

Miami River Corridor



MULTI-MODAL TRANSPORTATION PLAN FINAL REPORT

PREPARED FOR

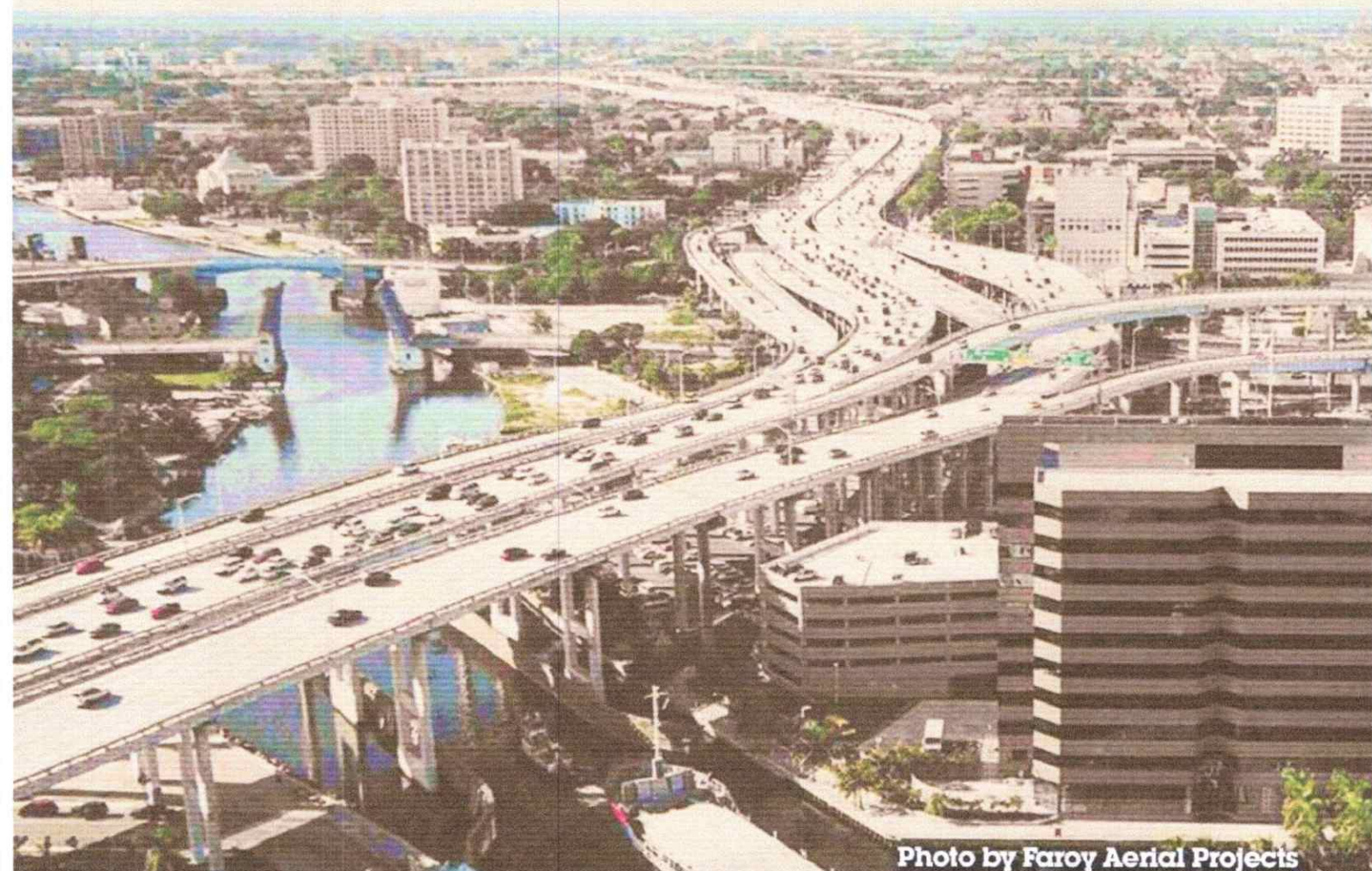


Photo by Faroy Aerial Projects

PREPARED BY



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Waterborne Transit

The Miami River Corridor is not only a functional waterway, but also an attractive focal point unique to Miami. Therefore, it is recommended to use the Corridor as an alternative mode of transportation not only because it would help to alleviate the traffic congestion on the roads, but also serve as a desirable attraction. The Miami River Multi-modal Transportation Plan recommends a waterbus service to be implemented along the Miami River. The waterbus service should connect to the future Miami Intermodal Center (MIC), and provide access to new residential developments as well as existing public transit along the Corridor. Potential waterbus stops include Palmer Lake or the Tamiami Canal, parks, restaurants and feasible Metromover and Metrobus stops. The waterbus service should be operated with vessels ranging in size from 20 to 70 passengers yet be short enough to pass under as many bascule bridges as possible without requiring opening. The most cost feasible and environmentally sound vessels should be explored.



