



Kendall Drive Premium Transit PD&E Study

Project Kick-Off Meeting

SR 94/Kendall Drive/SW 88 Street
Project Development and Environment (PD&E) Study



What is a PD&E Study?

A *Project Development and Environment (PD&E) Study* is conducted to provide the following information:

- Impacts and benefits to the community and the environment
- Design options
- Costs

A PD&E Study follows the *National Environmental Policy Act* (NEPA) of 1969, mandated by the Environmental Protection Agency (EPA), in addition to Federal and State laws and regulations.

- The PD&E Process is the State of Florida process for complying with NEPA requirements.
- Analysis criteria being used in order for the project to be considered for funding
- Public outreach is a vital and necessary component to the process



Approval of a PD&E document qualifies a project for *federal funding*.

About the Project

Lead Agency:

- Florida Department of Transportation (FDOT)

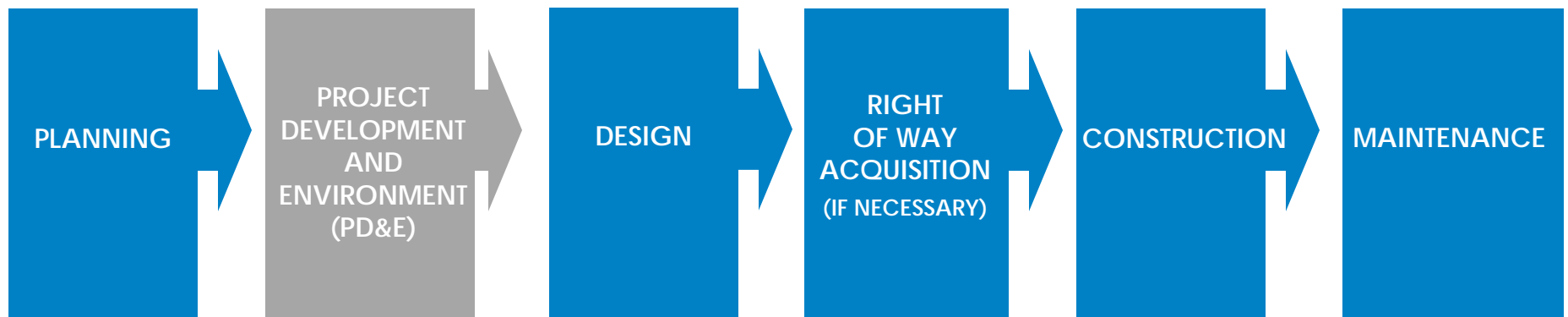
Partners:

- Miami-Dade Metropolitan Planning Organization (MPO)
- Miami-Dade County Department of Transportation and Public Works

