FM# 438076-1-22-01

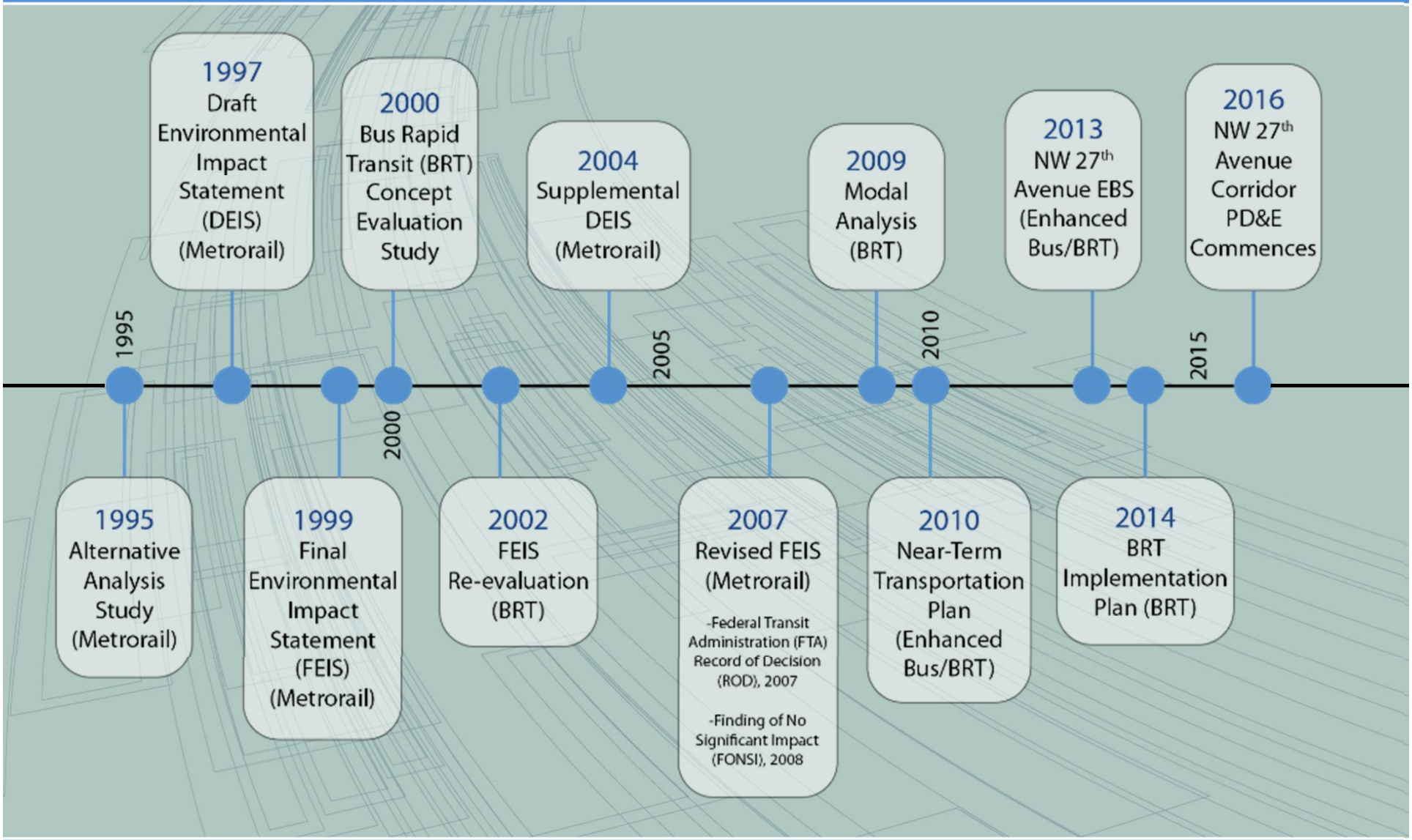
Project Development and Environment (PD&E) Study

