



Flagler Street Premium Transit | PD&E Study

FM No: 437782-1-22-01 | Contract No: C-9P09

Transportation Planning Organization (TPO) Board Meeting January 2021



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Agenda

1. Project Update
2. Reversible Lane Analysis Results
3. Recommendation
4. Next Steps

Project Goals

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- ▶ Enhance mobility choices by offering alternate transportation options with competitive travel times
- ▶ Enhance transit service and better connections with existing Metrorail and Metrobus routes
- ▶ Provide better transit access to major activity centers including, but not limited to Transit Centers, Education Facilities, Hospitals, Major Shopping Malls, Recreational Attractions, and Major Employment Centers
- ▶ Increase potential for economic development and employment opportunities

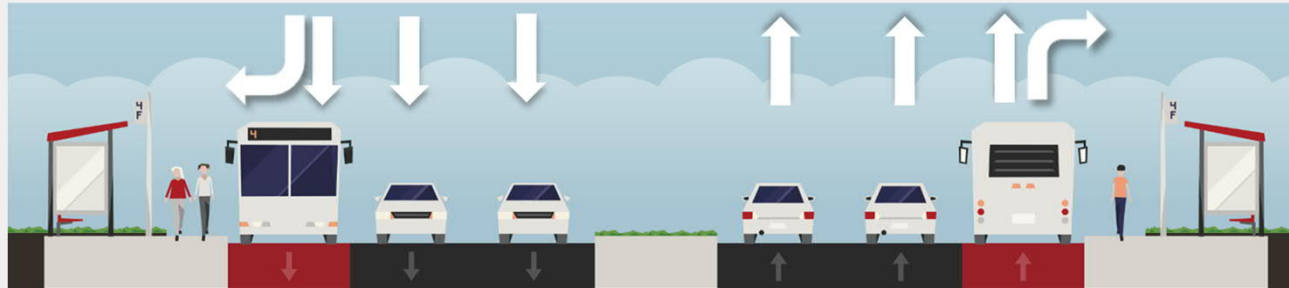


LEGEND | Flagler Street Corridor Activity Center Metrorail

Note: Infrastructure improvements end at 5th Avenue, west of the bridge over the Miami River

Recommendation

Curbside Business Access and Transit (BAT) lanes (with further refinement in Tier 3)



TPO Endorsement to Move Forward

TPO Endorsement is needed before FDOT can proceed with Tier 3 (allows the PD&E Study to continue)

Alternative Refinement (Tier 3)

Recommended curbside BAT lane refinement in Tier 3 must adhere to FTA Bus Rapid Transit (BRT) definition to be eligible and compete for FTA funding



Work Accomplished to Date





Reversible Lane Not in Line with National Standards

Only segment meeting
established criteria



67% or greater peak traffic
during both AM and PM

67% or greater peak traffic
during one peak period

Reversible Lane^(*) is
not
a viable option

- Does not meet established guidelines
- Creates design challenges
- Raises safety concern
- Restricts access to business and residences

^(*) mixed traffic.