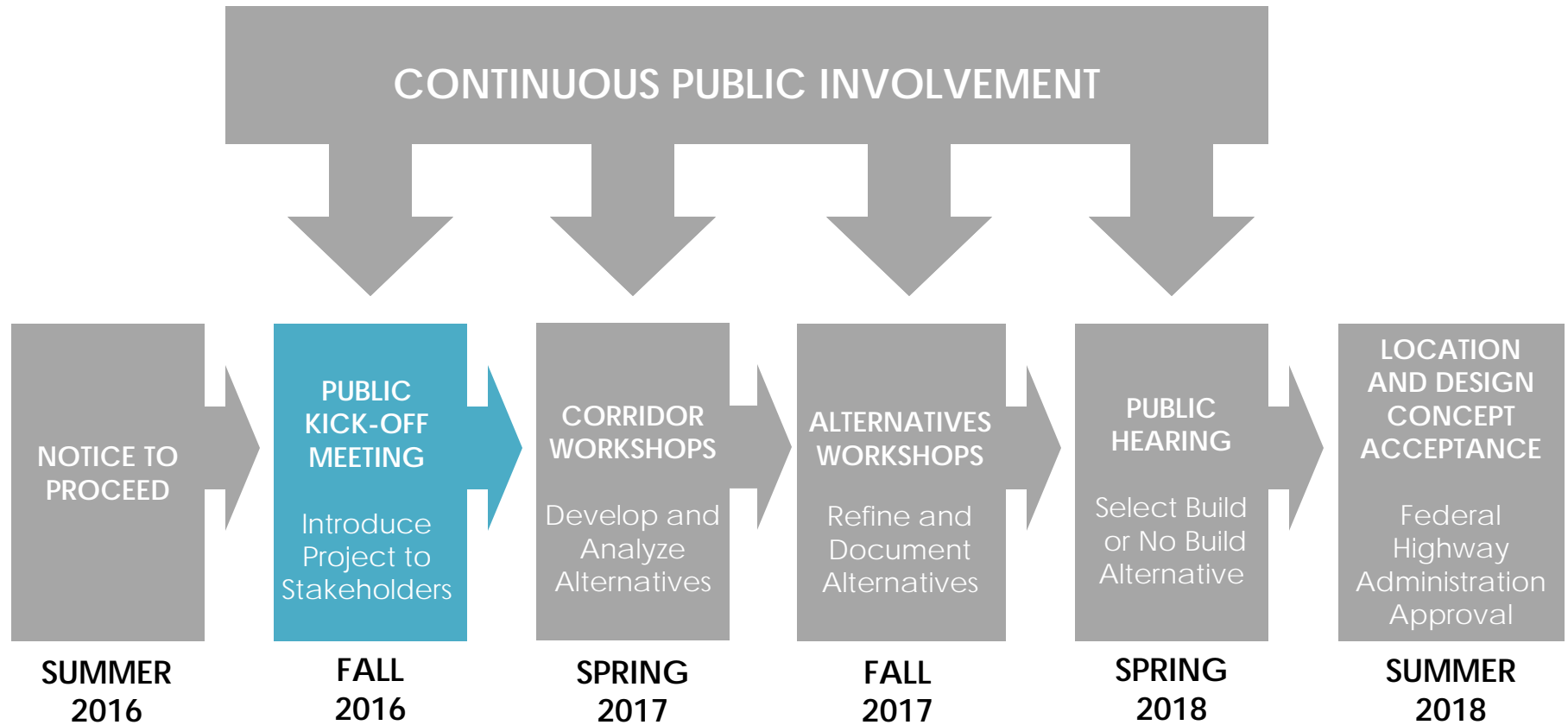


Project Phases

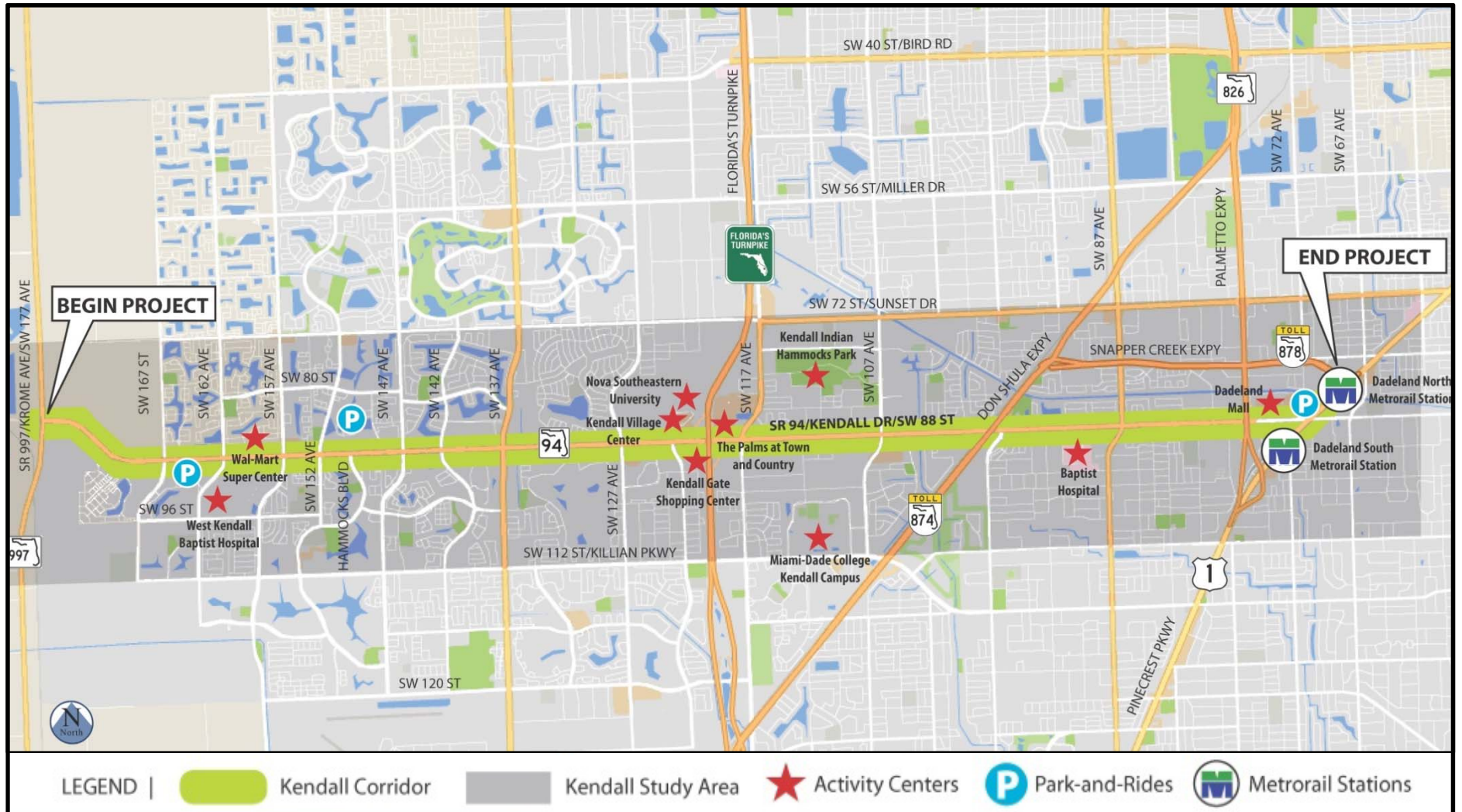
CONTINUOUS PUBLIC INVOLVEMENT



PD&E Phase



Project Location Map



Project Consistency

2002	2004	2005	2006	2007	2009	2015	2016
<p>Miami-Dade Legislative Item File Number: 022195</p> <p>Legislative History</p> <p>Legislative Text</p>	<p>Methodology and Results</p> <p>Prepared for: Miami-Dade Metropolitan Planning Organizati</p> <p>Prepared by: Center for Urban Transportation Research, National Bus Rapid Transit Institute, College of Engineering, University of South Flor</p> <p>4202 E. Fowler Avenue CUT 100 Tampa, Florida 33620-5375</p> <p>CUTR</p> <p>Final - October 2004</p>	<p>Special Use Lanes Study</p> <p>Use of Shoulder By-</p>	<p>Miami - Dade County Corridor Alternatives</p> <p>Purpose, Need, Goals and Objective</p> <p>FINAL</p> <p>Prepared By: Edwards Kelcey</p> <p>July 2006</p>	<p>Kendall Corridor Transportation Alternatives Analysis</p> <p>Final Report</p> <p>SEPTEMBER 2007</p>	<p>MIAMI-DADE COUNTY TRANSIT</p> <p>TRANSIT DEVELOPMENT PLAN FY 2010 TO</p>	<p>Bus Rapid Trans Implementation Plan along</p> <p>HNTB IN ASSOCIATION WITH</p>	<p>February</p> <p>Miami-Dade