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Florida Department of Transportation
District Six

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

Study Progress Update

July 23, 2019

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

Introductions

Agenda

- Project Overview
- Tiered Alternatives Screening Process
- Tier 2 Analysis Status
- Next Steps

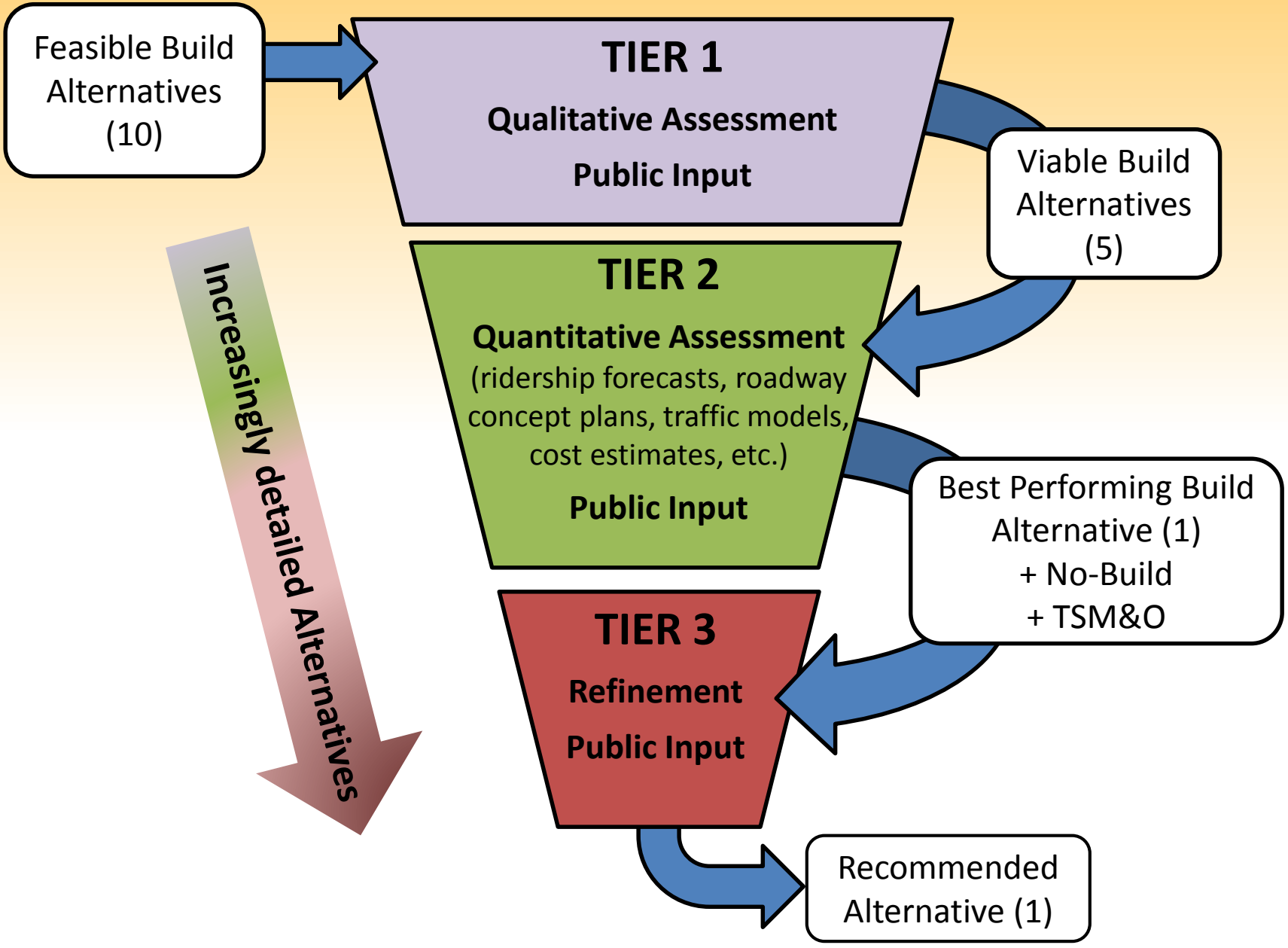
Study Objective

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

Current issues with the corridor:

