



Project Development and Environment (PD&E) Study

SR-9/SR-817/NW 27th Avenue Rapid Transit Study

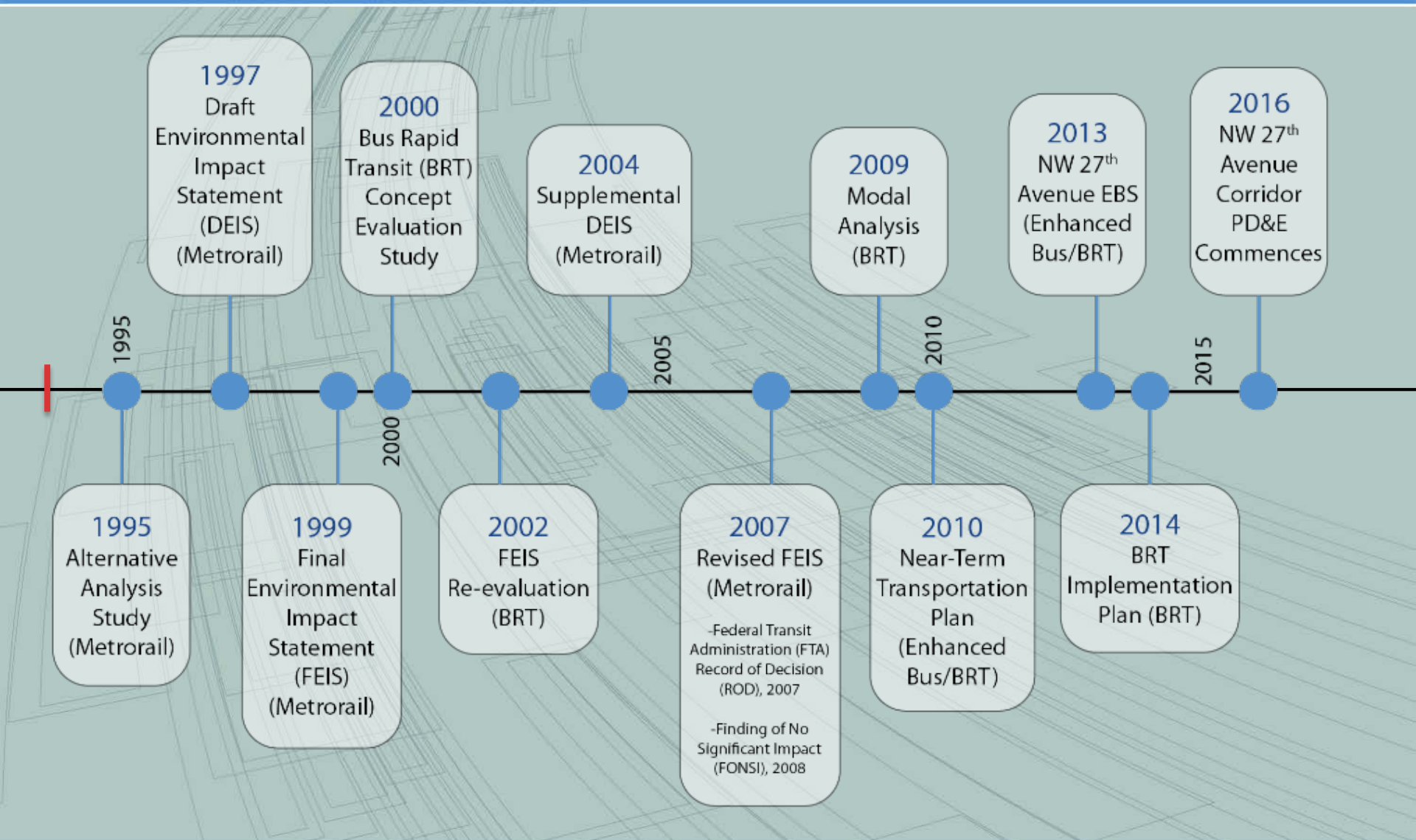


Public Workshop
November 2017





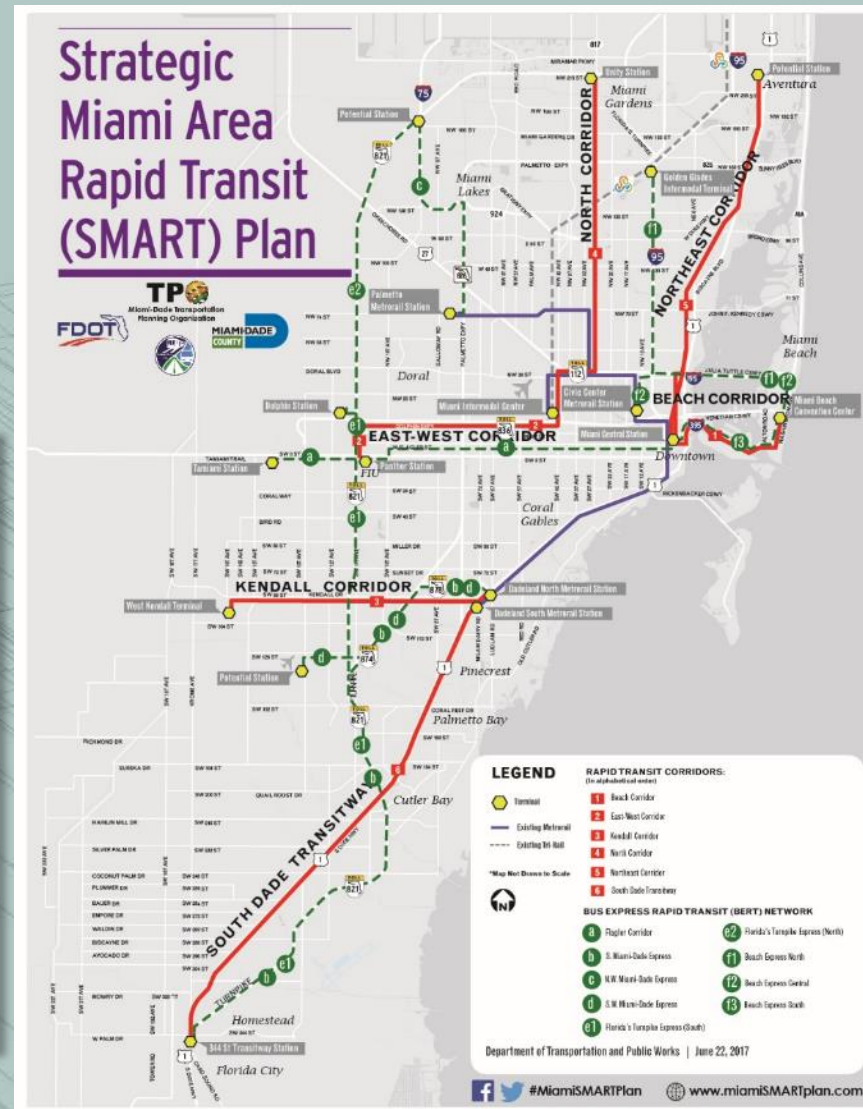
Project History Timeline



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

MPO Resolution #26-16

Resolution endorsing the Strategic Miami Area Rapid Transit (SMART) plan and directing the MPO Executive Director to work with the **Metropolitan Planning organization fiscal priorities committee to determine the costs and potential sources of funding** for Project Development and Environment study for said projects.





What is a PD&E Study?

A Project Development and Environment (PD&E) Study

is a part of the process for complying with the ***National Environmental Policy Act (NEPA)*** of 1969 as mandated by the U.S. 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.
- Evaluation criteria allows the project to be eligible for federal and state funding.
- Public outreach is a vital component to the study process.