MPO identifies SMART Plan as Highest Priority</p> <p>March</p> <p>Strategic Miami Areas Rapid Transit (SMART) Plan adopted</p> <p>August</p> <p><i>Kendall Drive Premium Transit Study begins</i></p>
<p>People's Transportation Plan</p>	<p>Bus Rapid Transit Opportunities Study</p>	<p>Special Use Lane Study</p>	<p>Kendall Corridor: Purpose, Need, Goals, and Objectives</p>	<p>Kendall Corridor Transportation Alternatives Analysis</p>	<p>Transit Improvement Study</p>	<p>BRT Implementation Plan along Transit Corridors</p>	<p>February</p> <p>Miami-Dade MPO identifies SMART Plan as Highest Priority</p> <p>March</p> <p>Strategic Miami Areas Rapid Transit (SMART) Plan adopted</p> <p>August</p> <p><i>Kendall Drive Premium Transit Study begins</i></p>

Miami-Dade MPO SMART Plan

The SMART Plan identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth.



Six identified Rapid Transit Corridors:

- Beach Corridor
- East-west Corridor
- **Kendall Corridor**
- North Corridor
- Northeast Corridor
- South Dade TransitWay

Other Projects on the Corridor

Under Study:

- Districtwide Traffic Operations & Safety Study on Kendall Drive, from west of SW 77 Avenue to east of US 1/Dixie Highway.

