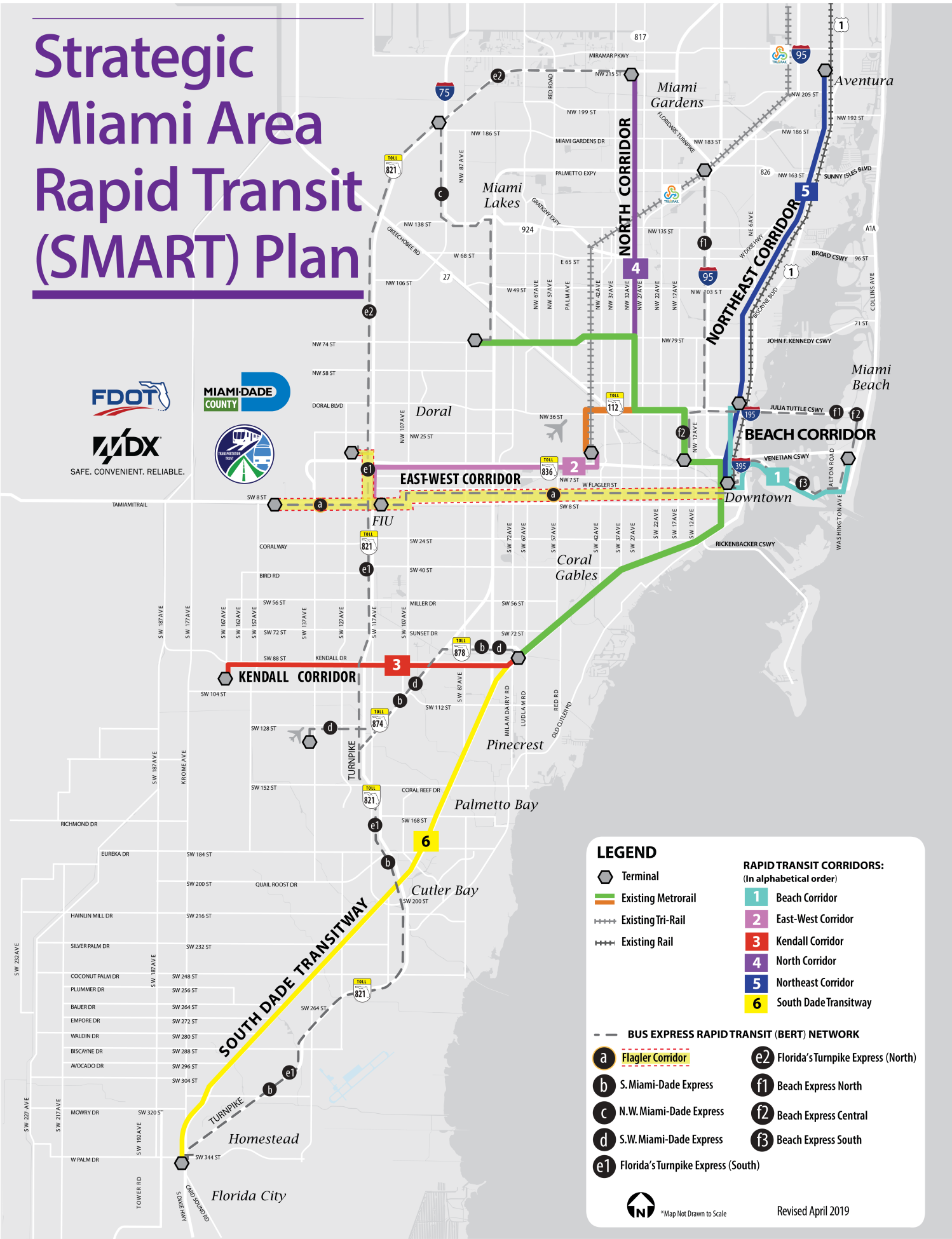


Strategic Miami Area Rapid Transit (SMART) Plan



SR 968/Flagler Street Premium Transit Project Development & Environment (PD&E) Study

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

FACT SHEET

Summer 2019 Edition





SR 968/Flagler Street Premium Transit PD&E Study

FACT SHEET
Summer 2019 Edition

Overview and Limits

The Florida Department of Transportation is studying the implementation of Premium Transit along SR 968/Flagler Street. This study covers SR 968/Flagler Street from approximately SR 821/HEFT to the Downtown Multimodal Terminal (at Government Center, NW 1 Avenue) and includes a segment of SR 9/SW 8 Street from SW 147 Avenue to SW 107 Avenue, SW 107 Avenue from SR 9/SW 8 Street to NW 12 Street, and NW 12 Street from approximately NW 122 Avenue to NW 107 Avenue. Refer to project map below

Study Objective

This study will focus on providing multimodal improvements to accommodate premium transit service along the arterials within the project limits. Premium transit modes such as Bus Rapid Transit (BRT) will be evaluated on exclusive transit lanes or reversible general purpose lanes.