PD&E Study Elements



Public Involvement

Continuous outreach and coordination with community and stakeholders



Data Collection

Review of existing conditions



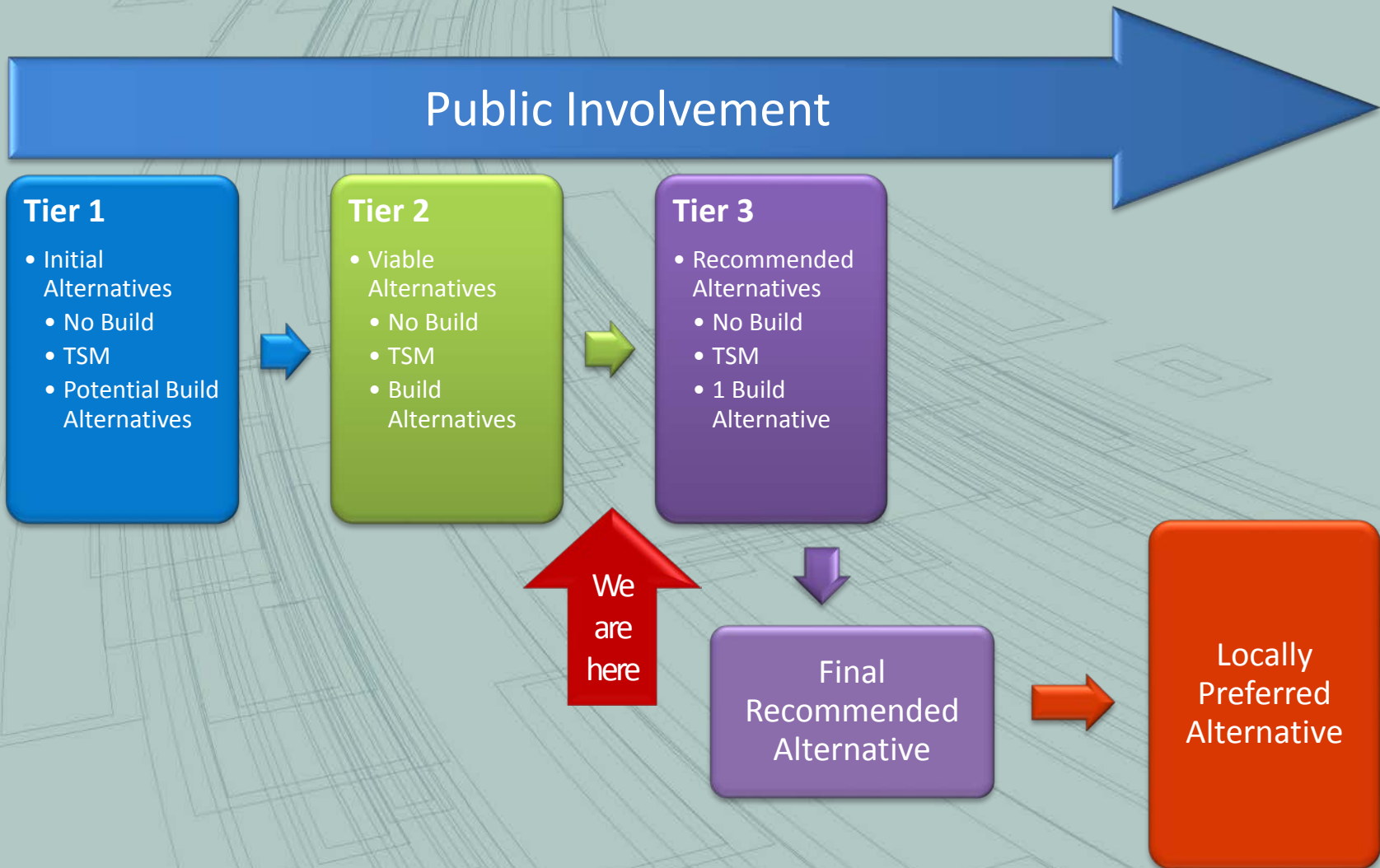
Engineering Analysis

Develop and evaluate alternatives that meet the goals of the project. Estimate ridership and costs.