In Design:

- Intersection Safety Enhancement and Drainage Improvement Project at Kendall Drive and SW 107 Avenue.
 - Safety: Repaving and restriping, updating signage, upgrading signalization, relocating bus stops, adding left-turn lane
 - Drainage: Upgrading drainage system along SW 107 Avenue

Under Construction:

- Roadway construction on Kendall Drive, from west of SW 132 Avenue to west of SW 122 Avenue.

Purpose

Develop a cost-effective, high-ridership, premium transit service with supporting pedestrian and bicycle facilities.

Main Project Purpose

- Improve mobility and access to jobs
- Enhance travel options
- Support sustainable growth and development

Key Corridor Issues

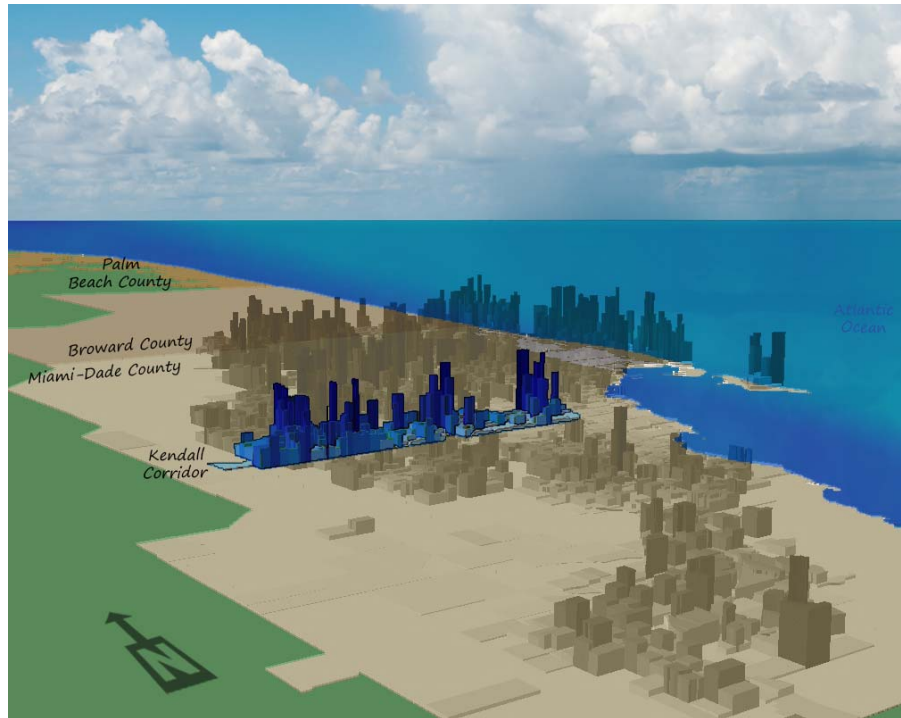
- Severe and increasing congestion
- Transit services delayed by congestion
- Limited pedestrian, bicycle, and transit amenities

Primary Goals

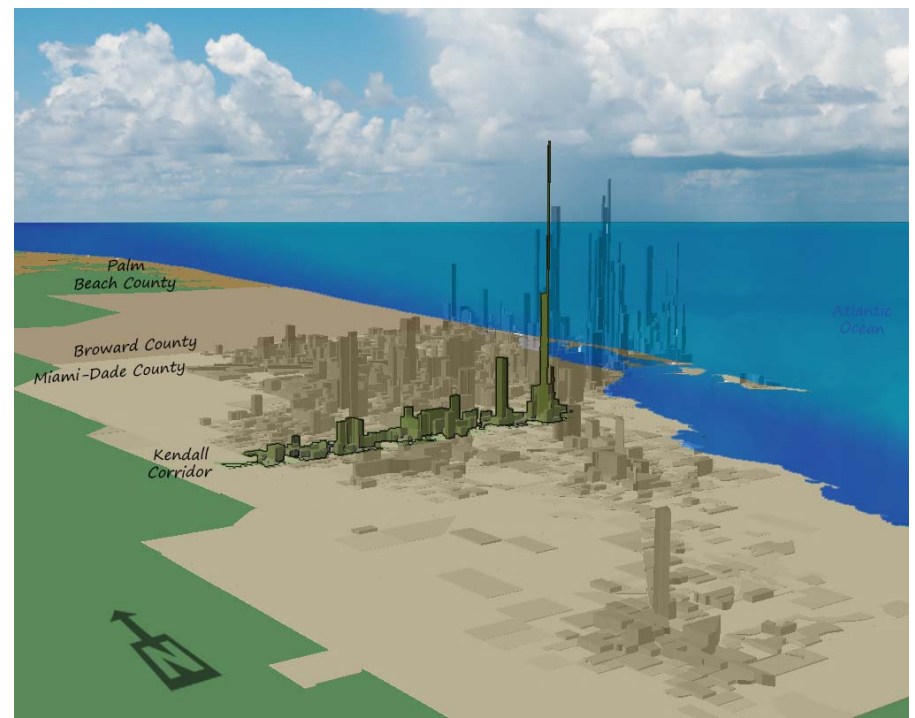
- Offer attractive transit service
- Provide better connections to major destinations
- Promote pedestrian and bicycle travel
- Mitigate delays from congestion