- Operating at capacity during peak travel times with travel demand increasing
- The rate of car crashes continues to increase
- Transit operating in mixed traffic results in slow speeds and low reliability

Identifying the Recommended Alternative



Tier 2 Build Alternatives

Five Viable Alternatives were identified:

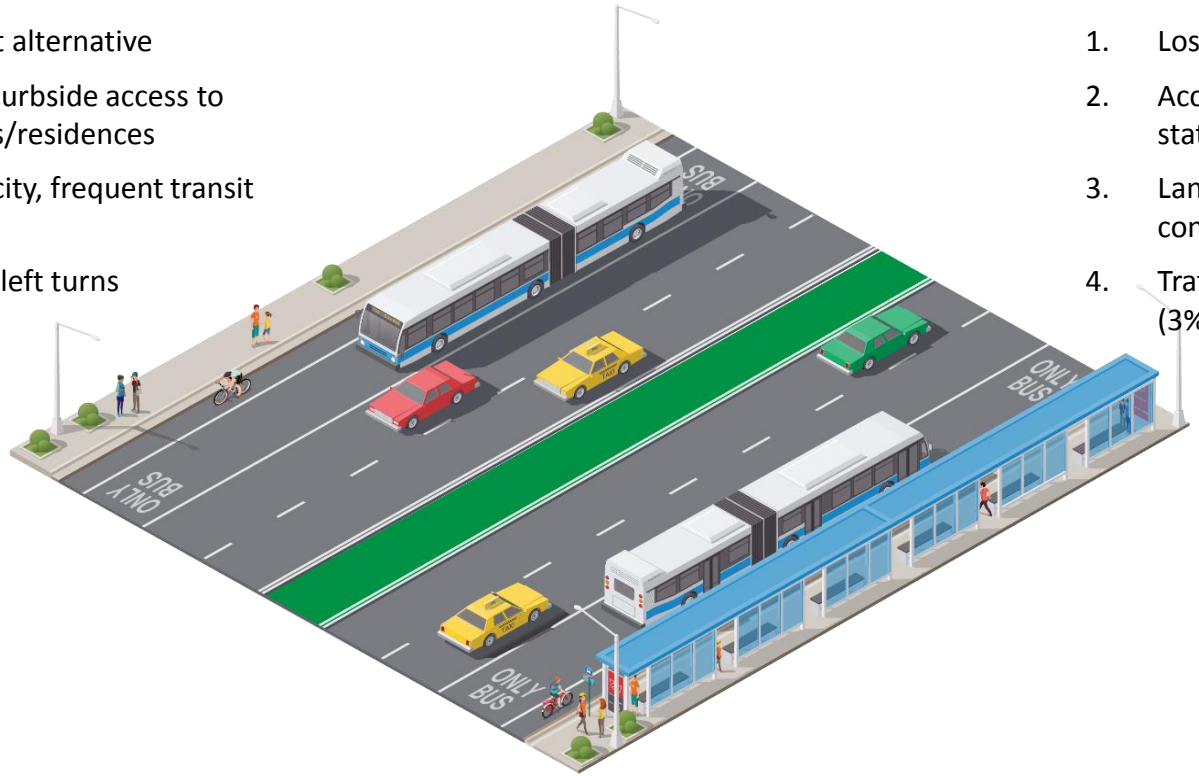
- Curbside Lanes Bus Rapid Transit (BRT)
- Median Lanes BRT
- Curbside Lanes BRT with Reversible Lanes for General Purpose Traffic
- Elevated Heavy Rail Transit (HRT)
- Hybrid HRTl (Elevated & At-grade)

Build Alternative # 1:
Curbside Lanes BRT

Roadway Configuration	Transit Improvement	Service Frequency
Repurpose curbside lane in each direction to a bus lane that allows right-turning vehicles	Dedicated Bus Lane 13 New Stations	BRT service 10 min. peak 15 min. off-peak

Pros

1. Lower cost alternative
2. Maintain curbside access to businesses/residences
3. High capacity, frequent transit service
4. Maintains left turns