Active WaterBus Service at Annual Miami Riverday Festival

The Miami River waterbus system would connect to a larger proposed waterbus service recommended for Miami-Dade County in the Development of a Service Plan for Waterborne Transit Service. The hub for the waterbus system is proposed near the mouth of the Miami River at Chopin Plaza or Bayfront Park. This location would provide connections from the River to proposed waterbus routes in Biscayne Bay being considered by the County to link to Haulover, Aventura, Coconut Grove, and Miami Beach. Low wake-wash catamaran waterbus are recommended for Biscayne Bay routes with seating capacity for 100 to 149 passengers. An additional advantage for the waterbus transit is the ability to provide transit to the major employment centers including the central business district and civic center.

Consideration should be given to creating waterbus landings where appropriate along the Miami River. For example, the seawall depicted in the picture below of a new residential development on the Fort Lauderdale riverwalk, which has a waterbus service, features a step down area, that makes it easier to board a vessel.



**Existing Fort Lauderdale Riverwalk
with Acceptable Landing for Waterbus**

Figure 13, which is taken from the Development of a Service Plan for Waterborne Transit Service, represents the potential water transit system in Miami-Dade County. The figure shows the potential for a route along the Miami River Corridor, and its connection to the Port of Miami and the surrounding area. This recommendation can be found as line items T1, T9 and T12 in Tables 10-12, as well as on Figures 12 A, 12B and 12C.

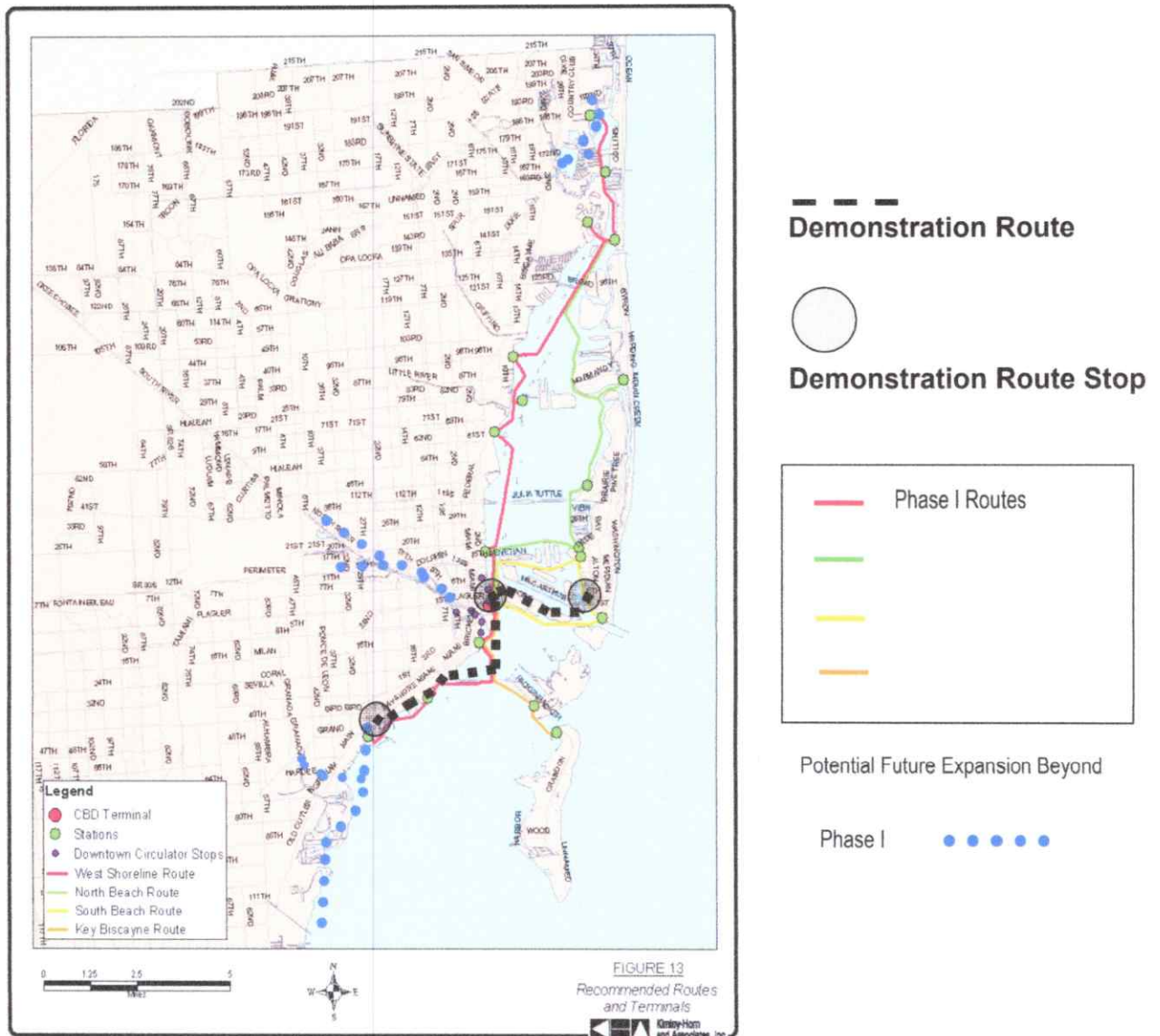


Figure 13: Miami-Dade County Water Transit Recommended Routes and Terminals