Need

2010 POPULATION

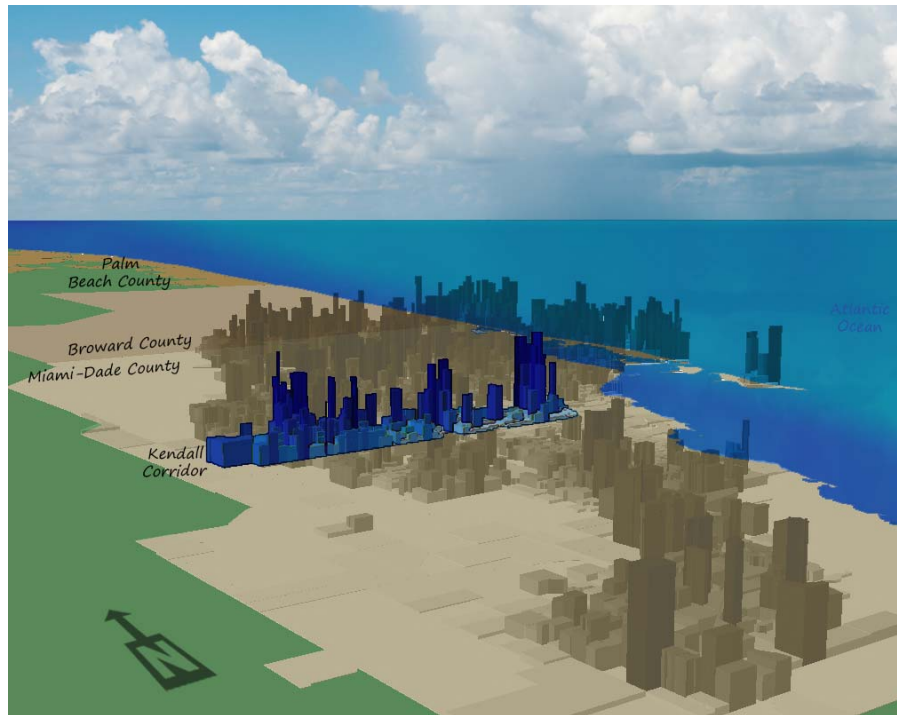


2010 EMPLOYMENT



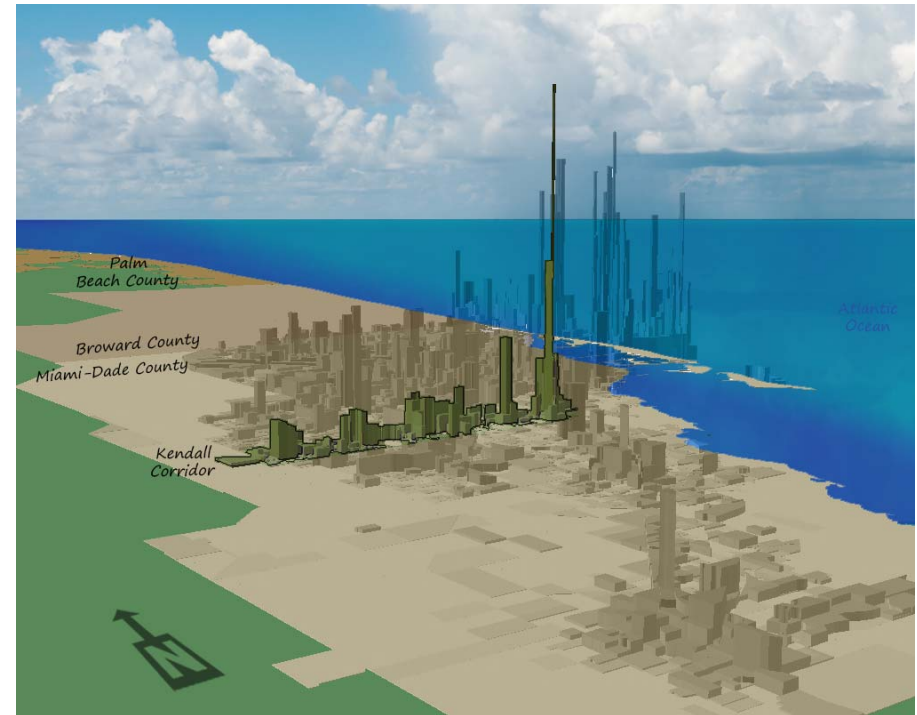
Anticipated Growth

2040 POPULATION



↑ 16%