Cons

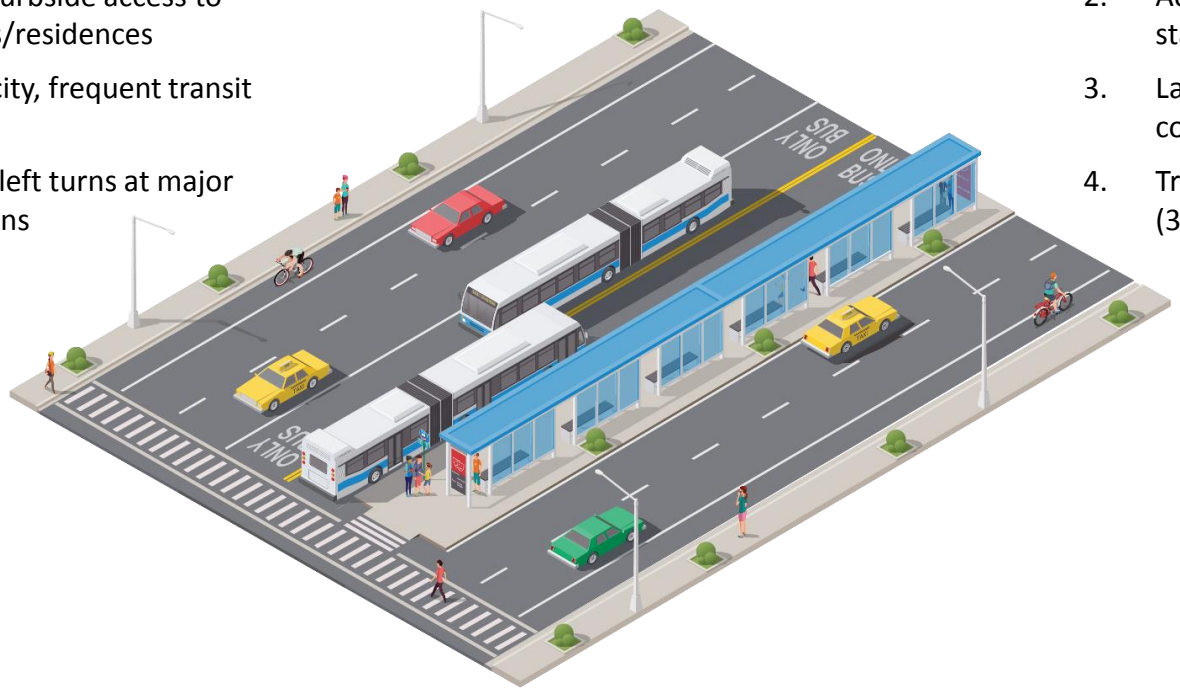
1. Loss of roadway capacity
2. Access management impacts at station location
3. Lane enforcement, vehicle conflicts
4. Traffic Diversion to other streets (3% AM/10% PM)

Build Alternative # 2:
Median Lanes BRT

Roadway Configuration	Transit Improvement	Service Frequency
Repurpose center lane in each direction to a bus lane	Dedicated Bus Lane 13 New Stations	BRT service 10 min. peak 15 min. off-peak

Pros

1. Lower cost alternative
2. Maintain curbside access to businesses/residences
3. High capacity, frequent transit service
4. Maintains left turns at major intersections



Cons

1. Loss of roadway capacity
2. Access management impacts at station location
3. Lane enforcement, vehicle conflicts
4. Traffic Diversion to other streets (3% AM/10% PM)

Build Alternative # 3: Curbside Lanes BRT with Reversible Lanes for General Purpose Traffic

Roadway Configuration	Transit Improvement	Service Frequency
Repurpose curbside lane in each direction to a bus lane that allows right-turning vehicles	Dedicated Bus Lane 13 New Stations	BRT service 10 min. peak 15 min. off-peak

Pros

1. Lower cost alternative
2. Maintain curbside access to businesses/residences
3. High capacity, frequent transit service
4. Maintains left turns at major intersections
5. Maintains existing number of lanes in peak direction

