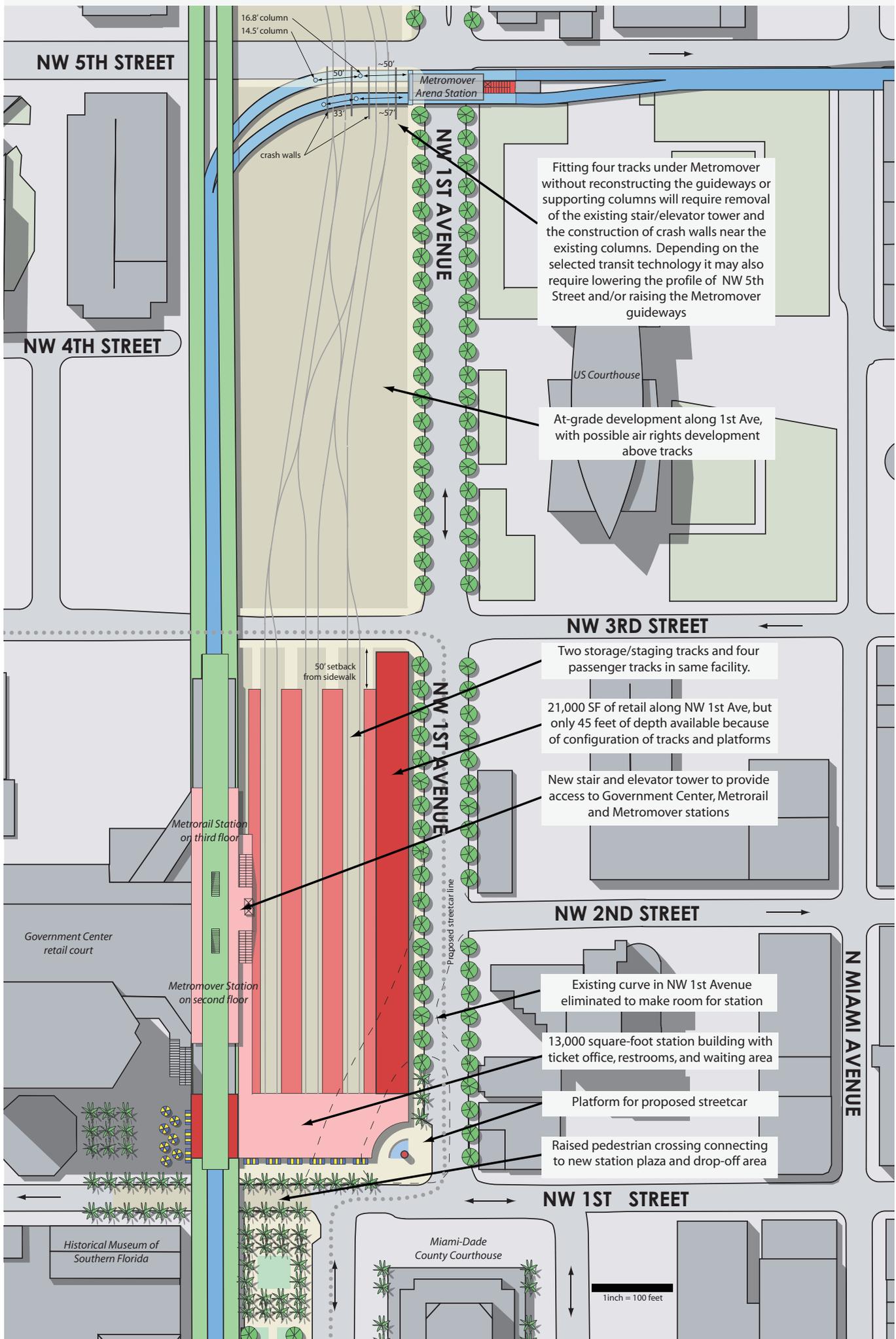


GOVERNMENT CENTER TERMINAL STATION (at-grade)



NW 5TH STREET

NW 4TH STREET

NW 3RD STREET

NW 2ND STREET

NW 1ST STREET

NW 1ST AVENUE

NW 1ST AVENUE

N MIAMI AVENUE

Fitting four tracks under Metromover without reconstructing the guideways or supporting columns will require removal of the existing stair/elevator tower and the construction of crash walls near the existing columns. Depending on the selected transit technology it may also require lowering the profile of NW 5th Street and/or raising the Metromover guideways

At-grade development along 1st Ave, with possible air rights development above tracks

Two storage/staging tracks and four passenger tracks in same facility.