Reversible Lane Increases Travel Time

Reversible lane
application on
NW 12th Street
would

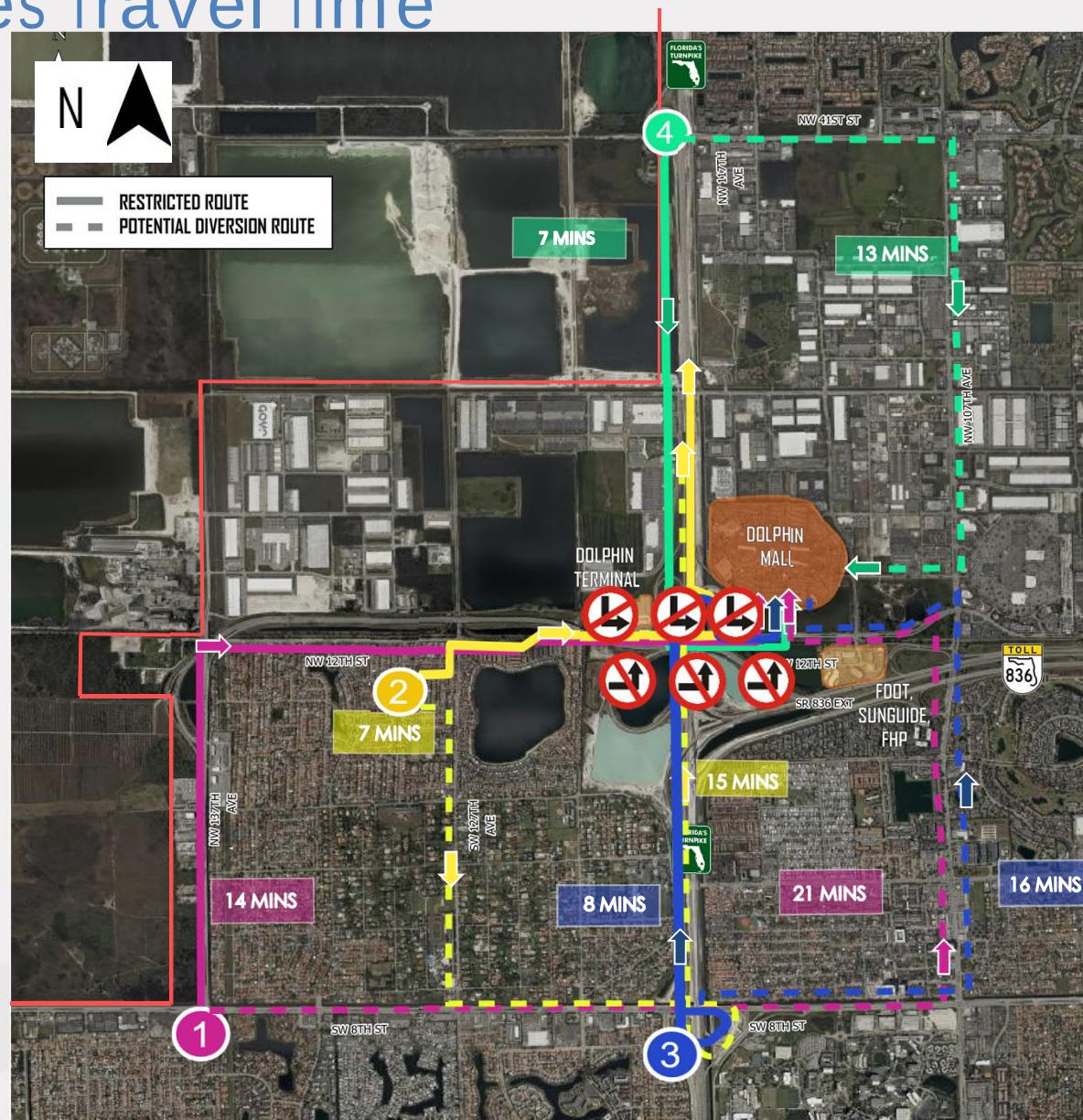
add 6 to 8
minutes

to access the
Dolphin Mall



No Left Turn

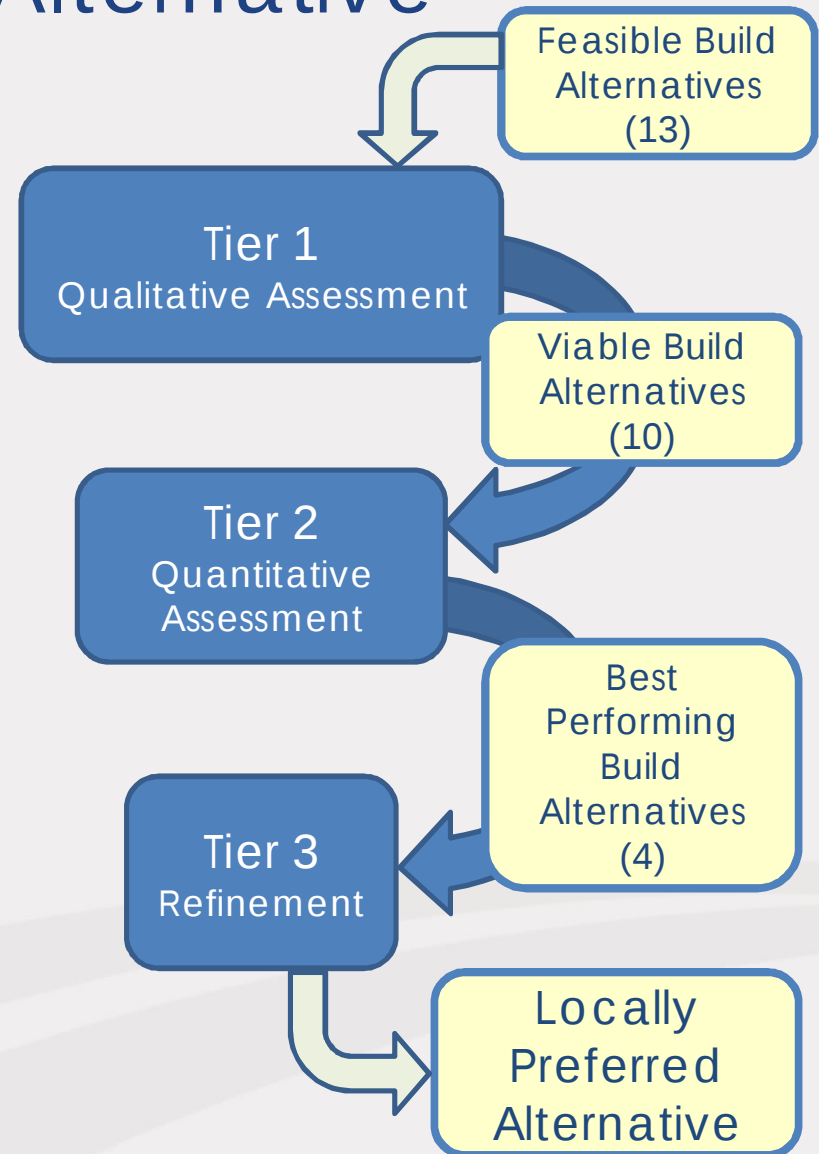
Urban Development
Boundary





Tier 3 Refinement of the Recommended Alternative

- Mitigation of traffic impacts
 - “Right-sizing” of the Curbside BRT Lanes
 - Intersection improvements
 - Signal timing improvements
 - Access management
- Additional traffic analysis/modeling
 - Analyze proposed refined alternative
 - Suggest locations for improvements
 - Final assessment on performance of Tier 3 alternatives
- BRT Transit Service Plan refinement
 - Branched services
 - Timed transfers to connecting routes
 - Limited-stop services



Next Steps

1. Obtain TPO Board concurrence to refine the Recommended BAT Lane Alternative in Tier 3
2. Continue engaging the public, elected officials and stakeholders
3. Refine the project to be a competitive FTA Small Starts, allowing beginning service in 3 to 4 years
4. FDOT commits to bring the item back before the Board for an LPA selection at a future meeting



Next Steps Major Milestones

1. TPO Endorsement to refine BAT Lane Alternative – February 2021
2. FTA Class of Action – Spring 2021
3. Request Entry into Project Development – Summer 2021
4. Draft Preliminary Engineering Report (PER) and Environmental Document (EA/CatEx) – Winter 2022
5. Public Hearing – Winter 2022
6. TPO Selection of Locally Preferred Alternative (LPA) – Spring 2022



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Stay Informed and Involved!

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- FDOTMiamiDade.com/FlaglerPremiumTransit

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