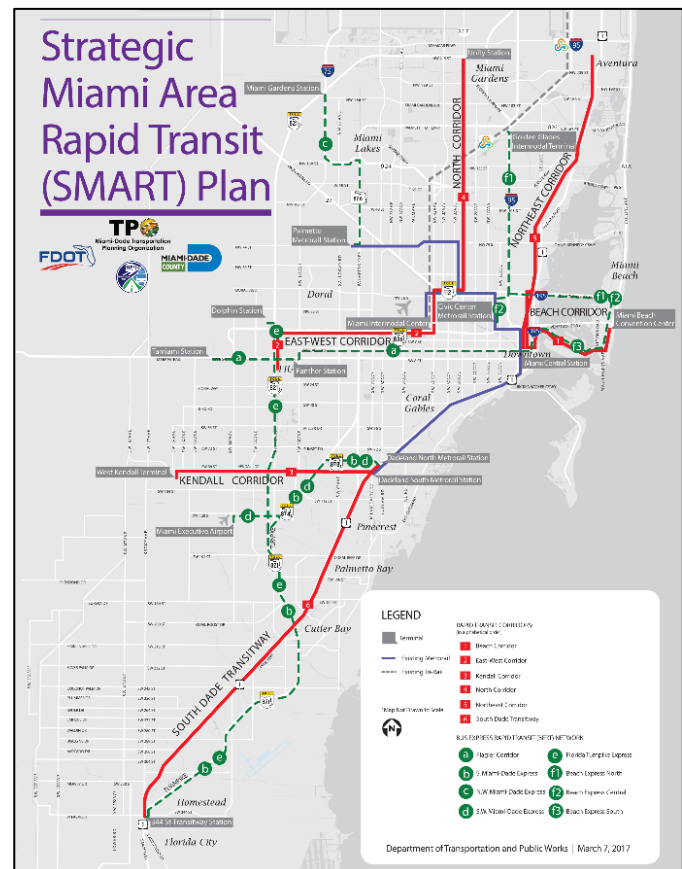
Miami-Dade Population & Employment



Miami-Dade Travel Time Comparison

The SMART Plan will expand transit options in Miami-Dade County along six (6) critical corridors that are linked to local, regional, national, and global economic markets, as highlighted below. Another critical component of the SMART Plan will be a network of Express Buses, known as Bus Express Rapid Transit (BERT), which will connect the SMART rapid transit corridors on limited access facilities, promoting the active expansion of South Florida's Express Lanes network with the implementation of six (6) identified BERT express lane concepts. This innovative approach effectively expands the reach of transit in Miami-Dade County and beyond.

