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SUMMER 2023



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

From SR 997/Krome Avenue/SW 177 Avenue to Dadeland North Metrorail Station, Miami-Dade County, Florida

ETDM Number: 14251 Financial Project Number: 437784-1-22-01/ 437784-1-22-03

Kendall Drive **Rapid Transit** PD&E Study Fact Sheet



Kendall Drive Rapid Transit PD&E Study

SR 94/Kendall Drive/SW 88 Street from SR 997/Krome Avenue/SW 177 Avenue to Dadeland North Metrorail Station Financial Project Number: 437784-1-22-01/ 437784-1-22-03

Overview and Limits

the implementation of Rapid Transit along SR 94/SW 88 Street/ customer convenience and comfort than a standard transit Kendall Drive. The study covers SR 94/SW 88 Street/Kendall Drive service. Examples of Rapid Transit modes include Bus Rapid from approximately SR 997/SW 177 Avenue/Krome Avenue to the Transit (BRT), Light Rail Transit (LRT), and Heavy Rail Transit Dadeland North Metrorail Station.

Study Objective

to accommodate Rapid Transit service, as well as walking and bicycle trips, along Kendall Drive. The study will evaluate various options for transit service - mode, station stop locations, signalization for transit, use of exclusive lanes, etc.

Alternative

What is Rapid Transit?

The Florida Department of Transportation (FDOT) is studying Rapid Transit offers faster, more frequent service and increased (HRT/Metrorail/Metrorail at-grade) that provide rapid transit service with various passenger amenities at stations and within the vehicles themselves. A component of rapid transit This study will focus on providing multimodal street improvements service is exclusive lanes which are lanes dedicated for public transportation use. Exclusive transit lanes are important for achieving fast and reliable transit service, especially during peak traffic periods. Other examples of Rapid Transit features include fare collection technology and real-time "next arrival" displays at stations, transit signal priority to reduce dwell time at intersections, and vehicles designed for guick and easy boarding.

Project Goals

- Improve mobility by offering alternate transportation options with competitive travel times.
- Increase connectivity to the regional transit system and access to major destinations.
- Encourage pedestrian and bicycle travel to reduce the growing number of automobile trips.
- Support sustainable development including social and economic opportunities that enhance quality of life in the community.

Alternative	Roadway Improvement	Transit Service Improvements	
No-Build	No change to existing configuration	No change	
Transportation System Management & Operations (TSM&O)	Minor change to existing configuration for queue jumps	- Improved end-to-end travel time - Bus transit signal priority	- Queue jump lane - New park and ride improvements
Curbside Lanes, BRT	Curbside lanes reserved for buses and right turning vehicles	- Faster bus service - Bus transit signal priority - New stations on side of road	 Buses have their own lane New park and ride improvements
Reversible Median for General Purpose, BRT	Curbside lanes reserved for buses and right- turning vehicles; repurposing of median for Reversible Car Lane that operates eastbound in the morning and westbound in the afternoon	 Faster bus service Bus transit signal priority New stations on side of road 	- Buses have their own lane in the peak-direction only - New park and ride improvements
Median Lanes, BRT	Repurposing of inside lanes in both directions for buses only	 Faster bus service Bus transit signal priority New stations in median 	- Buses have their own lane - New park and ride improvements
At grade HRT	Repurposing of median and inside lanes in both directions for trains	- Fast train service - One-seat-ride to Downtown - Signal Preemption	- New stations in median - New tracks - New park and ride improvements
Elevated HRT	No lane repurposing although modifications to left turn lanes and median openings may be required for column placement	- Fast train service - One-seat ride to Downtown - No interaction with traffic signals	 Elevated tracks and stations in median New park and ride improvements

IMPORTANT UPDATE: THIS PROJECT IS ON HOLD

The Florida Department of Transportation (FDOT) District Six has collaborated closely with our partners over the years to plan, analyze and design the Kendall Corridor project as identified in the Miami-Dade Transportation Planning Organization's (TPO) Strategic Miami Area Rapid Transit (SMART) Plan. In November 2019, FDOT identified curbside Business Access Transit (BAT) Lanes as the recommended alternative for the Kendall Corridor. This was presented at the Public Workshop in December 2019. In February 2020, the TPO requested FDOT analyze the implementation of reversible lanes; this analysis was completed in November 2020. The analysis determined that reversible lanes are not feasible on the Kendall Corridor.

Given that the Kendall and Flagler Corridors identified BAT Lanes as the recommended alternative, FDOT and the Miami-Dade County's Department of Transportation and Public Works (DTPW) recommend placing the Kendall PD&E Study on hold while implementing the Flagler Street SMART Demonstration project.

The Flagler Demonstration Project will consist of repurposing the outside lanes, applying appropriate pavement markings, and installing signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the Flagler Demonstration Project would be monitored over a one-year period. Implementation of a demonstration project within the limits of the Flagler PD&E study will allow for collection of key performance data that would otherwise not be available. Data collected will allow FDOT, Miami-Dade TPO and DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane concept on both Flagler and Kendall Corridors.

We look forward to continuing this project and developing an effective multimodal transportation solution to relieve congestion and improve transit in our region. We will continue to keep the community informed and we thank you for your cooperation.



FACT SHEET