Environmental Evaluations

Identify potential impacts to natural and physical environments



• Study Limits

- Miami Intermodal Center (MIC) via NW 27th Avenue and SR 112 to NW 215th Street (Unity Station)
- 13-mile urbanized corridor

• Rapid Transit Modes

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Heavy Rail Transit (HRT)

• Corridor Alignment

- **Alternatives will utilize existing right-of-way to the greatest extent possible.**

• Station Stop Locations

- On-street, near or far-side of major intersections
- Multimodal connections
- Mode dependent



Analysis

1. Transit market analysis
2. Traffic analysis
3. Ridership estimation
4. Intersection configuration
5. Level of service
6. Crash data
7. Roadway capacity
8. Connection to activity centers
9. Safety – transit, traffic, pedestrians, bicyclists
10. Bike lanes
11. Pedestrian facilities
12. Available right-of-way
13. Historic sites
14. Noise sensitive sites
15. Natural Environment
16. Contaminated sites
17. Potential costs (low, medium, high)
18. Economic development
19. Local and regional plans
20. Estimated costs
21. Existing and future plans

Public Input

1. Vehicle type – BRT or Rail
2. Running way location – curbside or median
3. Running way type – shared lane or exclusive
4. Service frequency
5. Station spacing
6. Walk distances
7. Stop/station amenities – fare collection, information panel, wi-fi
8. Signal prioritization
9. Connectivity to activity centers

Viable Alternatives



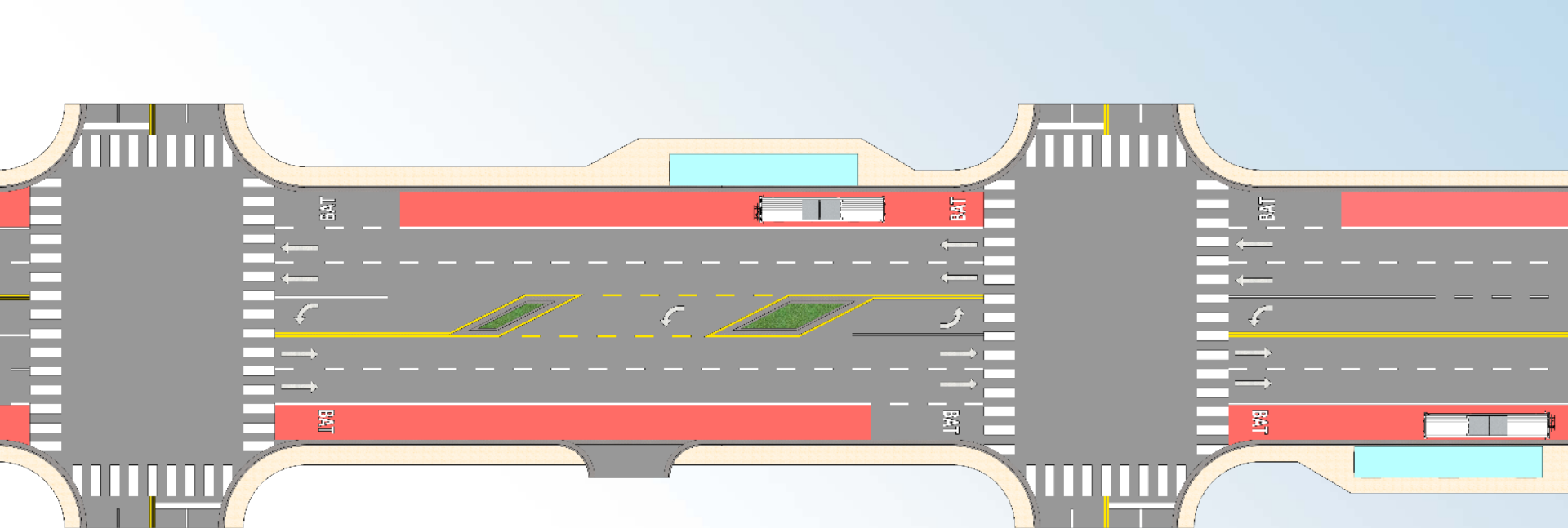
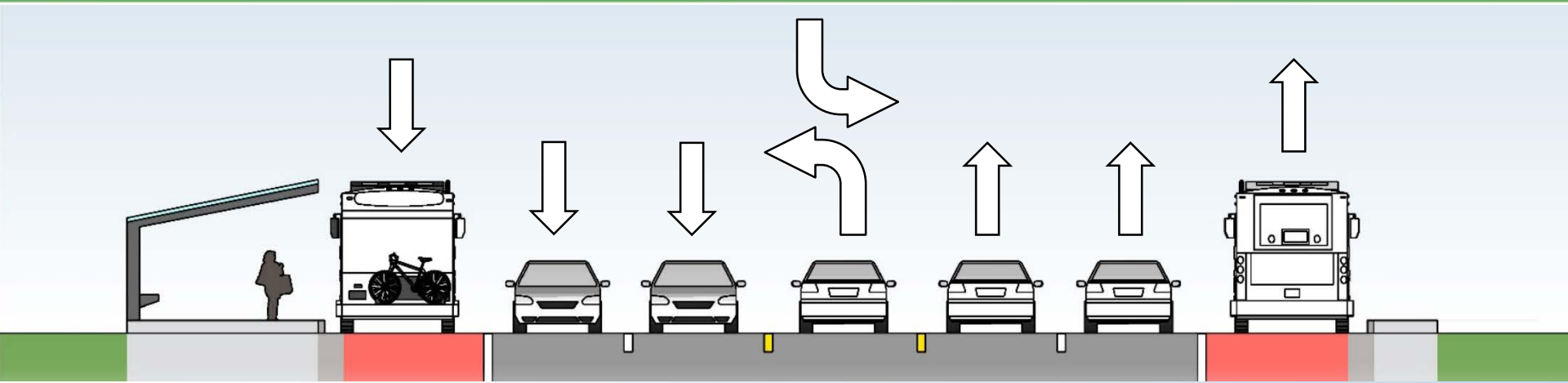
Project Alternatives