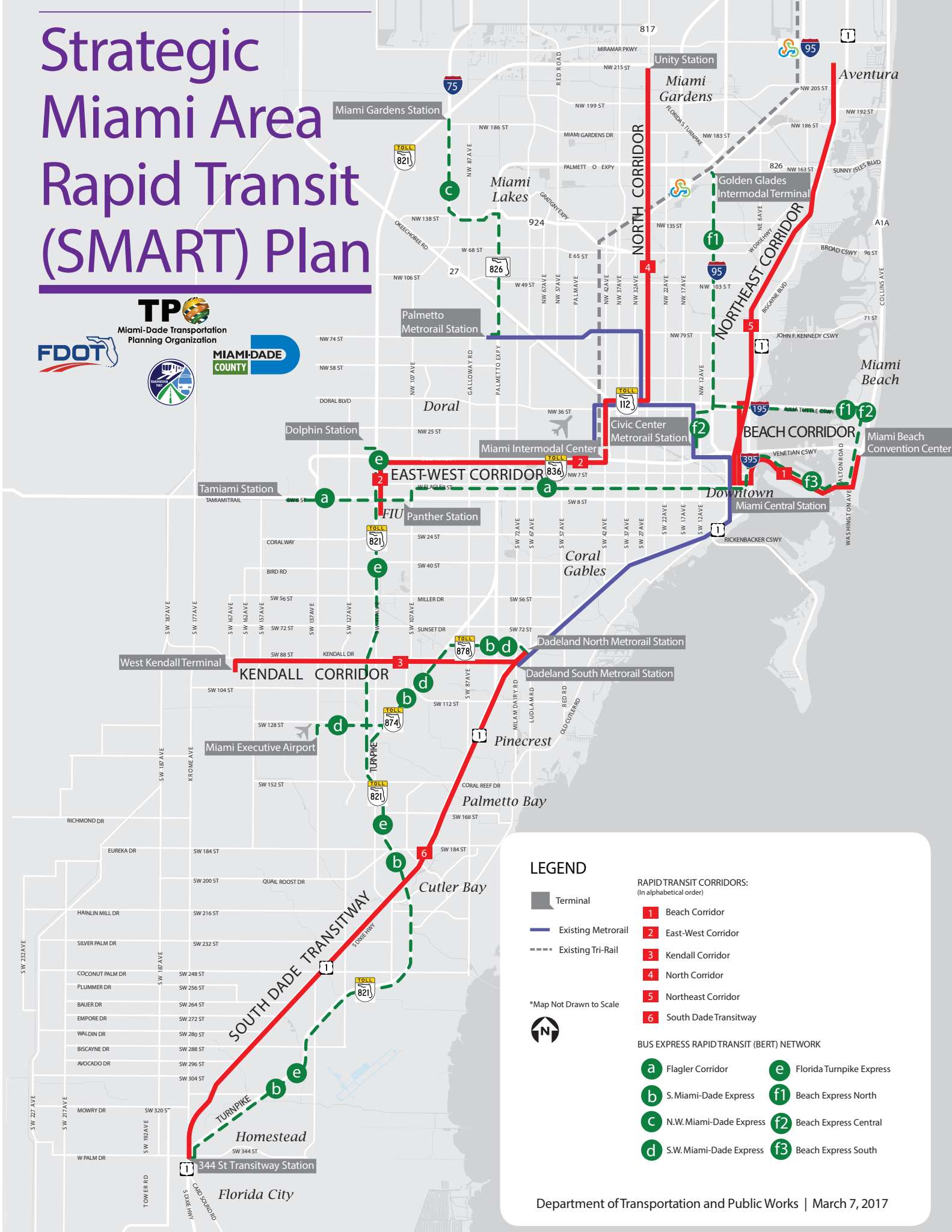
- **Beach Corridor:** Highest tourist demand in region with major employment centers.
- **East-West Corridor:** Heaviest commuter travel for international, state and local businesses.
- **Kendall Corridor:** One of the most congested arterial roadways with the highest demand.
- **North Corridor:** Key regional mobility linkage for access to jobs, stadium and educational facilities.
- **Northeast Corridor:** High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **South Corridor:** Experiencing the fastest population growth in Miami-Dade County.



How many Floridians will benefit from the SMART Plan? An estimated 1.7 million people live within a 2 mile radius of the SMART Plan alignments, representing approximately 63% of the most populous county in Florida.

In 2002, Miami-Dade voters approved a half penny sales surtax to demonstrate a local commitment to mass-transit expansion. This local commitment demonstrates the desire and dedication from Miami-Dade County to seek and implement alternative transportation methods from all levels of the community. This dedicated funding source is available to match State and Federal funds for the implementation of this Plan. It is anticipated that the overall cost of the SMART Plan is approximately \$3.6 billion. State and federal funding partnerships will be critical to deliver these projects.

Strategic Miami Area Rapid Transit (SMART) Plan



LEGEND

- Terminal
- Existing Metrorail
- Existing Tri-Rail

*Map Not Drawn to Scale



RAPID TRANSIT CORRIDORS: (In alphabetical order)

- 1 Beach Corridor
- 2 East-West Corridor
- 3 Kendall Corridor
- 4 North Corridor
- 5 Northeast Corridor
- 6 South Dade Transitway

BUS EXPRESS RAPID TRANSIT (BERT) NETWORK

- a Flagler Corridor
- b S. Miami-Dade Express
- c N.W. Miami-Dade Express
- d S.W. Miami-Dade Express
- e Florida Turnpike Express
- f1 Beach Express North
- f2 Beach Express Central
- f3 Beach Express South