21,000 SF of retail along NW 1st Ave, but only 45 feet of depth available because of configuration of tracks and platforms

New stair and elevator tower to provide access to Government Center, Metrorail and Metromover stations

Existing curve in NW 1st Avenue eliminated to make room for station

13,000 square-foot station building with ticket office, restrooms, and waiting area

Platform for proposed streetcar

Raised pedestrian crossing connecting to new station plaza and drop-off area

16.8' column
14.5' column

crash walls

Metromover Arena Station

Metrorail Station on third floor

Metromover Station on second floor

Government Center retail court

Historical Museum of Southern Florida

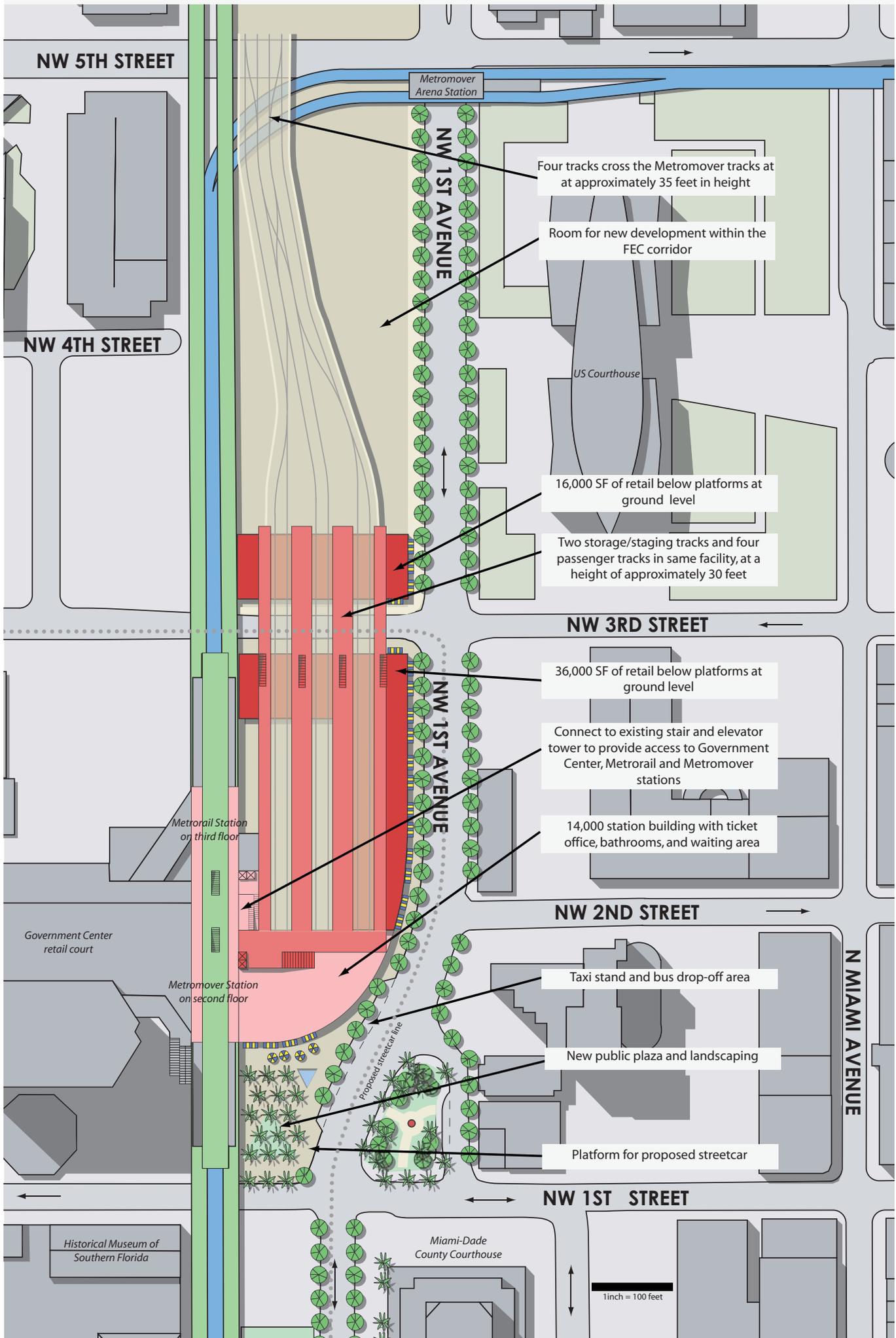
Miami-Dade County Courthouse

1 inch = 100 feet

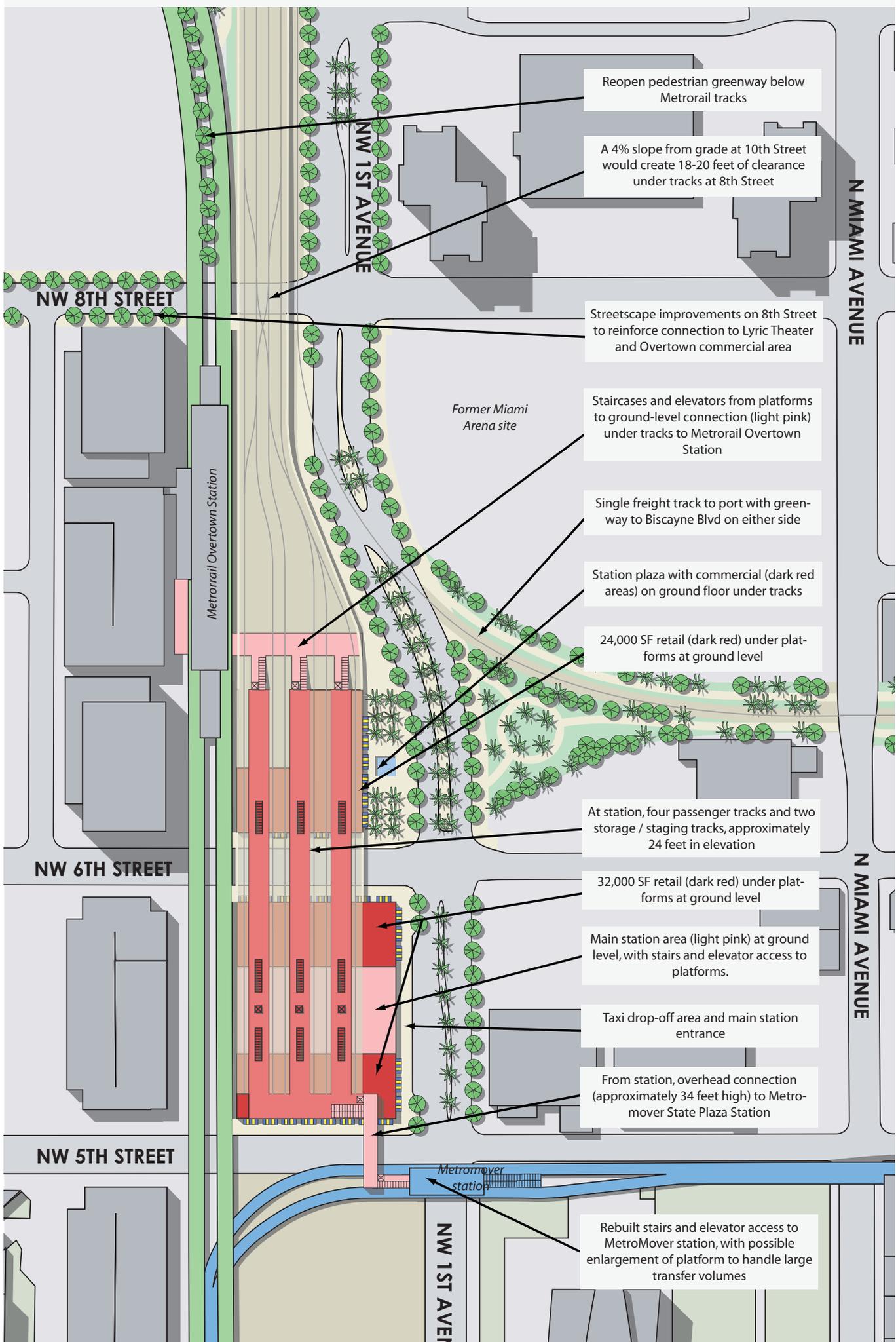
50' setback from sidewalk

Proposed streetcar line

GOVERNMENT CENTER TERMINAL STATION (elevated)



8TH STREET TERMINAL STATION



Reopen pedestrian greenway below Metrorail tracks

A 4% slope from grade at 10th Street would create 18-20 feet of clearance under tracks at 8th Street

Streetscape improvements on 8th Street to reinforce connection to Lyric Theater and Overtown commercial area

Staircases and elevators from platforms to ground-level connection (light pink) under tracks to Metrorail Overtown Station

Single freight track to port with greenway to Biscayne Blvd on either side

Station plaza with commercial (dark red areas) on ground floor under tracks

24,000 SF retail (dark red) under platforms at ground level

At station, four passenger tracks and two storage / staging tracks, approximately 24 feet in elevation

32,000 SF retail (dark red) under platforms at ground level

Main station area (light pink) at ground level, with stairs and elevator access to platforms.

Taxi drop-off area and main station entrance

From station, overhead connection (approximately 34 feet high) to MetroMover State Plaza Station

Rebuilt stairs and elevator access to MetroMover station, with possible enlargement of platform to handle large transfer volumes