Alternative	Roadway Configuration	Transit Improvement	Service Frequency
No-Build	No change to existing configuration	No change to Route 27 or to 297 MAX	Route 27 15 min. peak 20 min off-peak 297 MAX 15 min peak 30 min off-peak
Transportation Systems Management (TSM)	No change to existing configuration	Upgrade station stops	297 MAX Increase to 10 min. peak 15 min. off-peak

Alternative	Roadway Configuration	Transit Improvement	Service Frequency
<u>Alternative 1</u> Curbside BRT	Repurpose curbside lane in each direction to a bus lane that allows right-turning vehicles	Dedicated Bus Lane New Stations	BRT service 8 min. peak 15 min. off-peak
<u>Alternative 2</u> Elevated Metrorail Extension	Utilize median for column supports of elevated structure and station platforms	Elevated Metrorail with 7 stations	Rail service 9 min. peak 15 min. off-peak
<u>Alternative 3</u> At-Grade Median Rail	Convert median and adjacent travel lanes to exclusive rail guideway. Lane reduction in each direction north of NW 103 rd Street. Minimize left turns	At-Grade Rail with 7 stations	Rail service 9 min. peak 15 min. off-peak

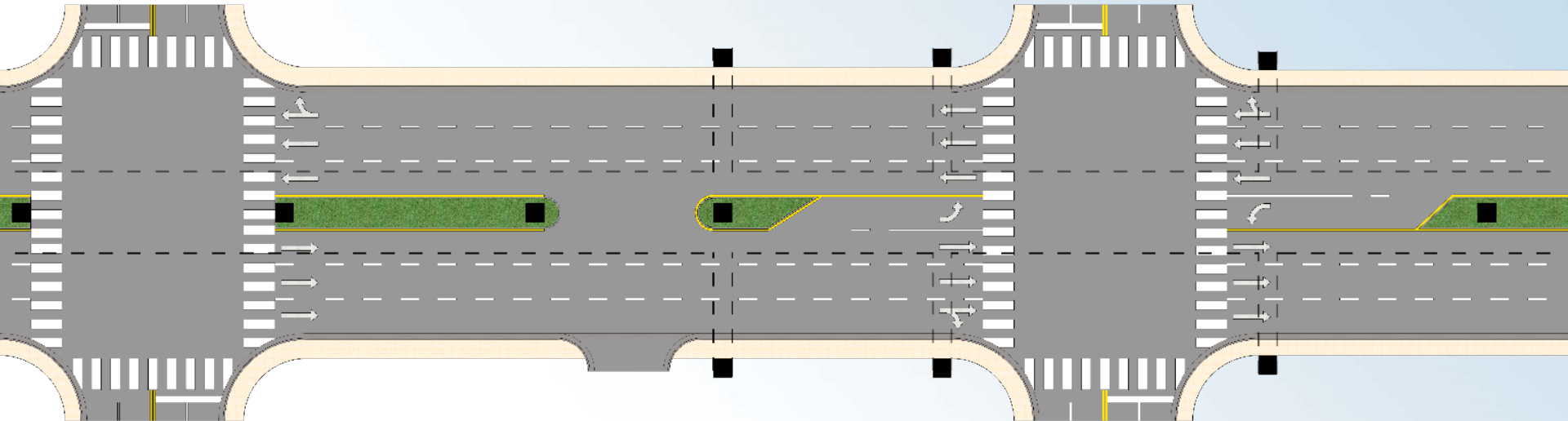
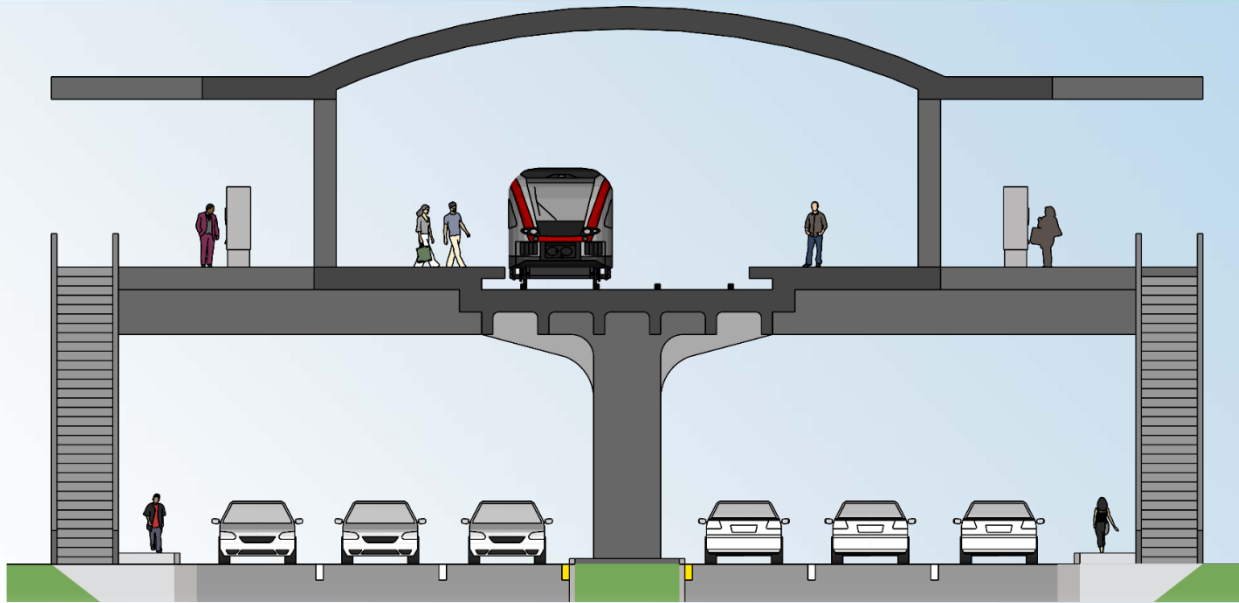