2040 EMPLOYMENT

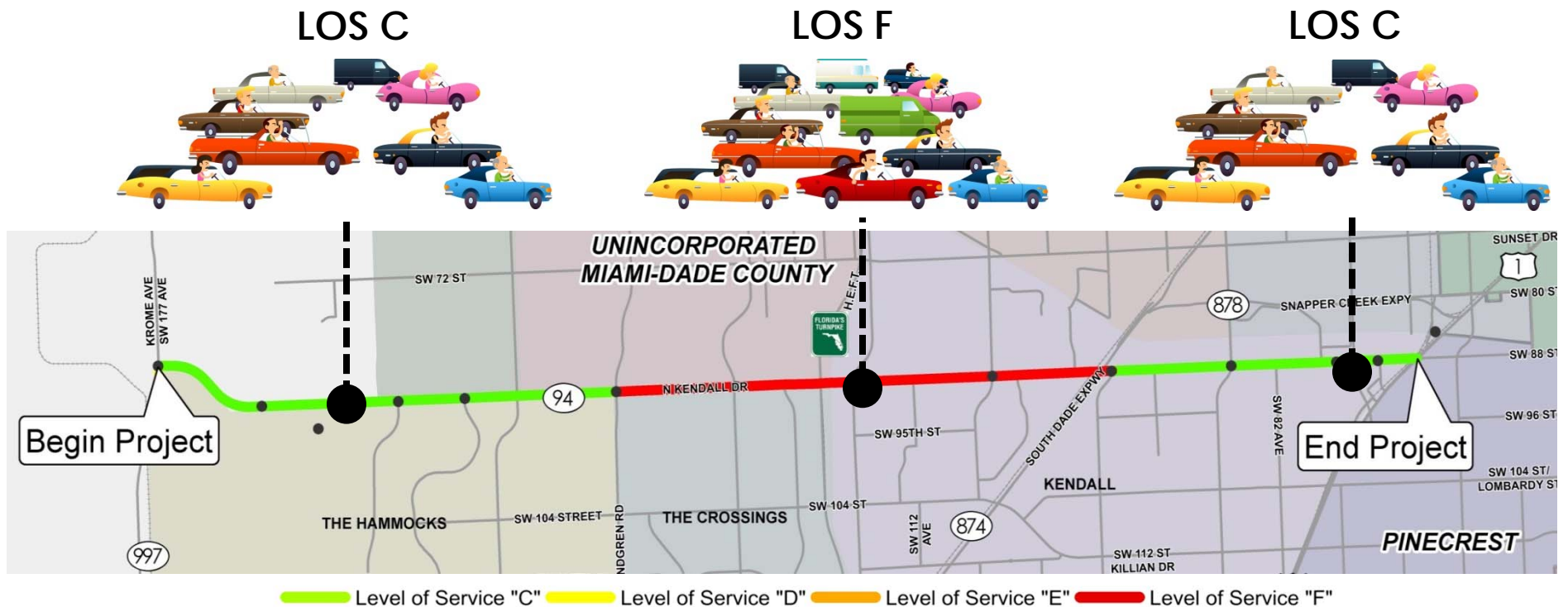


↑ 41%

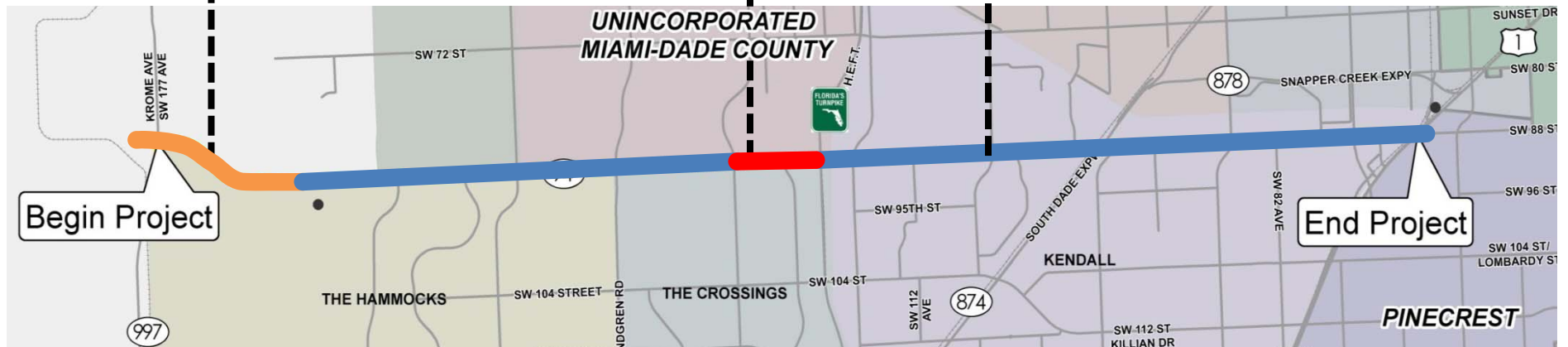
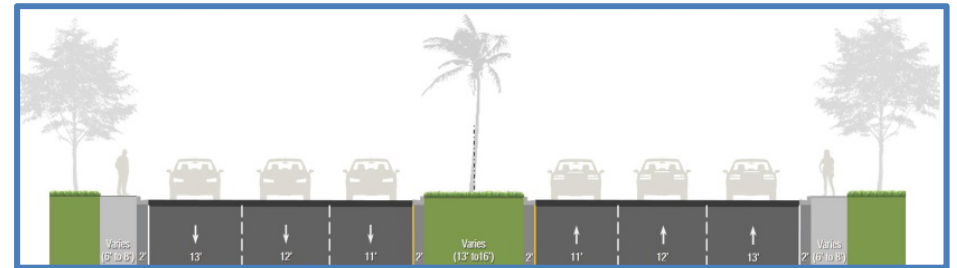
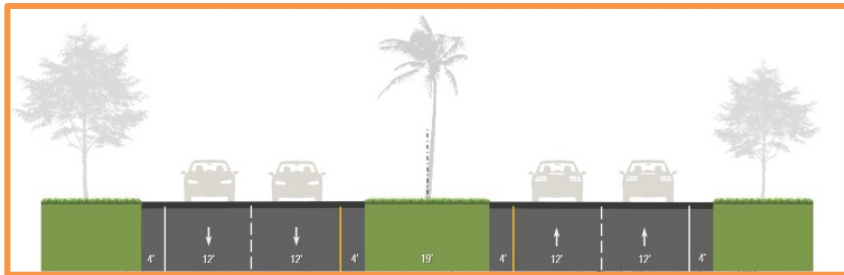