Cons

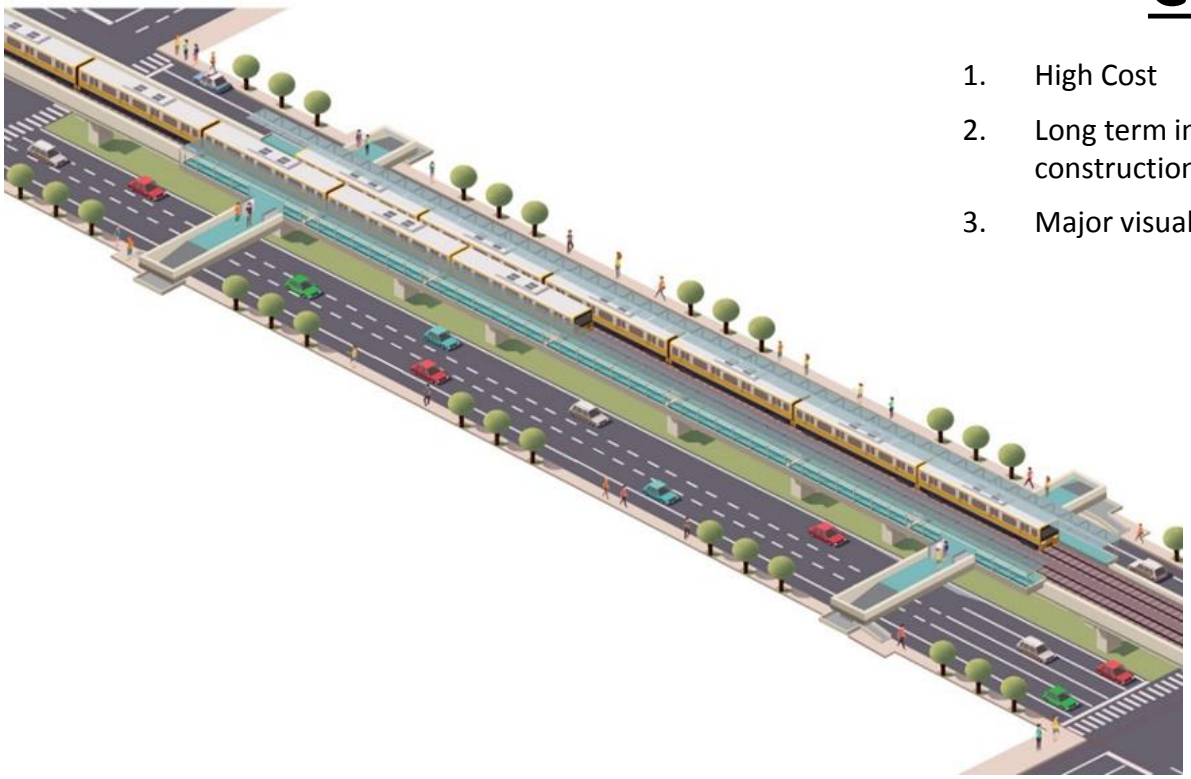
1. Loss of roadway capacity
2. Access management impacts at station location
3. Lane enforcement, vehicle conflicts

Build Alternative # 4:
Elevated HRT

Roadway Configuration	Transit Improvement	Service Frequency
Repurpose median to rail guideway	Elevated Heavy Rail Guideway 10 New Stations	HRT service 9 min. peak 15 min. off-peak

Pros

1. High capacity, frequent transit service
2. No loss of roadway capacity
3. Direct connection to Downtown
4. Utilize existing rail vehicles