Build Alternative #1: Curbside Bus Rapid Transit (BRT)



Illustrative purposes only. Drawings may not be to scale

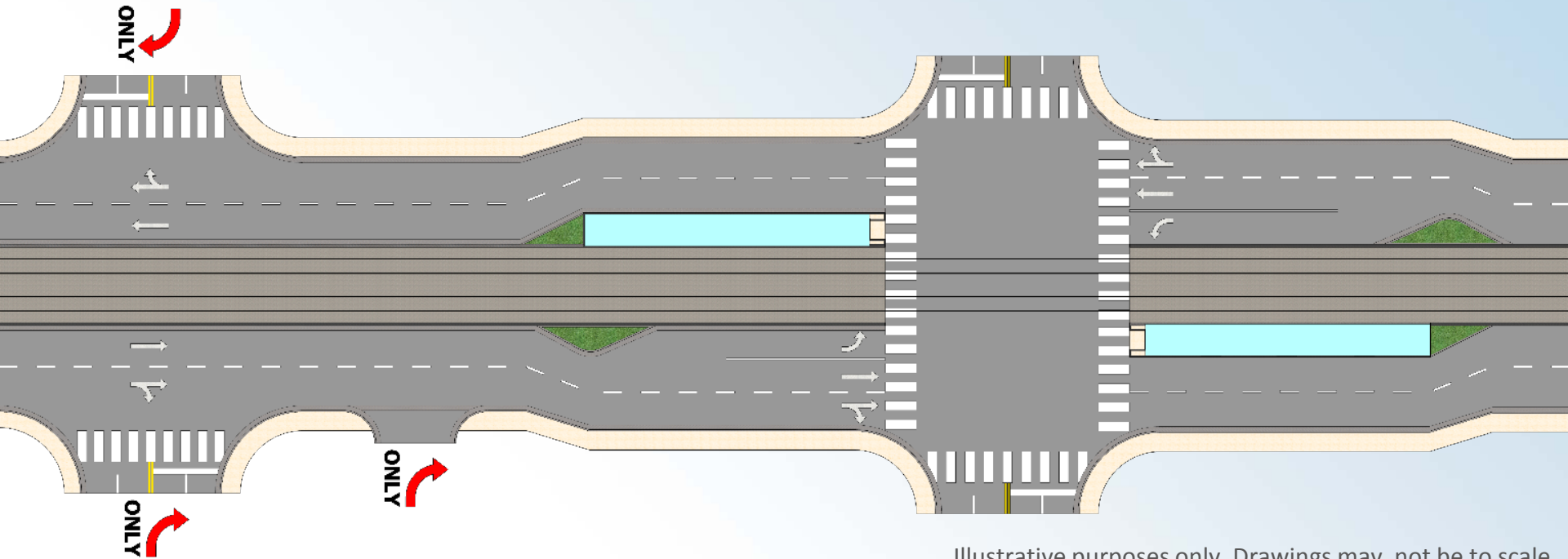
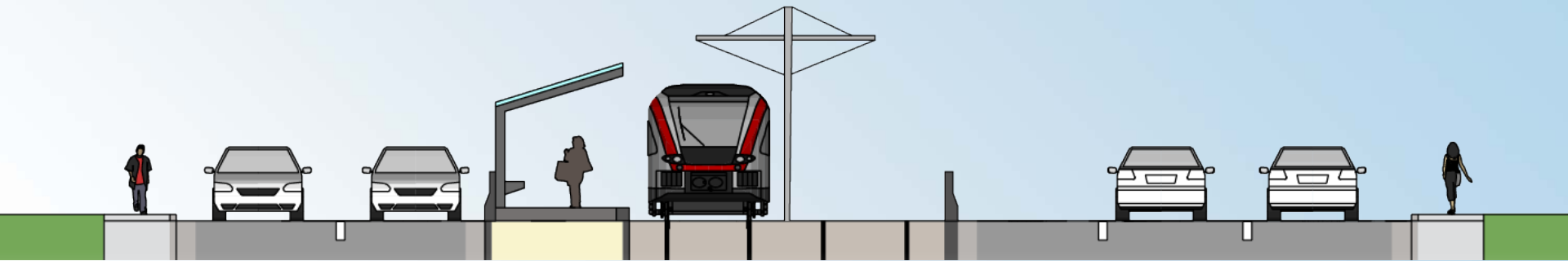
Build Alternative #2: Elevated Metrorail Extension