What is Premium Transit

Premium transit is a term applied to an enhanced bus system or other transit mode that provides faster, more frequent service and increased customer convenience in comparison to an ordinary bus line. BRT does not require any tracks and provides the flexibility of buses with the efficiency of rail.

Public Involvement

A comprehensive public involvement is being conducted as part of this study. The program consists of formal and informal meetings with the public, government agencies, elected officials, municipal staff, local transportation providers and other interested parties. As a member of the community, your involvement is vital.

Project Goals

- ▶ 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

Stay Informed:

Project Website
FDOTmiamiDade.com/FlaglerPremiumTransitStudy

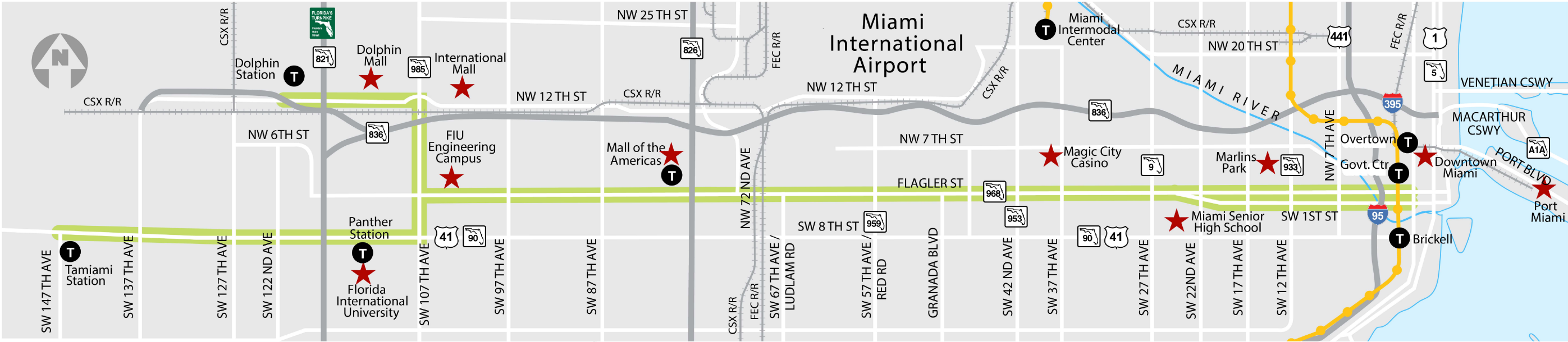
Get Involved:

FDOT Project Manager
Nilia Cartaya
email: Nilia.Cartaya@dot.state.fl.us
telephone: 305.470.5351

Public Information Officer
Alicia Gonzalez
email: agonzalez@mrmiami.com
telephone: 786.280.6645



Project Map



MAP LEGEND |

- FLAGLER STREET CORRIDOR
- ACTIVITY CENTER
- TRANSIT TERMINAL
- METRO RAIL

Project Schedule

Major Project Tasks	2016			2017				2018				2019				2020			
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Project Initiation																			
Elected Officials/Agency/Public Kick-Off Meeting																			
Environment & Engineering Analysis																			
Alternatives Public Workshops																			
Identify Viable Alternatives																			
Identify Recommended Alternatives																			
Public Workshops																			
Federal Environmental Class of Action Determination (NEPA)																			
TPO Endorsement of Recommended Alternative																			
Draft Preliminary Engineering Report (PER)/CatEx (CE)																			
Public Hearing																			
Public Involvement																			

Alternatives

Alternative	Roadway Improvement	Transit Improvement	Bus Frequency/Improvements
No-Build	No change to existing configuration	No change to Route 51 MAX and Route 11	• Buses every 7 to 13 minutes • Buses operate in mixed traffic
Transportation System Management (TSM)	No change to existing configuration	• Extend Route 51 MAX and Route 11 • Increase service	• Buses every 5 to 7.5 minutes • Buses operate in mixed traffic; buses have transit signal priority
Alternative 1- Business Access Transit (BAT) Lanes	Curbside lanes reserved for buses and right-turning vehicles	• Add two new BRT Routes to Dolphin Terminal and Tamiami Terminal • Route 11 stays the same; East of 107 Ave replaces Route 51	• Buses every 3 to 5 minutes • New/Upgraded stations • Buses in their own lane; buses have transit signal priority
Alternative 2- Exclusive Reversible Car Center Lanes	Curbside lanes reserved for buses and right-turning vehicles; Reversible Car lane in the median that operates eastbound in the morning and westbound in the afternoon	• Add two new BRT Routes to Dolphin Terminal and Tamiami Terminal • Route 11 stays the same; East of 107 Ave replaces Route 51	• Buses every 3 to 5 minutes • New/Upgraded stations • Buses in their own lane; buses have transit signal priority
Alternative 3- Exclusive Bidirectional Center Lanes	Center lanes reserved for buses only	• Add two new BRT Routes to Dolphin Terminal and Tamiami Terminal • Route 11 stays the same; East of 107 Ave replaces Route 51	• Buses every 3 to 5 minutes • New/Upgraded stations in the center • Buses in their own lane