NW 8TH STREET

NW 1ST AVENUE

N MIAMI AVENUE

NW 6TH STREET

N MIAMI AVENUE

NW 5TH STREET

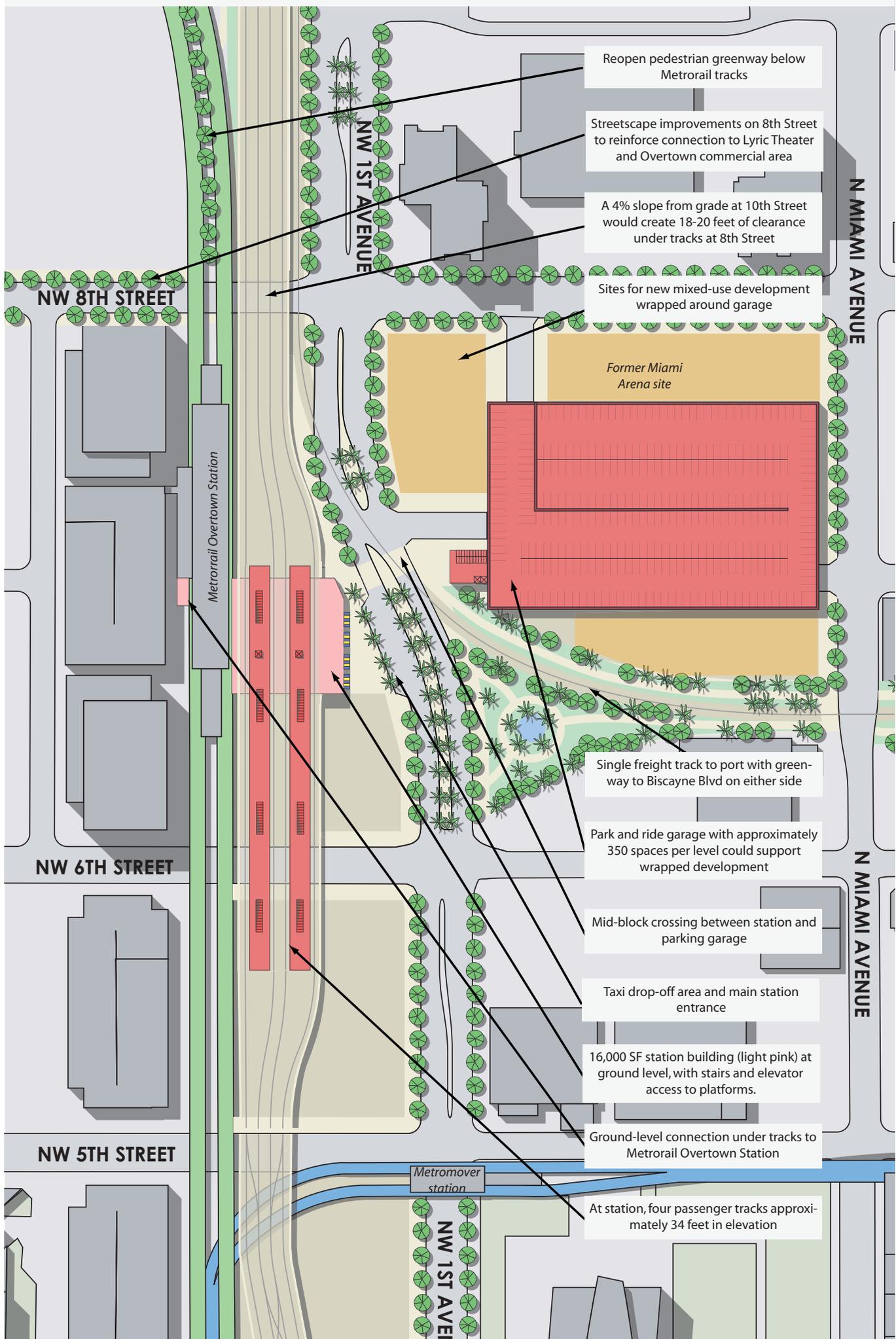
NW 1ST AVE

Metrorail Overtown Station

MetroMover station

Former Miami Arena site

8TH STREET PARK & RIDE STATION



Reopen pedestrian greenway below Metrorail tracks

Streetscape improvements on 8th Street to reinforce connection to Lyric Theater and Overtown commercial area

A 4% slope from grade at 10th Street would create 18-20 feet of clearance under tracks at 8th Street

Sites for new mixed-use development wrapped around garage

Former Miami Arena site

Single freight track to port with greenway to Biscayne Blvd on either side

Park and ride garage with approximately 350 spaces per level could support wrapped development

Mid-block crossing between station and parking garage

Taxi drop-off area and main station entrance

16,000 SF station building (light pink) at ground level, with stairs and elevator access to platforms.