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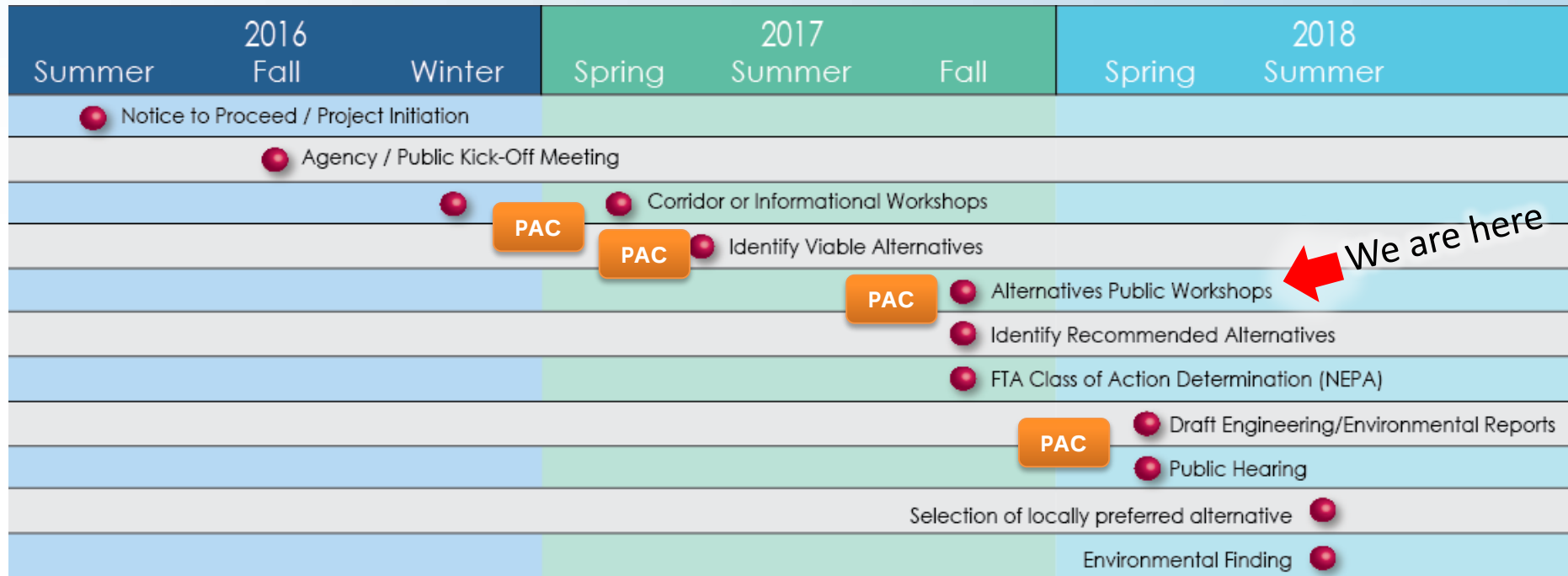
Build Alternative #3: Median At-grade Rail



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- Alternatives Public Meetings
 - November 15th
 - November 16th
- Complete Alternatives Evaluation (Tier 2)
 - Assemble comments from Corridor Workshops
 - Refine alternatives based on comments
 - Finalize concept plans
- Identify Recommended Alternative

Project Milestone Schedule





Stay Informed and Engaged

Stay Informed:

Project Website:

www.fdotmiamidade.com/27thAvenueRapidTransit

Get Involved:

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