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




April 2018

Project History Timeline

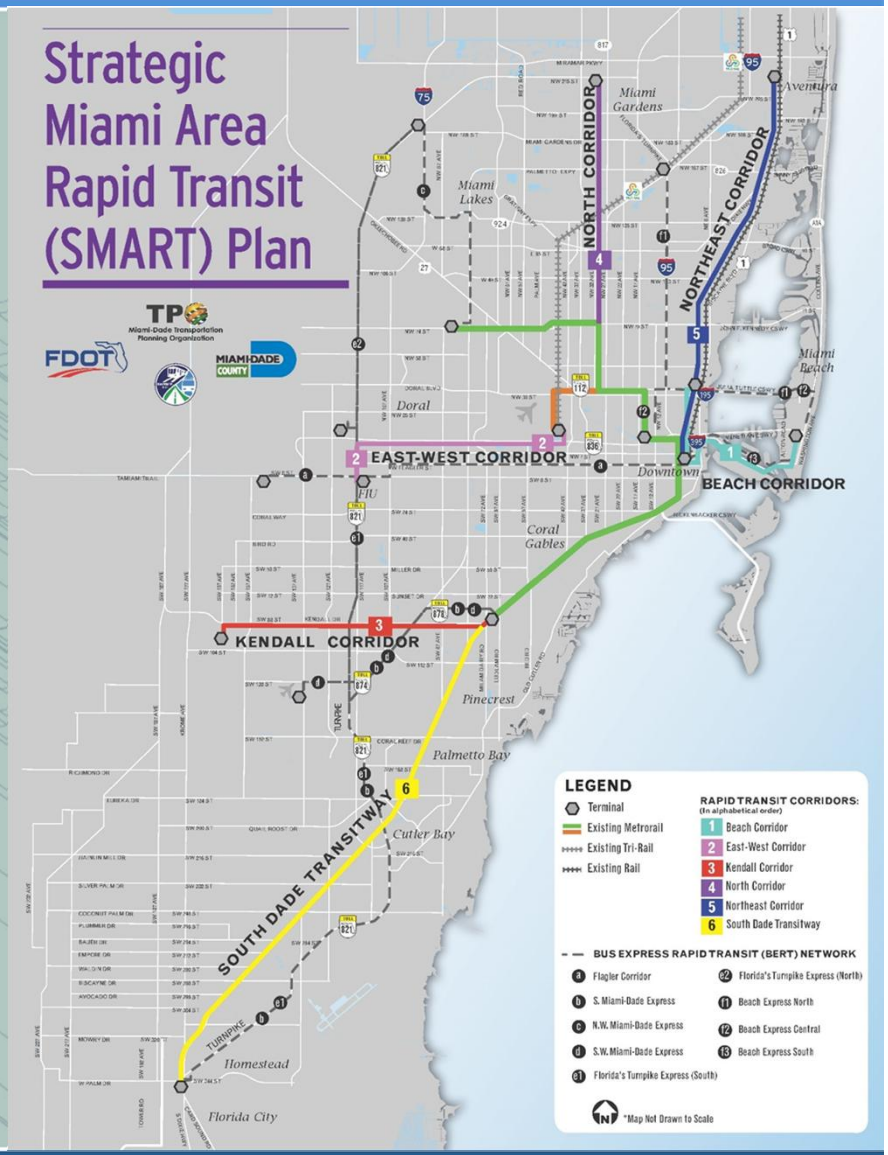


Strategic Miami Area Rapid Transit (SMART) Plan

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 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

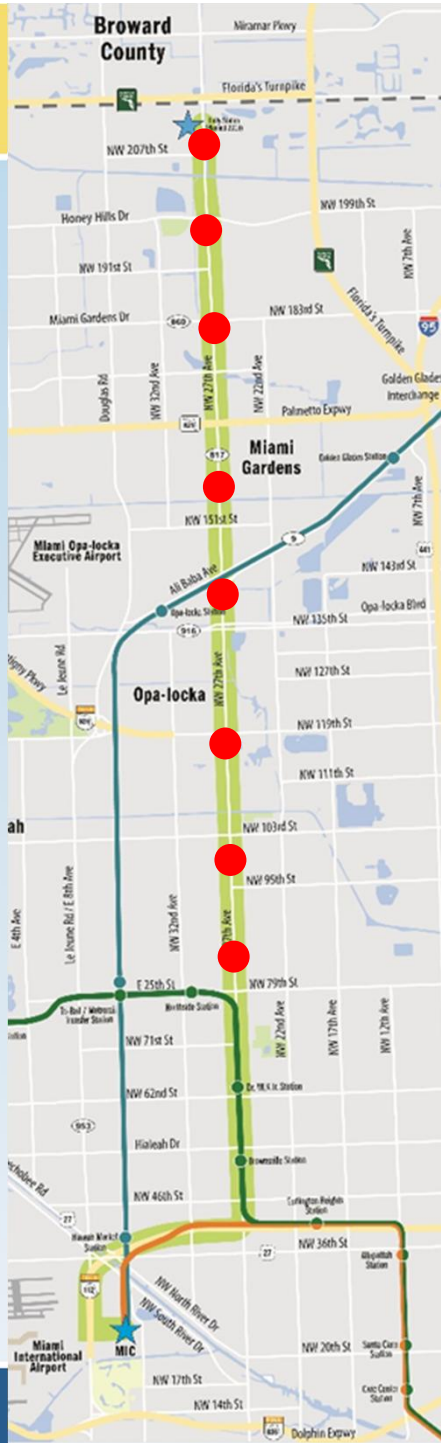
Develop and evaluate alternatives that meet the project goals. Identify infrastructure as well as analysis of traffic, utilities, safety, drainage.

Environmental Evaluations

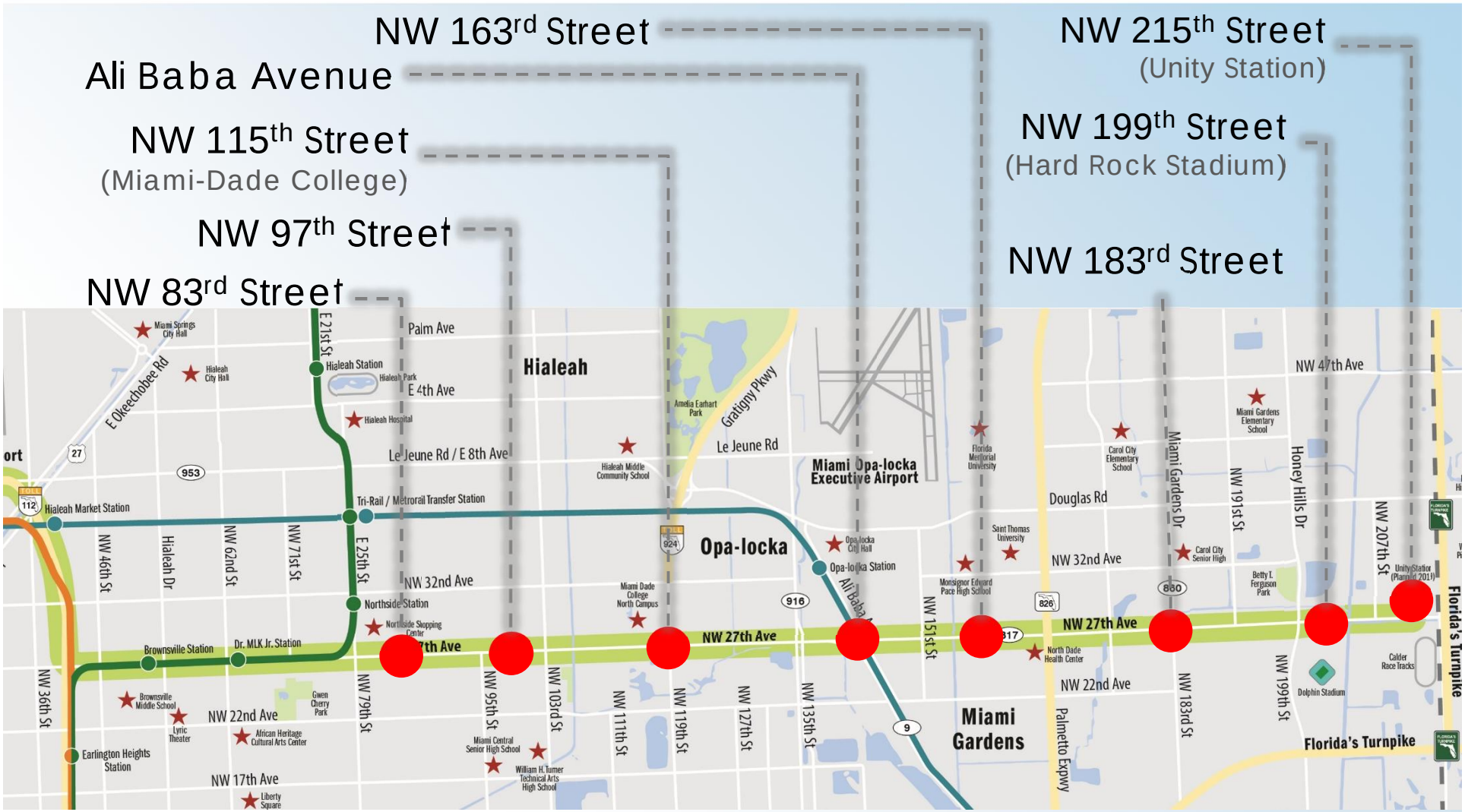
Identify potential impacts to natural, social and physical environments.