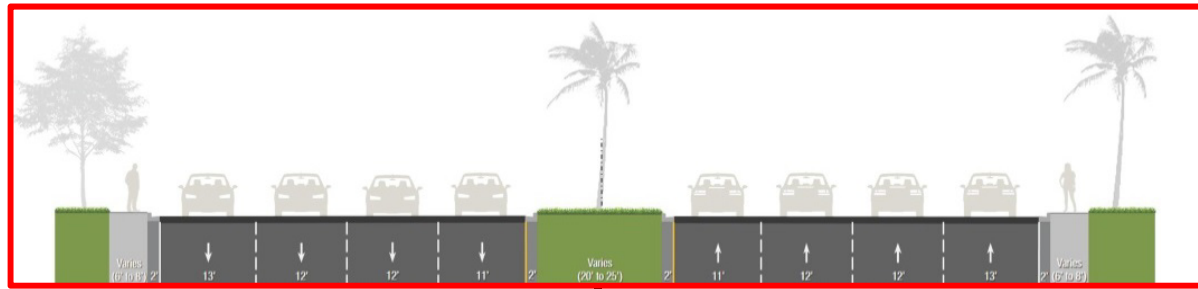
Existing Traffic

Level of Service (LOS) is a way to measure traffic conditions on a scale from A to F, with F being the worst.

