

## 9.0 PART I—CONCEPT PLAN SUMMARY

### 9.1 Project Phasing

All three potential Phase 1 alignment options for a bi-directional (i.e., a two-way circulator) routes run from the heart of the central business district (CBD) in Downtown Miami and provide service to the Miami Design District and Buena Vista East Historic District, using the most advantageous roadway corridors in the study area.

All alignment options identified in Section 8.0 provide in-street streetcar service in both directions along the corridors, with stops located every two to five blocks. Each alignment option would cross the Florida East Coast (FEC) Railway branch line to the Port of Miami in the existing grade crossing at NE 29<sup>th</sup> Street and in other locations to the south. Some of the key factors supporting these potential Phase 1 alignment options are:

- Each appears physically feasible, pending further examination.
- Each can provide direct access to a feasible maintenance facility location and well-situated station stop locations.
- Each provides direct or convenient walk access to important destinations, including Government Center, Miami-Dade College,

Downtown Miami, Central Business District, Bayfront Park, American Airlines Arena, Miami Arena, Museum Park/Bicentennial Park, Performing Arts Center, Midtown Miami, and the Miami Design District and Buena Vista East Historic District.

- Each would integrate with existing transit services; i.e., meet Metromover at Flagler/North Miami Avenue, Omni station and the School Board Station, Metrorail at Government Center, and multiple Miami-Dade Transit (MDT) bus routes throughout the study area.
- Each would provide mobility for newly redeveloping residential, commercial, and retail areas in Downtown Miami, Performing Arts Center, Midtown Miami, Wynwood/Edgewater, and the Miami Design District and Buena Vista East Historic District.
- Each would result in a limited impact to on-street parking availability.

Other alignments within the corridor could also be eligible for consideration as additional Phase 1 projects or as project extensions, but they currently do not have as many advantages and as great a potential to meet transit needs as the alignment options identified in Section 8.0.

### 9.2 Next Steps

Upon completion of this Part I, Concept Plan, the initial feasibility study analyses, findings, and alignment options were reviewed with a number of private, non-profit, and public-sector stakeholders, including the City of Miami Commission and administration, study area developers, employers, business and community leaders, the Downtown Development Authority, Miami-Dade County Metropolitan Planning Organization, and MDT staff. These reviews and the resulting input guided

refinements of the Part I findings, as presented in Part II Sections 10.0 through 22.0. Those sections include development of the following:

- Streetcar Operating Plan;
- Conceptual streetcar alignment, including the curb-side and median lane travel specifications, station area concepts, and maintenance and operations facility location requirements (see the separate report titled *City of Miami Streetcar Corridor Feasibility Study Preliminary Alignment Plans, June 2004*);
- Traffic and parking impact analysis;
- Coordination with FEC Railway for the crossing requirements of the FEC Railway track on NE 29<sup>th</sup> Street and between NE 6<sup>th</sup> to NE 7<sup>th</sup> Streets;
- Integration with other transit services;
- Best practice land use reviews for streetcar implementation;
- Selection of a preferred alignment and station stop locations;
- Ridership estimates;
- Urban design/station area planning concept plans;
- Economic redevelopment analysis;
- Conceptual capital and operating cost estimates;
- Financial analysis and recommendations; and
- Options and recommendations for project implementation.