NW 27th Avenue Study Overview

- 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)
  - 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



Proposed Station Locations



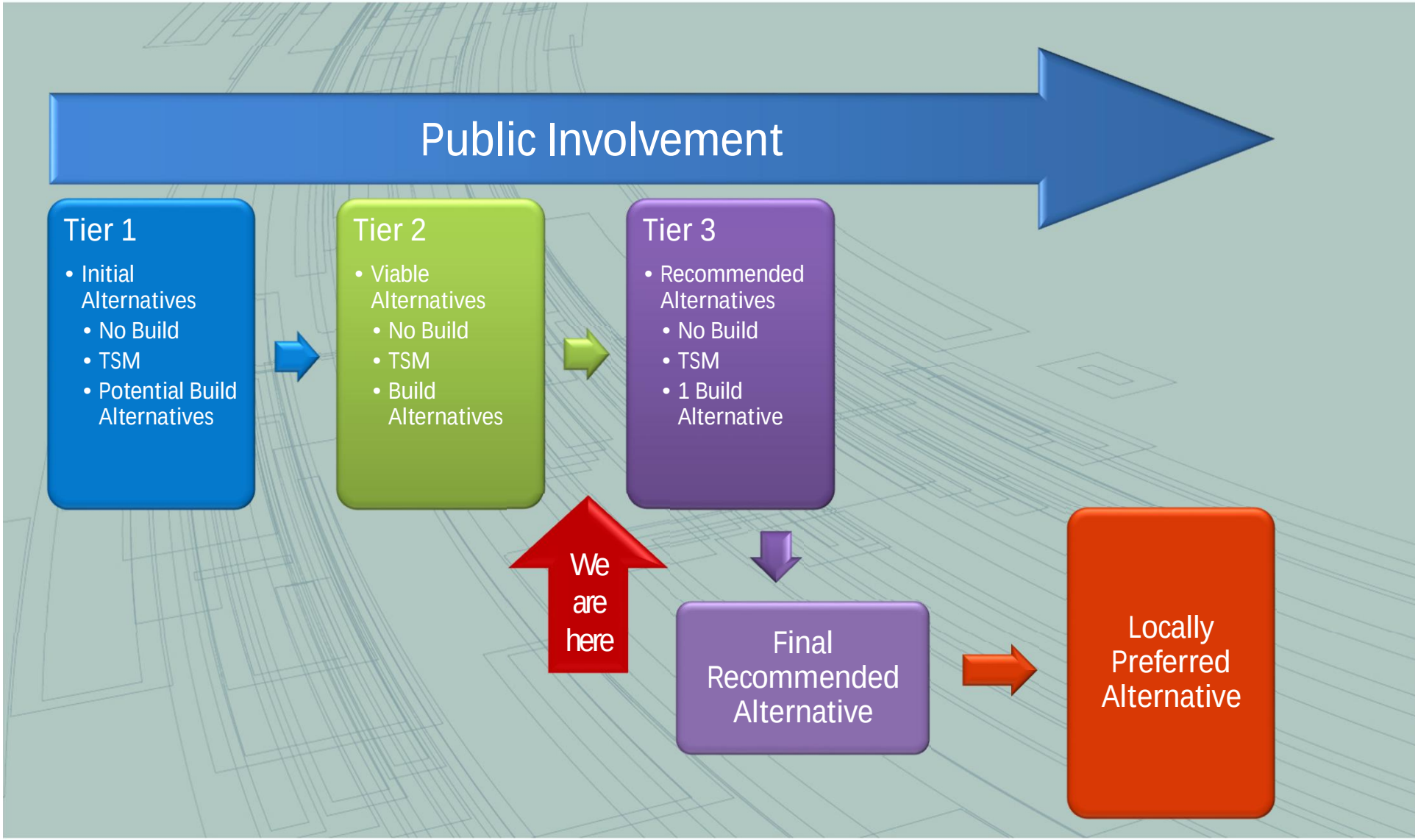
Project Alternatives

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 and Operations (TSMO)	No change to existing configuration	Upgrade station stops	297 MAX Increase to 10 min. peak 15 min. off-peak