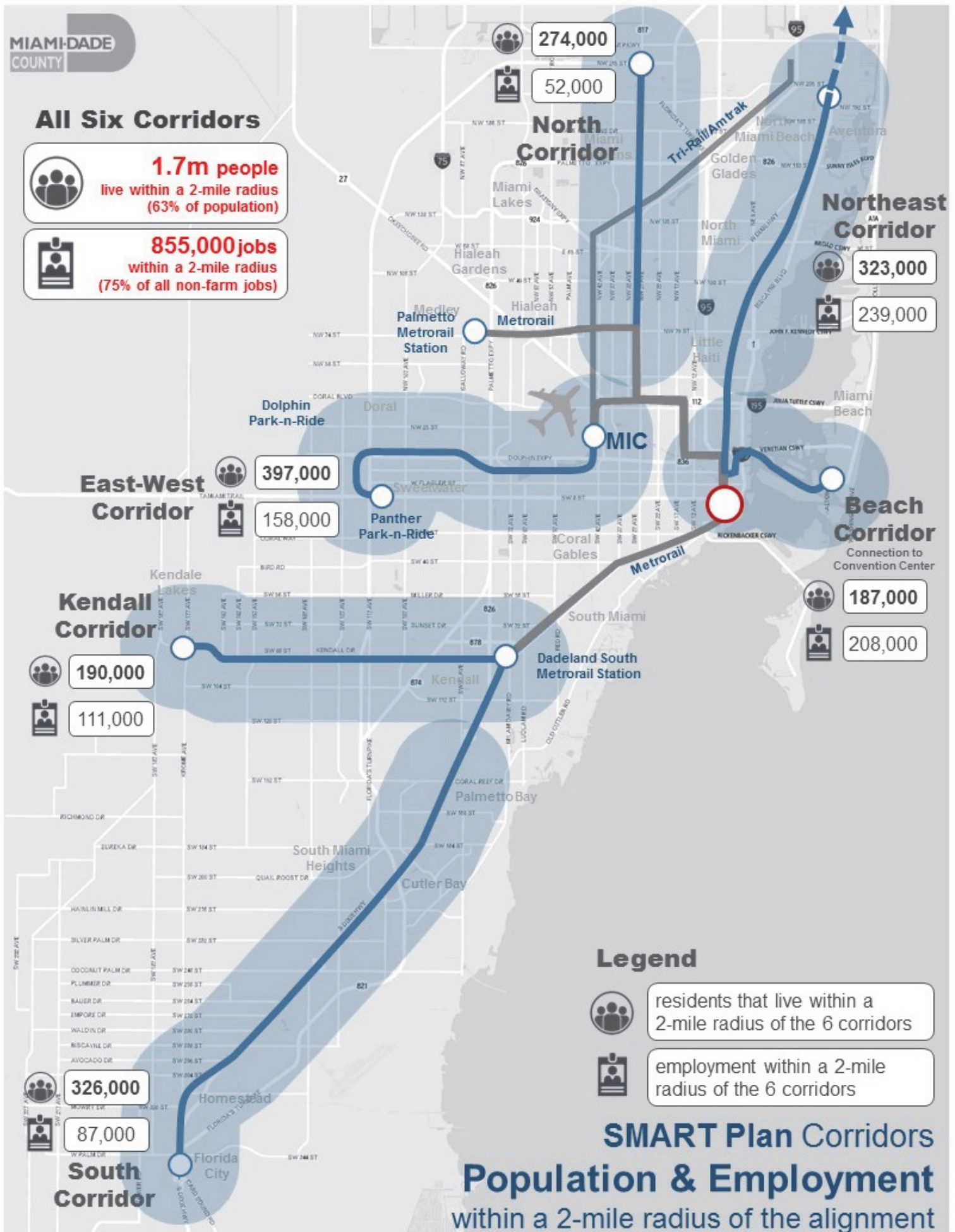
All Six Corridors



1.7m people
live within a 2-mile radius
(63% of population)



855,000 jobs
within a 2-mile radius
(75% of all non-farm jobs)



All About the Smart Corridors

The SMART Corridors have advanced to the Project Development and Environmental (PD&E) Phase where the appropriate analysis will determine the specific next steps.

Beach Corridor

The Beach Corridor (formally known as Bay Link) is an important connection between the mainland and Miami Beach. It will integrate with other existing and proposed transit services on both sides of Biscayne Bay. A vital link between two key economic engines, Miami International Airport (MIA) and PortMiami, this SMART Plan corridor will improve conditions in the area and serve anticipated growth.

Metrorail currently provides a direct connection between MIA and Downtown Miami. This SMART Plan corridor will provide the final link to destinations most frequented by millions of visitors each year. Additionally, this will also serve the surrounding entertainment and commercial sectors for local residents and employees traveling across the Bay or connecting from outside the area.

Providing a transit alternative near Miami Beach will help locals and visitors with their travel needs during peak travel times and special events. Important consideration will also be taken to coordinate future transit improvements with major development now occurring in Downtown Miami.

East-West Corridor

The East-West Corridor runs mostly along State Road 836 (Dolphin Expressway), which contains numerous businesses that are critical to the local economy, including office parks, warehouses, and industrial activity. The Dolphin Expressway and other neighboring east-west corridors, such as Flagler Street and SW 8th Street, connect directly to Downtown Miami. These are some of the most heavily traveled and congested roadways in Miami-Dade County. A rapid transit service along this corridor will provide an important link between major regional, state, and international activity centers, such as the Miami Intermodal Center (MIC), MIA, and Florida International University (FIU), with its annual enrollment of more than 50,000 students.