Cons

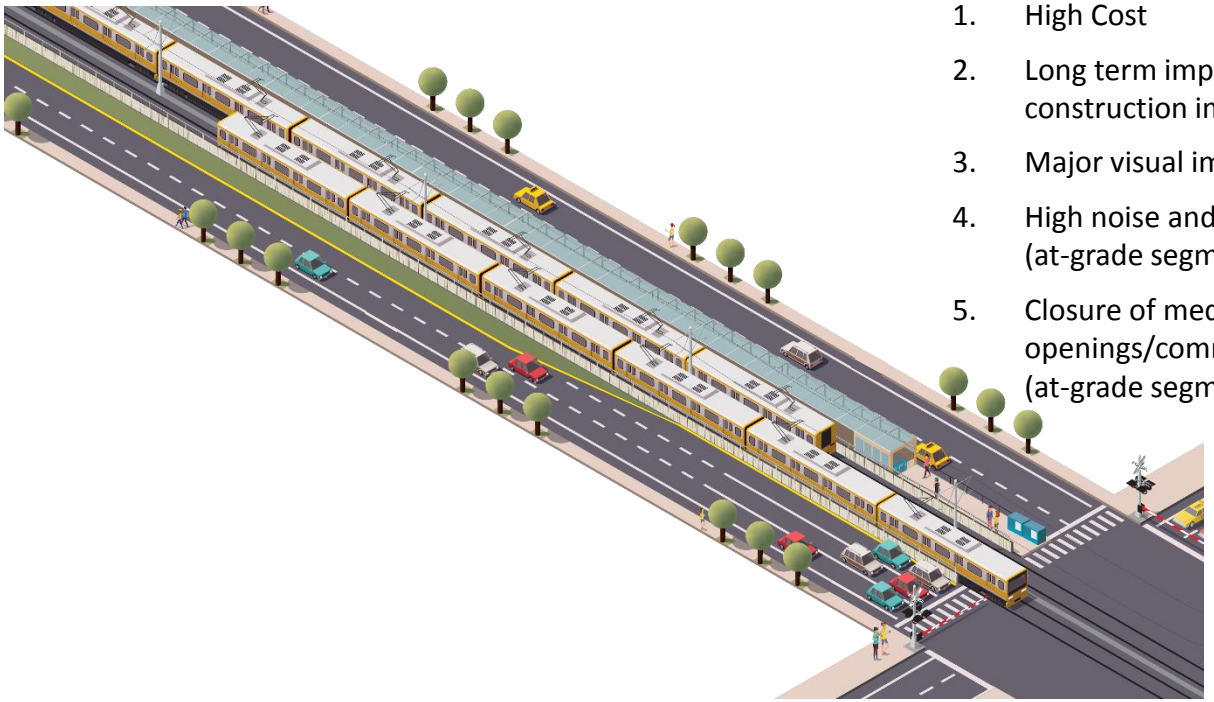
1. High Cost
2. Long term implementation and construction impacts
3. Major visual impacts

Build Alternative # 5:
Hybrid HRT

Roadway Configuration	Transit Improvement	Service Frequency
Repurpose median to rail guideway Lane reduction in each direction west of SW 142 Avenue	Elevated and At-grade Heavy Rail Guideway 10 New Stations	HRT service 9 min. peak 15 min. off-peak