Build Alternatives

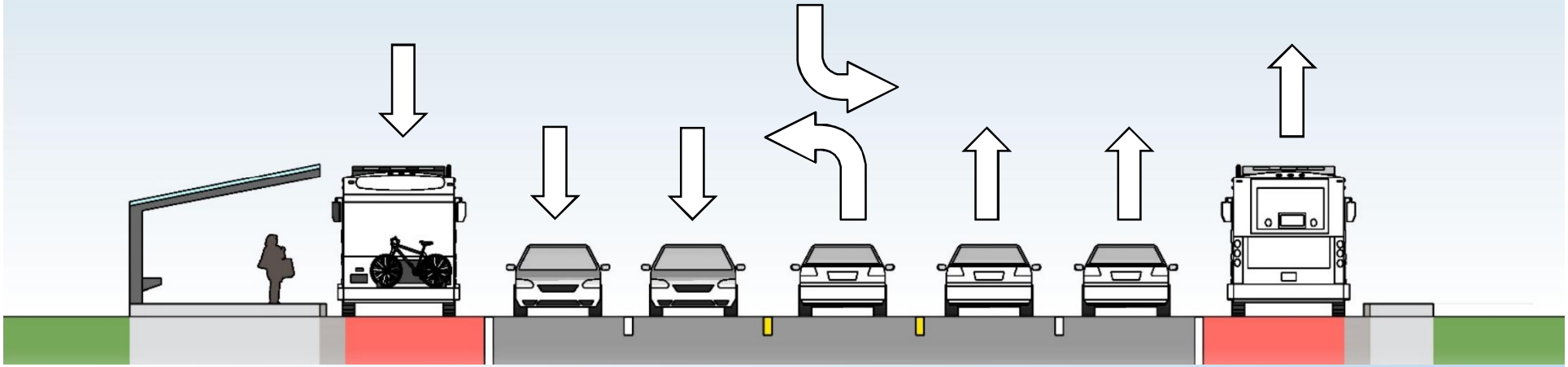
Alternative	Roadway Configuration	Transit Improvement	Service Frequency
Alternative 1 Curbside BRT	Repurpose curbside lane in each direction to a bus lane that allows right-turning vehicles	Dedicated Bus Lane New Stations	BRT service 8 min. peak 15 min. off-peak
Alternative 2 Elevated Metrorail Extension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

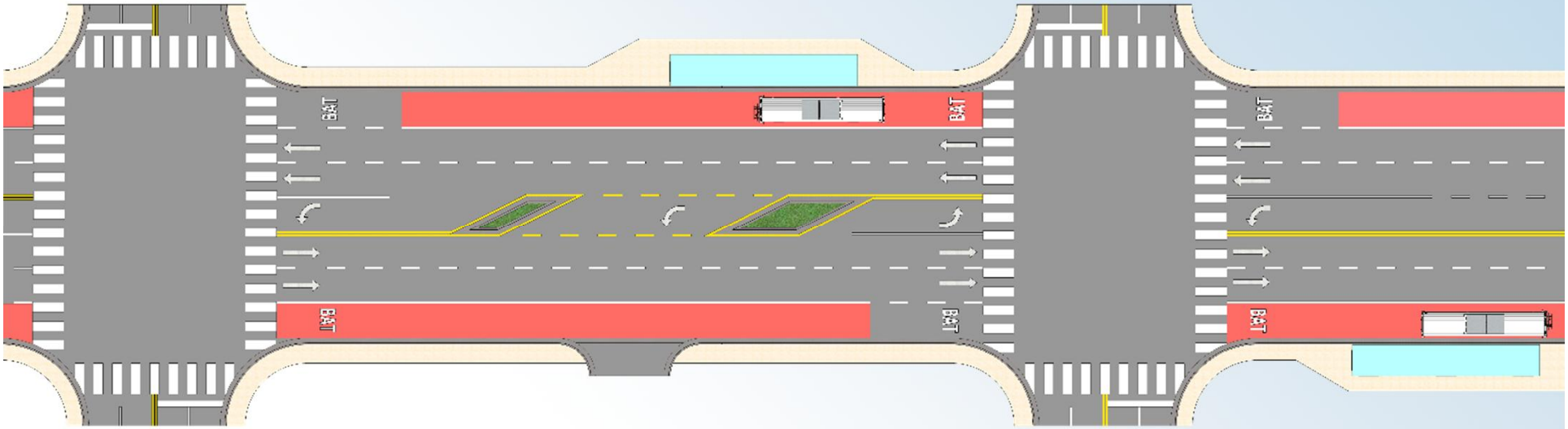
Crafting the Solution – Evaluation Process



Build Alternative #1:

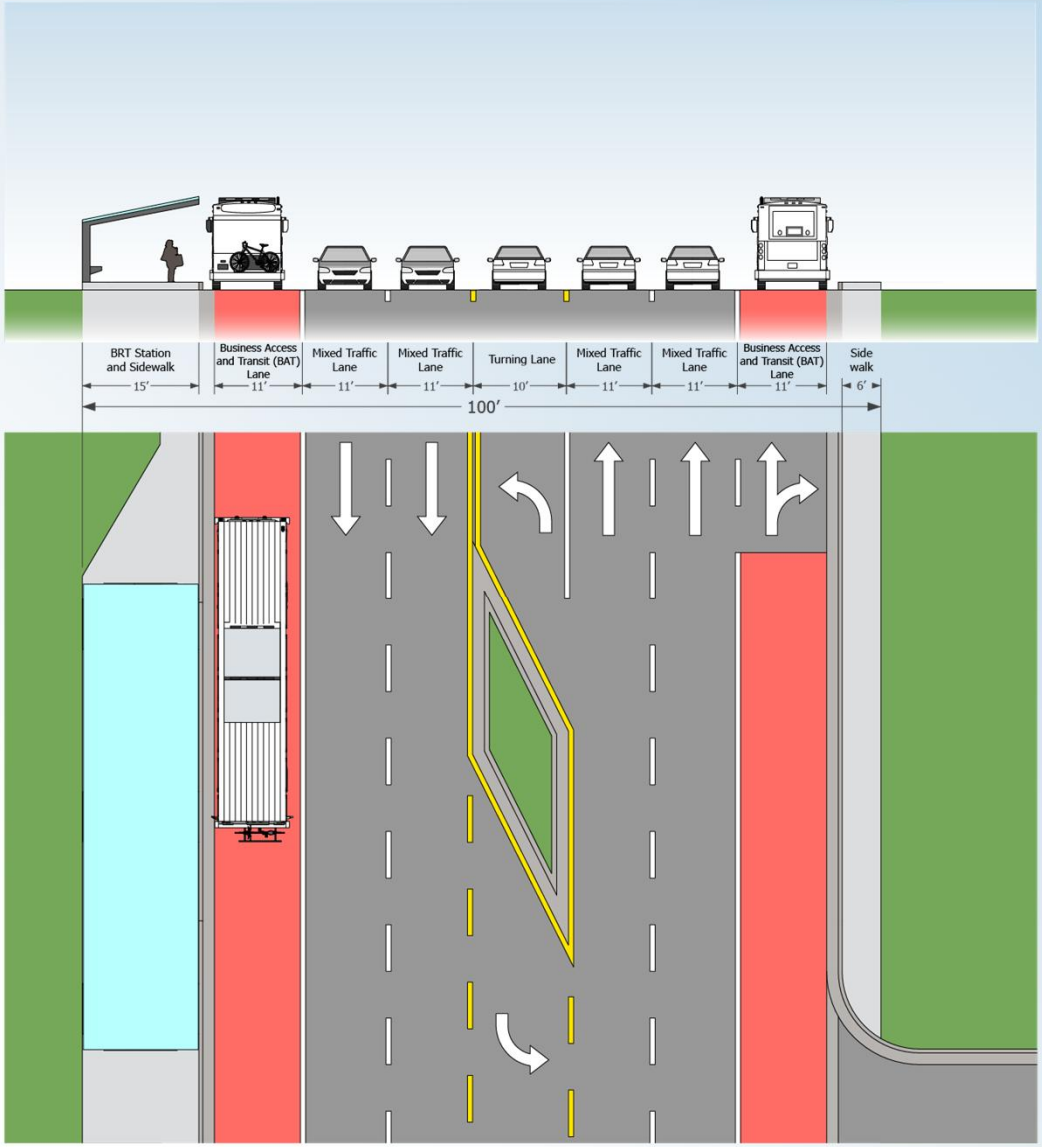
Curbside Bus Rapid Transit (BRT)





