Florida East Coast Corridor

Major Land Uses Served:

- Numerous Central Business Districts
- Miami-Dade County Government Center
- American Airlines Arena
- Omni / Miami Performing Arts Center
- Florida International University – North Miami Campus
- Aventura Mall
- Aventura Hospital and Medical Center
- Gulfstream Park
- Young Circle
- Fort Lauderdale-Hollywood International Airport
- Broward General Medical Center
- Broward County Government Center
- Broward Center for the Performing Arts
- North Ridge Medical Center
- Mizner Park
- Florida Atlantic University
- City Place
- Palm Beach County Courthouse

Transfer Opportunities:

- The majority of Miami-Dade Transit's 102 bus routes, including 15 routes connecting to Miami Beach
- Metrorail and Metromover
- Future Miami Streetcar
- 32 of Broward County Transit's 41 bus routes
- 12 Broward community bus routes in five municipalities
- Future Downtown Fort Lauderdale Light Rail Transit / Streetcar
- Future connection with Central Broward East-West Corridor
- Tri-Rail shuttles

Legend

- FEC Corridor
- Jupiter Extension
- Scripps Extension
- Central Broward E-W
- Dolphin Extension
- Kendall Extension
- Potential Station Locations
- Tri-Rail
- Tri-Rail Stations
- Metrorail
- MIC-Earlington
- Railroads
- Intermodal
- Airports
- Ports
- Colleges
- Miami-Dade UDB

Summary

Corridor Ownership.....FEC
Corridor Length (miles).....80
Length incl. Double Tracking (miles).....160
Number of Potential New Stations.....20 to 60
Average Station Spacing (miles).....1.5 to 4
Number of Grade Crossings.....Approx. 200
Headway (minutes)..... 20 / 30 / 60
Travel Time (one-way) (minutes).....100 to 160

Status

The Florida Department of Transportation recently initiated an Alternatives Analysis Study of the 80-mile corridor from Miami to Jupiter. The study will consider alternative transportation modes including heavy rail, light rail and bus rapid transit, and alternative alignments including the Florida East Coast Corridor and nearby Dixie Highway and Federal Highway (US 1). The study will also consider the possibility of a staged implementation, perhaps beginning service on segments of the corridor that may later be joined together.

Summary and Purpose

For several years, many of the communities along the Florida East Cost (FEC) Corridor have lobbied for commuter rail service along this corridor to connect their downtowns. Local officials considered using the FEC Corridor when Tri-Rail was being developed in the 1980s, but the FEC Railroad was only interested in using the corridor for freight. With the redevelopment in downtowns along the coast, attention has turned once again toward passenger rail along the FEC Corridor. The FEC Railroad is now receptive to proposals for the use of its tracks for passenger service, possibly through the sale of real estate, while retaining the right to operate its 20 to 30 daily freight trains as a priority on the FEC Railroad Right-of-Way.

The FEC Corridor alternative includes an 80-mile long existing railroad corridor in three counties on right-of-way currently owned by the FEC Railroad. Passenger rail service along the FEC Corridor would likely consist of 20 to 60 potential stations, depending on type of transit technology provided. There are approximately 200 active at-grade crossings that exist between Miami and West Palm Beach along the FEC Corridor. The purpose of this alternative is to add a significant amount of passenger rail capacity connecting densely-populated areas, and to create the beginnings of a rail-transit grid network. This service would connect the downtown employment and entertainment areas; nearby high-density residential neighborhoods and high-rises; schools; hospitals and other major trip-generators, as well as provide another alternative for north-south travel in the region. Another attractive opportunity is the ability to implement local passenger rail service along the FEC Corridor and reserve the South Florida Rail Corridor and CSXT Railroad Right-of-Way for limited-stop or express trains.

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

**Project subject to change.*