Other transit upgrades nearby are currently being advanced by the Miami-Dade TPO and partner agencies as part of the effort to prioritize public transportation in the region. New multimodal transit terminals and Park-and-Rides, known as the "Dolphin Station" and "Panther Station," are planned and/or underway at the western end of the corridor.

Kendall Corridor

The Kendall Corridor is an important connection between the County's western residential areas and employment centers, shopping areas, major expressways, and Metrorail stations further to the east. Kendall Drive is a heavily traveled roadway by a sizable portion of the population. As a result, it experiences high levels of traffic congestion. A rapid transit link along Kendall Drive will provide alternative options for traveling the corridor and connecting to other premium transit services such as Metrorail.

The Miami-Dade TPO is planning for other infrastructure improvements such as Park-and-Ride facilities that will supplement a rapid transit route. These Park-and-Ride locations and multimodal transit terminals will provide more opportunities for connections between surrounding neighborhoods and other parts of the County. This corridor is an example of how land use is integrally tied to transportation, and how strategic improvements can result in effective mobility options in areas with auto-oriented development patterns.

**Highest tourist demand
in Region with major
employment centers**



**High demand corridor
supporting local, regional,
and global businesses**



**Critical east-west
commuter demand
corridor**



All About the Smart Corridors

North Corridor

The North Corridor runs along NW 27th Avenue, extending from the MIC at MIA to NW 215th Street, near the Miami-Dade/Broward County line. This roadway is a key component of the transportation system, because it is one of the few continuous north-south arterial corridors in Miami-Dade County. It serves as a gateway to the central part of the South Florida region to the north. This corridor is also ripe for potential infill and redevelopment opportunities, such as transit oriented developments (TOD), which would be further supported by a new rapid transit service.

The Miami-Dade TPO has prioritized funding for implementing a new transit terminal and Park-and-Ride facility at the northern end of this corridor. This Park-and-Ride, known as "Unity Station," will be located near the Broward County line at NW 215th Street and the Florida's Turnpike. The Miami-Dade TPO is also coordinating with the Broward MPO to determine potential options for extending this future service further north in order to create a truly regional rapid transit route.

Northeast Corridor

The Northeast Corridor is a regional connection that links Miami-Dade County with neighbors to the north via the Florida East Coast (FEC) Railway. The corridor is currently used only for freight traffic, but multiple development plans are planned to transform this corridor for passenger service over the next few years.

The MiamiCentral Station development, currently under construction in Downtown Miami, will eventually serve as the terminus station for multiple new passenger rail services along this corridor. All Aboard Florida's intercity "Brightline" service will connect the major downtown areas between Miami and Orlando. Additionally, the South Florida Regional Transportation Authority (SFRTA) is planning to expand its Tri-Rail service to provide one-seat rides to MiamiCentral Station. The TPO has been working with SFRTA and the Florida Department of Transportation (FDOT) to conduct the necessary planning efforts related to this service. These include working with local communities to ensure station locations are integrated with surrounding land uses and development.

South Dade Transitway

The South Dade Transitway (formerly known as South Link) is a 20-mile exclusive busway that operates local and limited stop Metrobus service between the Dadeland South Metrorail Station and Florida City. There are currently 30 Metrobus stations and six Park-and-Ride facilities along this corridor.

Recent projections indicate that the southern portion of Miami-Dade County will experience approximately 50 percent increase in population and 65 percent increase in employment by 2040, which represents the highest growth rate in the County. Communities in this area are growing, and as a result, will experience an increasing demand for transportation infrastructure and services.

In addition to assessing the overall costs and benefits of different service options, passenger amenities will be evaluated as a part of the corridor development process. These potential improvements will help increase the system's reliability, decrease transit travel time, and enhance the overall ridership experience.

Key regional mobility linkage for access to jobs, stadium, and educational facilities



High transit demand and critical regional corridor stretching to Palm Beach County



Experiencing the fastest population growth in Miami-Dade County





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#MiamiSMARTPlan

The Miami-Dade TPO has set a policy that assures that no person shall on the basis of race, color, national origin, sex, age, disability, family, or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Florida Civil Rights Act of 1992, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity. It is the policy of the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act (ADA). To request this document in accessible format, please call (305) 375-1881. If you are interested in participating in the transportation planning process, please contact the Miami-Dade TPO at (305) 375-4507.