Illustrative purposes only. Drawings may not be to scale

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

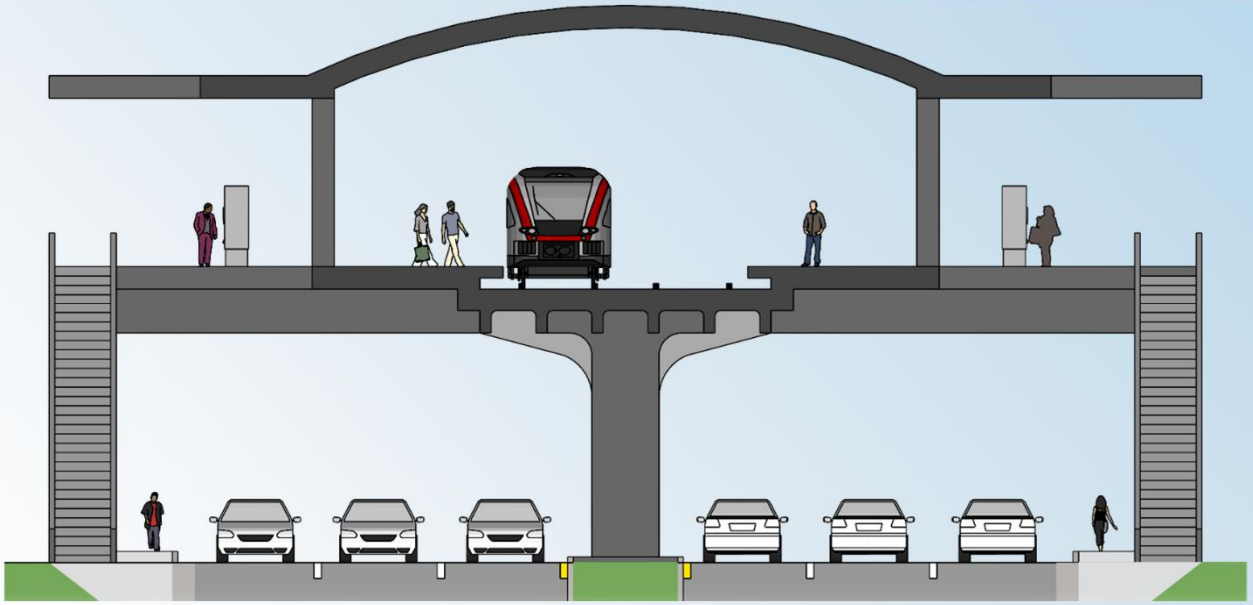


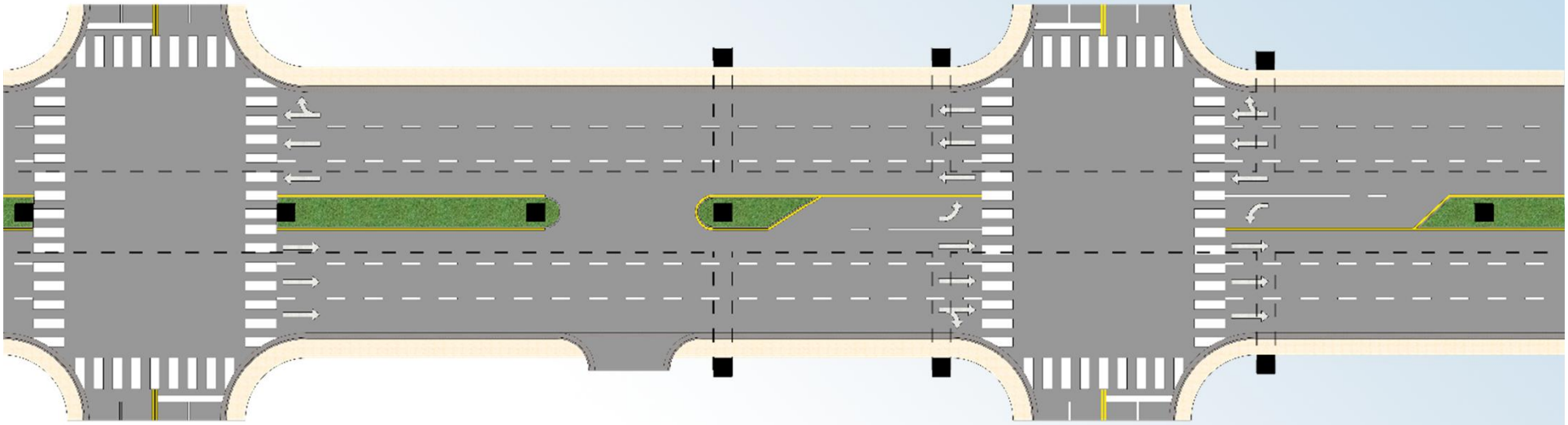
Operational Impacts
Build Alternative #1 – Curbside BRT