Ground-level connection under tracks to Metrorail Overtown Station

At station, four passenger tracks approximately 34 feet in elevation

NW 8TH STREET

NW 1ST AVENUE

N MIAMI AVENUE

NW 6TH STREET

N MIAMI AVENUE

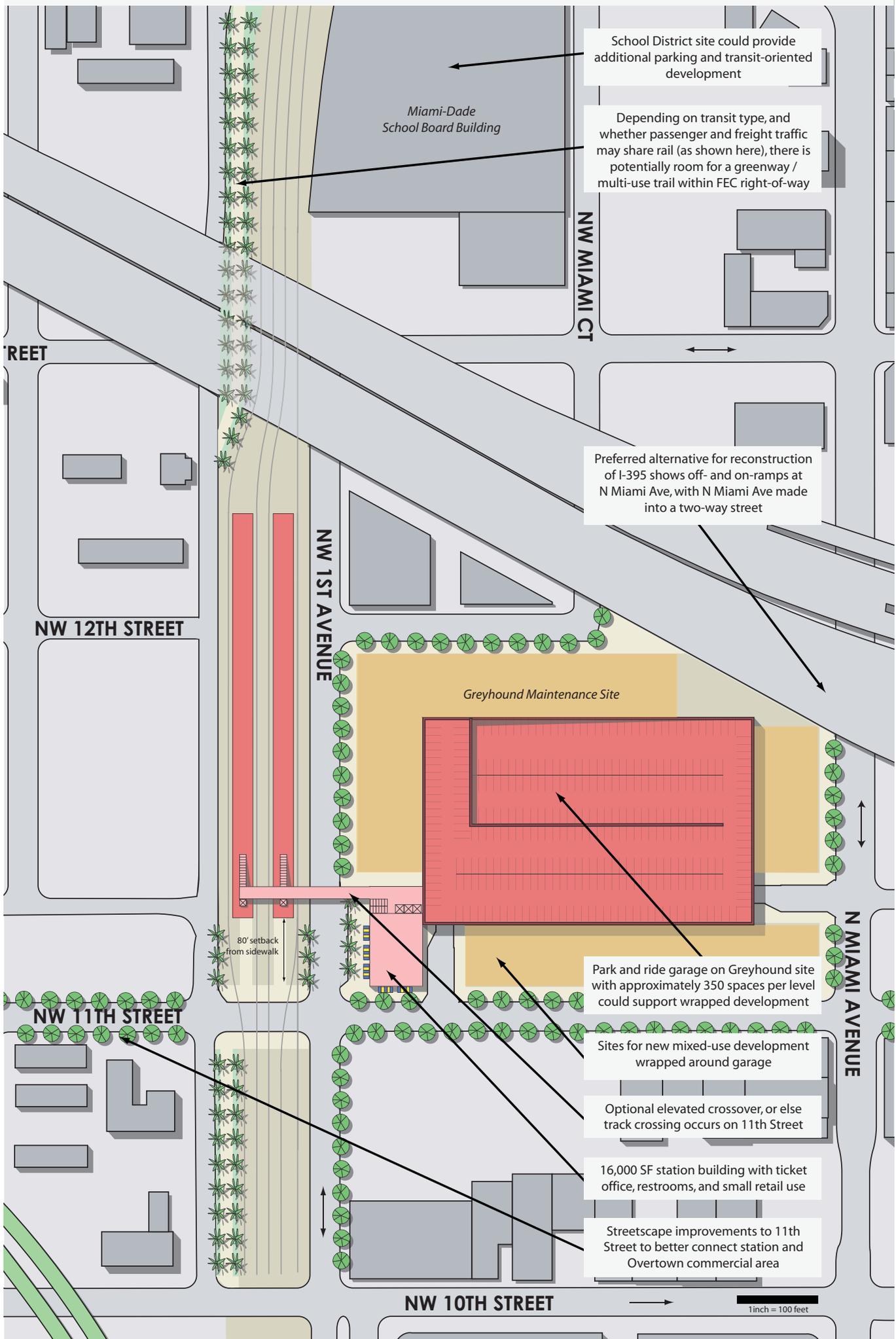
NW 5TH STREET

Metromover station

NW 1ST AVENUE

Metrorail Overtown Station

11TH STREET PARK & RIDE STATION



School District site could provide additional parking and transit-oriented development

Depending on transit type, and whether passenger and freight traffic may share rail (as shown here), there is potentially room for a greenway / multi-use trail within FEC right-of-way

Preferred alternative for reconstruction of I-395 shows off- and on-ramps at N Miami Ave, with N Miami Ave made into a two-way street

Park and ride garage on Greyhound site with approximately 350 spaces per level could support wrapped development

Sites for new mixed-use development wrapped around garage

Optional elevated crossover, or else track crossing occurs on 11th Street

16,000 SF station building with ticket office, restrooms, and small retail use

Streetscape improvements to 11th Street to better connect station and Overtown commercial area

80' setback from sidewalk

NW 10TH STREET

1 inch = 100 feet

BISCAYNE / PORT SPUR

FULL TERMINAL:

A full four-track station, at-grade or elevated, is not possible along the Biscayne/Port spur for several reasons:

- 1) the FEC right-of-way is not wide enough to accommodate four tracks and passenger platforms, whether elevated or at grade. A terminal station would also need track areas to temporarily store and marshal trains.
- 2) At grade, no block along the spur is long enough to handle the length of platform needed for a five or six car train, plus provide necessary setbacks from nearby road crossings.
- 3) An elevated option would require using most of the spur length to raise tracks high enough to pass over the Metromover Freedom Tower Station (~40 feet of clearance) and would present aesthetic impacts to the historic Freedom Tower.

PROTOTYPE STATION DIMENSIONS

