

**Community Coordination and Public Involvement**

Communicating study-related information to interested people, groups, and government organizations occurs through newsletters, the website, public information meetings, inquiries made by the public, and at the Public Hearing. Comments can be made in person, via telephone, fax, traditional mail, email, and on the project website. All forms of comments will be treated the same. The website provides information regarding current project status, previous meetings, upcoming events, frequently asked questions, as well as an online comment form.

Kick-off meetings for this Study were held in November 2016. The purpose of these meetings was to provide an opportunity to the public, local agencies, and elected officials to learn about the Study, as well as introduce the Study team.

<b>Anticipated Schedule</b>
<b>PD&amp;E Study Began</b> (Fall 2016)
<b>Kick-off Meeting</b> (Fall 2016) This meeting introduced the Study to the public and provided an opportunity to solicit questions, comments, and suggestions.
<b>Public Information Workshop</b> (Spring 2017) Public feedback will be solicited for the development of detailed alternatives.
<b>Alternatives Meeting</b> (Fall 2017) Study alternatives will be presented to the public. The public's feedback and input will be solicited at the meeting.
<b>Public Hearing</b> (Spring 2018) The recommended alternative will be presented to the public.
<b>Location and Design Concept Acceptance</b> (Summer 2018)



**Public Information Workshop**

The Project Information Workshops will be held on the following dates:  
**Note: The same information will be shared at all three workshops.**

**We welcome you to attend a venue that is closest to you.**

<b>TUESDAY, MARCH 21, 2017</b> Kendall Village Center, Civic Pavilion Room 8625 SW 124 Avenue, Miami, FL 33183 6 p.m. - 8 p.m.	<b>WEDNESDAY, MARCH 22, 2017</b> Miami Marriott Dadeland, Le Mirage Room 9090 S Dadeland Boulevard, Miami, FL 33156 6 p.m. - 8 p.m.	<b>THURSDAY, MARCH 23, 2017</b> Miami Banquet Hall 13758 SW 84 Street, Miami, FL 33183 6 p.m. - 8 p.m.
---	--	---

Public participation at these meetings is solicited without regard to race, color, national origin, gender, religion, disability, or family status. Pursuant to the Provisions of the Americans with Disabilities Act and Executive Order 13166, persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Jeannine Gaslonde at (305) 470-5008, in writing at FDOT, 1000 NW 111 Avenue, Miami, FL 33172, or by e-mail at Jeannine.gaslonde@dot.state.fl.us at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact the Agency using the Florida Relay Service at 1(800) 955-8771 (TTY) or 1 (800) 955-8770 (Voice).

**For More Information Contact:**

**FDOT Project Manager:** Teresita Alvarez, PE  
E-mail: teresita.alvarez@dot.state.fl.us  
Telephone: (305) 640-7557

**Community Outreach Specialist:** Jeannette Lazo  
E-mail: jeannette@iscprgroup.com  
Telephone: (305) 573-0089



# Kendall Drive Rapid Transit PD&E Study

State Road (SR) 94/SW 88 Street/Kendall Drive Project Development and Environment (PD&E) Study  
From SR 997/Krome Avenue/SW 177 Avenue to Dadeland North Metrorail Station, Miami-Dade County, Florida

## Spring 2017 Newsletter

Financial Project Number: 437784-1-22-01      Efficient Transportation Decision Making Number: 14251

**Study Objectives**

This Study will focus on improving travel options along Kendall Drive through the implementation of a cost-effective, high-ridership, new rapid transit service with supporting pedestrian and bicycle facilities.

**Project Description**

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for the evaluation of implementing rapid transit along State Road (SR) 94/ SW 88 Street/Kendall Drive from SR 997/SW 177 Avenue/Krome Avenue to the Dadeland North Metrorail Station. This corridor is part of the Strategic Miami Area Rapid Transit (SMART) Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. The five other SMART Plan rapid transit corridors include: the Beach Corridor, East-West Corridor, North Corridor, Northeast Corridor, and South Dade Transitway. Study activities will be performed for the Kendall Drive corridor while coordinating with the overall multi-corridor SMART Plan.

**What is a PD&E Study?**

A PD&E Study is an integral part of the transportation planning process and is conducted to meet the requirements of the National Environmental Policy Act (NEPA). During a PD&E Study, FDOT determines the location and conceptual design of feasible alternatives for roadway improvements and analyzes their social, economic, and environmental effects. Each PD&E Study conducted by FDOT includes a public involvement component that is aimed at soliciting feedback and input from business owners, residents, and other stakeholders located in or near the area of a potential project.

- In a PD&E Study, alternatives considered include:
- A No Build Alternative, or “no action” alternative, where only projects already in the Long Range Transportation Plan (LRTP) are implemented;
  - Transportation System Management & Operations (TSM&O), which optimizes performance and utilization of the existing infrastructure; and
  - Build Alternatives, which meet the identified needs for the Study through a major feasible investment.





What has the Study found so far?

The Kendall Drive Rapid Transit PD&E Study is still in the early stages. The Study team is in the process of finalizing the data collection on existing conditions of the environment, cultural resources, traffic, and transit service along the corridor. The Study team is evaluating existing conditions and considering which transit modes and roadway configurations may be appropriate.

What proposed alternatives will be studied?

With input from the public, the next step of this Study will be to develop Build Alternatives consisting of rapid transit facilities that will be operated as part of the SMART Plan network. These Build Alternatives will be evaluated in detail and compared to the No Build and TSM&O alternatives.

Bus Rapid Transit (BRT)



BRT uses conventional buses operating with a mix of reserved lanes, signal priorities and enhanced stations to offer transit service that is faster and more attractive than a typical, mixed-traffic bus service. BRT can be operated either mixed in traffic or in exclusive lanes.

Heavy Rail Transit (HRT)



HRT provides the most seats per vehicle. HRT could be provided either elevated, as Metrorail is, or at-grade. HRT is only operated in exclusive runningways, which generally allows for higher speeds.

For the Build Alternatives, four modes of transit are being considered: Bus Rapid Transit (BRT), Light Rail Transit (LRT), elevated Heavy Rail Transit (HRT) (known locally as Metrorail), and HRT at-grade (street level).

Each of the options has their strengths and weaknesses. For the Build Alternatives, a multi-level evaluation and selection process will be used to decide which technology better serves the corridor.

Things to consider are lane configuration (outside lane vs. inside lane for transit) capacity (amount of people the vehicle/system can carry), costs (short term and long term), right of way needs, environmental impacts, social impacts, funding availability, and input from the public, agencies, and public officials.

Light Rail Transit (LRT)



LRT vehicles carry more people per vehicle than a bus. The light rail train operates on tracks built along the street. The tracks can be in their own right of way or share space with automobiles in streetcar mode.

HRT At-Grade



Strategic Miami Area Rapid Transit "SMART" Plan