- Repurpose curbside travel lane
  - One northbound, one southbound
  - Bus Rapid Transit
  - Local Bus
  - Enable access to adjacent development
- Loss of roadway capacity/lane elimination
- Traffic diversion to local streets
- Requires traffic enforcement
- Safety issues – side street vehicle conflicts
- Access management impacts
- Implementation of TSP and Queue Jumps at intersections

SW 1st Street Bus Only Lane Pilot Project in Downtown Miami

Build Alternative #2:
Elevated Metrorail Extension





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Build Alternative #2:
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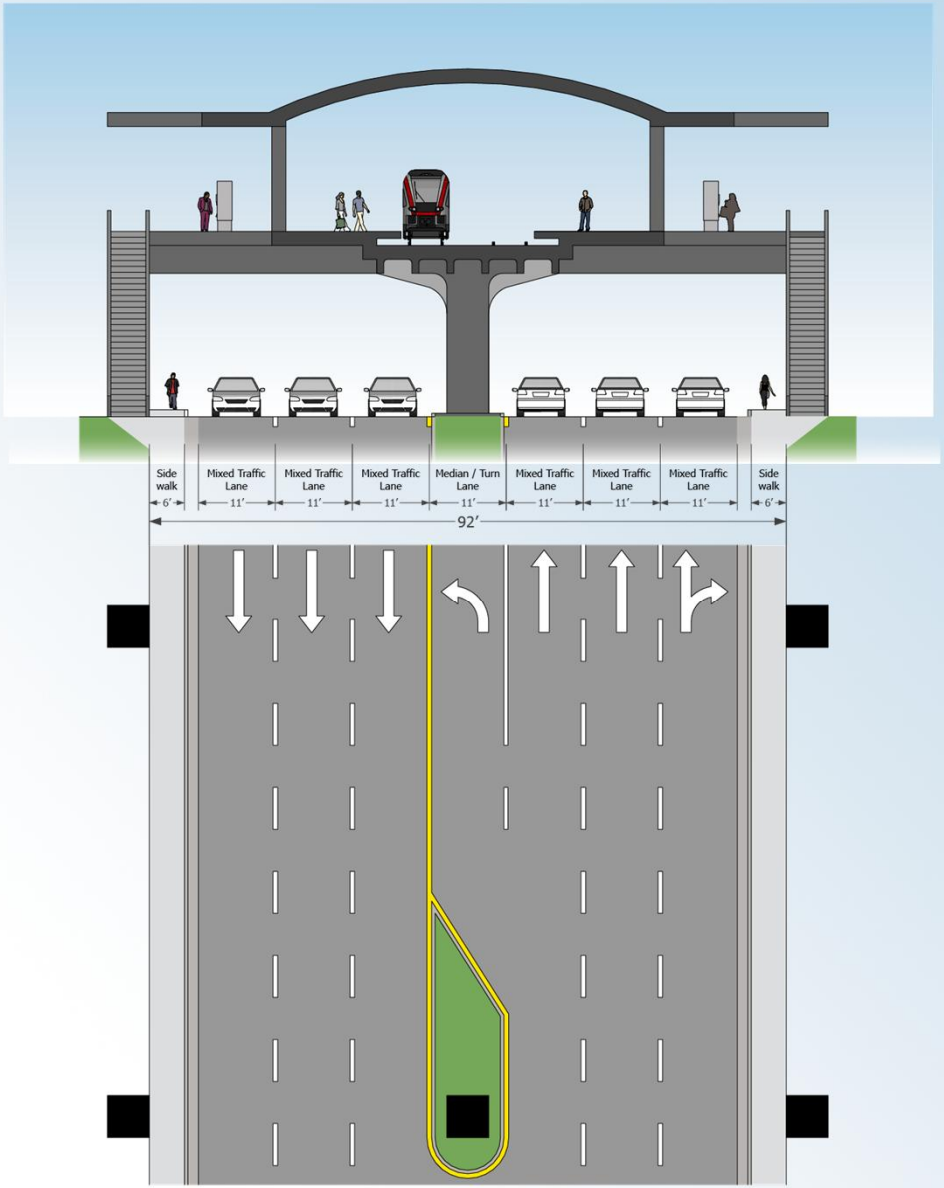
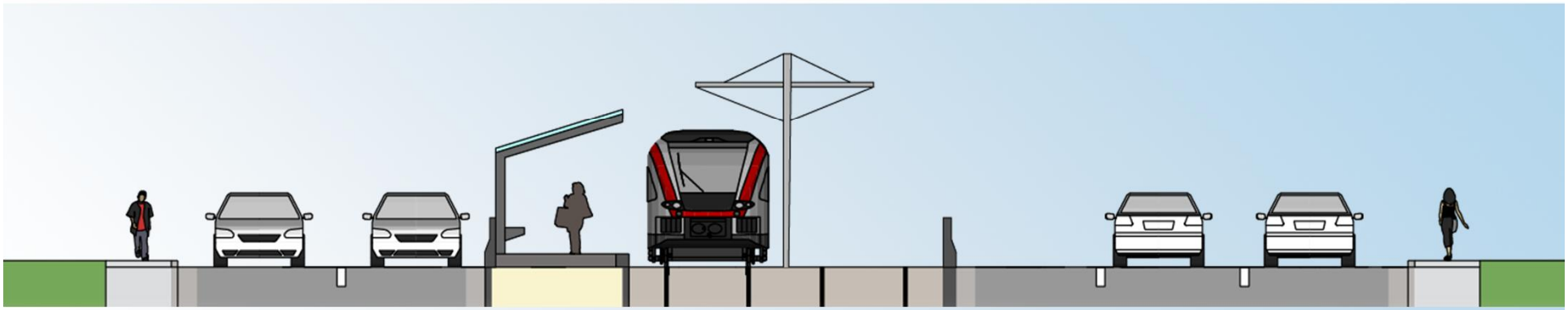
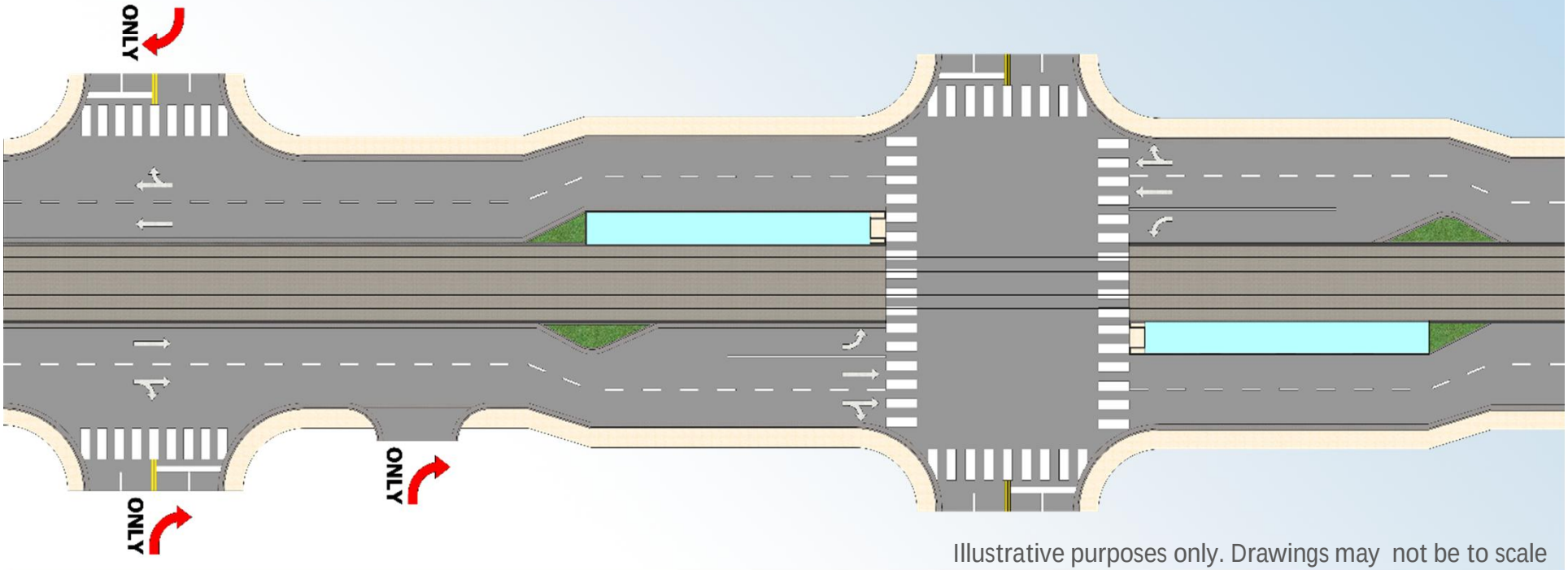