On Kendall Drive, existing LOS varies between **C** and **F**. Most congested areas between 137 Avenue and Don Shula Expressway.



Existing Typical Sections



Existing Transit Services



Environmental Considerations

Sociocultural

- Social
- Aesthetics
- Public Parks/Recreation Areas
- Land Use
- Mobility

Natural

- Wetlands
- Floodplains
- Wildlife and Habitat

Physical

- Air Quality
- Noise and Vibration
- Infrastructure

...and much more.



Potential Alternatives

No Build/Do Nothing Alternative

Transportation System Management & Operations

- Transit alternatives to manage congestion

Three Build Alternatives

- Consider multiple transit technologies
 - Including existing and future technologies
- Maximize existing right of way
- Compatibility with future land uses
- Consider Impacts

Benefits of Transit

Immediate

- Personal mobility for people from every walk of life
- Proven record of reducing congestion
- Pedestrian-friendly streetscape



Long-Term Opportunities

- Reduced fossil fuel consumption and greenhouse gases
- Economic Opportunities
- Sustainable land use development

Premium Transit Types and Features

Bus Rapid Transit (BRT)

A high-capacity bus service with dedicated right of way, defined stations, and traffic signal priority. Often uses articulated buses, and employs off-board fare collection, platform-level boarding and intersection treatments.



Typically:

- At-grade
- Limited mixed-use or exclusive lanes
- Stops every half to one mile
- Powered by a variety of sources

Light Rail Transit (LRT)

Also known as trolley or streetcar, employs a relatively short (one to three cars long), electrical rail vehicle. Vehicles can be tailored to meet the needs of specific transportation operating environments.



Typically:

- At-grade
- Limited mixed-use or exclusive lanes
- Stops every half to one mile
- Electrically powered

Premium Transit Types and Features

Heavy Rail Transit (HRT)

Standard urban systems rail technology built for heavy and high-speed trains, normally on a dedicated right of way track.

Elevated

Used by the Metrorail system, it is a heavy rail rapid transit system that operates on an exclusive, elevated right of way.



Typically:

- Exclusive lanes
- Stops every one to two miles
- Electrically powered

At-Grade/Ground level

This technology has the option of using electrical power from either a third rail in the ground or from overhead lines. This allows the train to switch from an elevated platform to at street level service.



Typically:

- Exclusive lanes
- Stops every one to two miles
- Electrically powered

Public Outreach Schedule

Public Meetings



Additionally:

- One-on-One Meetings
- Project Advisory Committee (PAC)
- Technical Oversight Team

Next Steps

Immediate

- Existing Data *Analysis*
- *Development* of Concepts
- *Evaluation* of Concepts

Near Future

- Present progress to the public in the *Corridor Analysis* to get feedback
- *Analysis* of the Alternatives
- Present progress to the public at the Alternatives Workshop to get feedback
- *Refine* Alternatives
- Present proposed Recommended Alternative at the Public Hearing
 - Consider Public Hearing and Federal Transit Administration (FTA) feedback
- Submit the study for Location Design and Concept Acceptance

Your Input is Valuable

We want to hear from you.

Please share your comments on the comment form and let us know what you think about the study.

If you would like to stay informed and get project updates, please share your contact information.

FDOT

Project
Kendall Drive Premium Transit PD&E Study
State Road (SR) 997/Krome Avenue/SW 177 Avenue to Dadeland North Metrorail Station
Project Identification Number: 437784-1-22-01

Comment Sheet - Public Kick-Off Meeting

Meeting Location Best Western Plus Kendall Hotel & Suites 8560 SW 124 Avenue, Miami, FL 33183	Meeting Date & Time Wednesday, November 16, 2016 6 p.m. - 8 p.m.
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Please Write Comments Below

Name: _____ Address: _____
Phone Number: _____ Email: _____

If you have any questions or comments, please contact FDOT Public Information Specialist Jeannette Lazo by telephone at 305.573.0089 or by email at Jeannette@iscprgroup.com.
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For More Information



Visit us at our project website.
Learn more about the project.
Get updates on the study.
**[www.fdotmiamidade.com/
kendallpremiumtransitstudy](http://www.fdotmiamidade.com/kendallpremiumtransitstudy)**

Or follow us on
Facebook and Twitter



Contact Information



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-Thank you for your time-