Pros

1. High capacity, frequent transit service
2. Direct connection to Downtown
3. Utilize existing rail vehicles



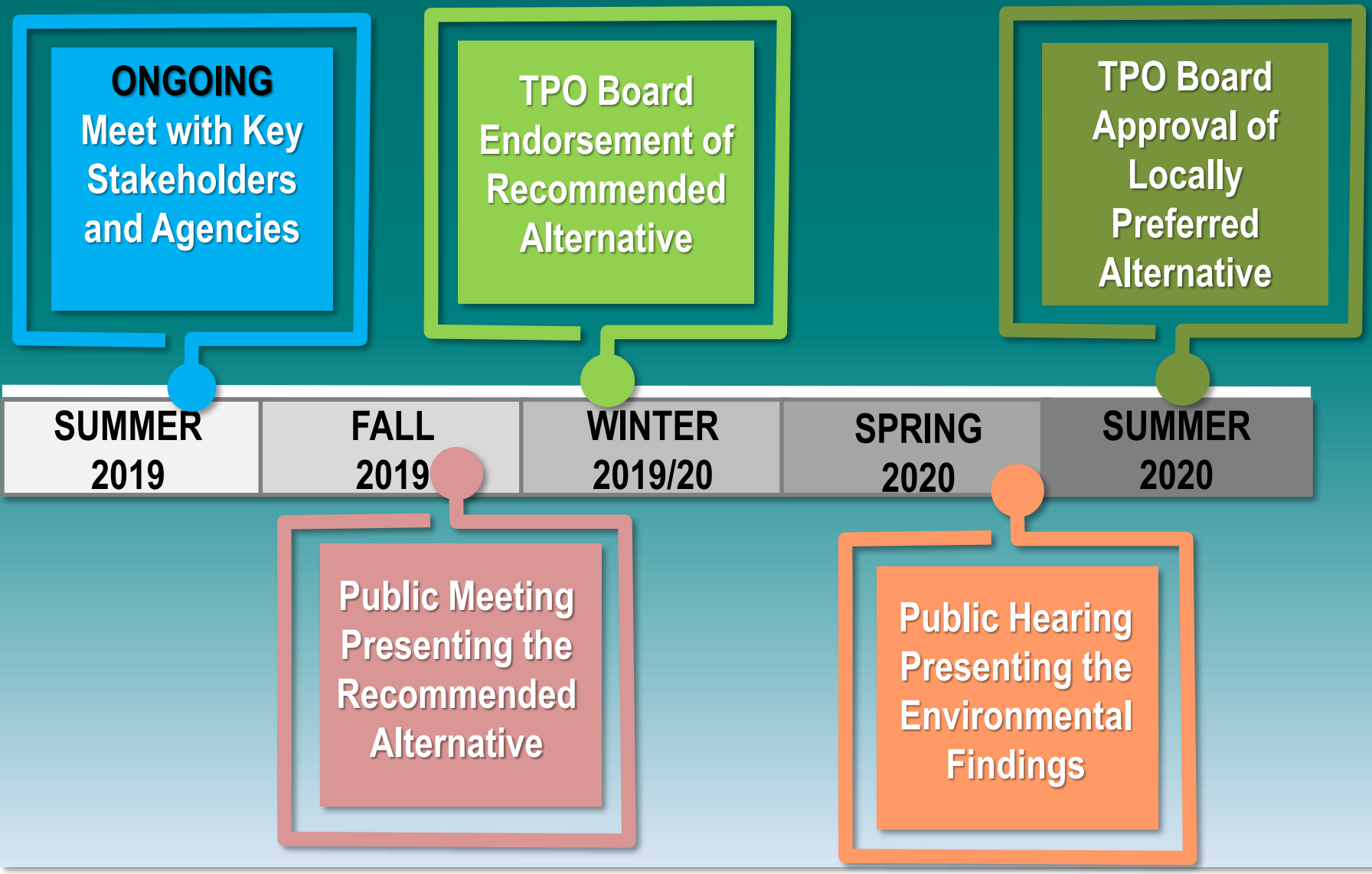
Cons

1. High Cost
2. Long term implementation and construction impacts
3. Major visual impacts
4. High noise and vibration impacts (at-grade segment)
5. Closure of median openings/community cohesion (at-grade segment)

Tier 2 Traffic Operations Analysis

- **Elevated Metrorail** – no lane repurposing and greater mode shift
- **Hybrid Metrorail** – similar to previous but some additional delay from at-grade portion
- **Curbside Lanes BRT with Reversible Lanes for General Purpose Traffic** – minor mode shift and number of lanes remains the same in the peak direction
- **TSM&O** – no mode shift, Transit Signal Priority (TSP), better signal timings and other minor improvements to enhance flow
- **Curbside Lanes BRT** – small mode shift and lane repurposing
- **Median Lanes BRT** – similar to previous but without bus bays for local buses

Next Steps


ONGOING
Meet with Key Stakeholders and Agencies
TPO Board Endorsement of Recommended Alternative
TPO Board Approval of Locally Preferred Alternative
SUMMER 2019
FALL 2019
WINTER 2019/20
SPRING 2020
SUMMER 2020
Public Meeting Presenting the Recommended Alternative
Public Hearing Presenting the Environmental Findings

For more information contact:

FDOT Project Manager
Nilia Cartaya
Email: Nilia.cartaya@dot.state.fl.us
Phone: 305-640-7557

Public Information Specialist
Carlos Garcia
Email: Carlos@iscprgroup.com
Phone: 305-573-0089