Operational Impacts
Build Alternative #2: Elevated Metrorail Extension

- Implement support columns in the roadway median
  - These can impede visibility for turning vehicles
- May disrupt left turns at various median openings
- Potential closure of some cross streets
- Access management impacts

Build Alternative #3:
Median At-grade Rail





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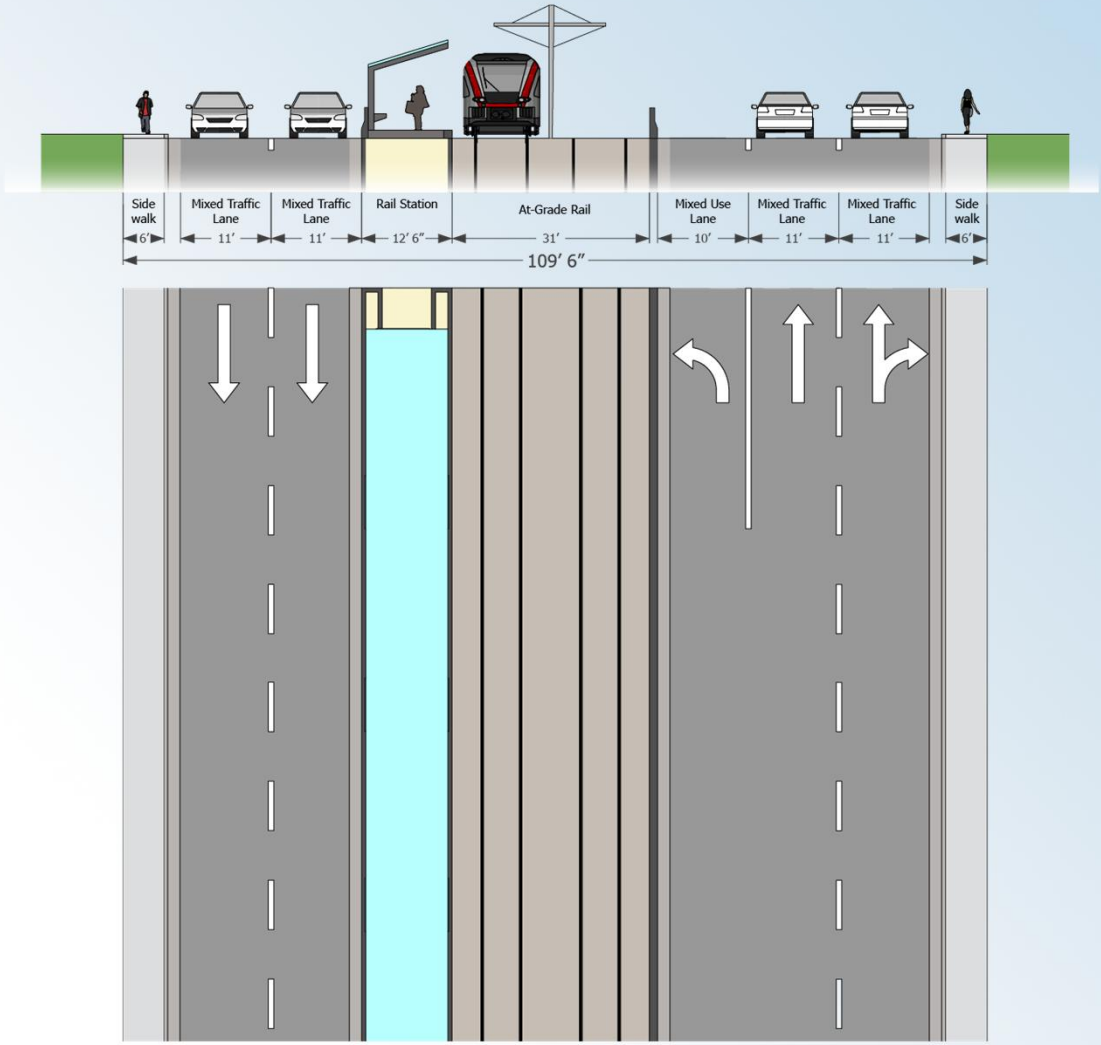
Build Alternative #3:
Median At-grade Rail



Build Alternative #3:
Median At-grade Rail – Barrier Protection Example

Typical Section of In-Street Running Along Exposition Boulevard

Build Alternative #3:
Median At-grade Rail – Barrier Protection Example

Typical Section of In-Street Running Along Exposition Boulevard

Build Alternative #3:
Median At-grade Rail – Elevated at Intersection Example

Elevated Segment along Olympic Boulevard

Build Alternative #3:
Median At-grade Rail – Elevated at Intersection Example

Elevated Segment along Olympic Boulevard

Operational Impacts
Build Alternative #3: At-Grade Median Rail

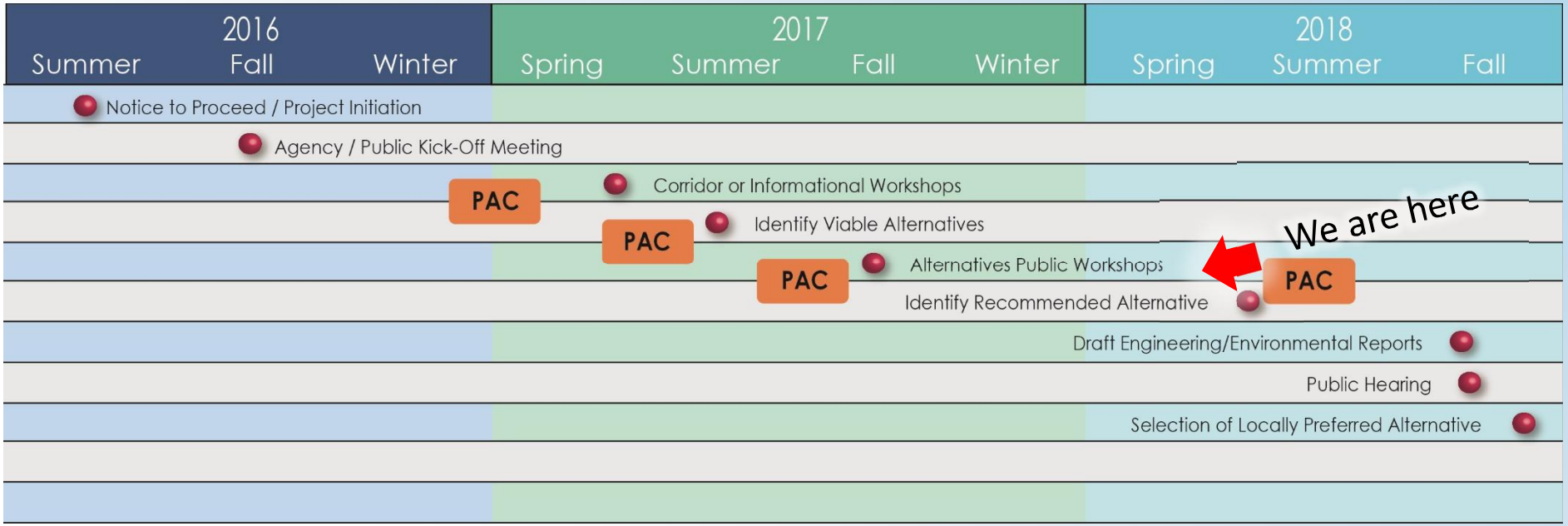
- Repurposes two travel lanes and the median; converted to exclusive guideway
- Diversion of traffic to local streets
- Reduces road capacity
- Potential intersection closures
  - 3 of 41 signalized
  - 80 unsignalized
- Limits left turns throughout entire corridor
- Closure of all median openings
- Assess safety risks between at-grade rail conflicts with automobiles, pedestrians, and bicyclists
- Access management impacts

Los Angeles Expo Line, an at-grade median rail system. Google Street View image captured at the intersection of West Exposition Boulevard and Buckingham Road. Image for illustration purposes only

Next Steps

- Ongoing Public Involvement
  - Community Meetings
    - May 2018 through July 2018
- Complete Alternatives Evaluation (Tier 2)
  - Refine alternatives and finalize concept plans
  - Complete Draft documentation
- Identify Recommended Alternative

Project Milestone Schedule



Provide Input

- Comment forms are available to obtain your input
- Complete and drop them in the comment box before you exit

FDOT

Florida Department of Transportation District VI

Town Hall Meeting - State Representatives Stafford and Pritchett

Comment Sheet

Project

NW 27th Avenue Rapid Transit PD&E Study
SR 9/SR 817/NW 27th Avenue from NW 215th Street to the Miami Intermodal Center (MIC)
Project Identification Number: 438076-1-22-01
ETDM: 14247

Meeting Location

Miami-Dade College, North Campus
Building 2000, Room 2151, First Floor
Miami, Florida 33167

Meeting Date

Saturday, April 28, 2018

Please Write Comments Below

Name:

Phone Number:

Address:

Email:

If you have any questions or comments, please contact FDOT Public Information Specialist Ann Pope by telephone at 305.321.6011 or by email at NW27studyinfo@gmail.com

Staying Informed and Engaged

Stay Informed:

Project Website:
www.fdotmiamidade.com/27thAvenueRapidTransit

Get Involved:

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