



INVOLVED
BECOME

Tier 1 Evaluation

November 9, 2006



Agenda

- **Project Update**
- **Alternatives**
 - **Kendall Corridor**
 - **HEFT/107th Corridor**
 - **874/826 Corridor**
 - **CSX Corridor**
- **Summary**
- **Next Steps**



Project Update

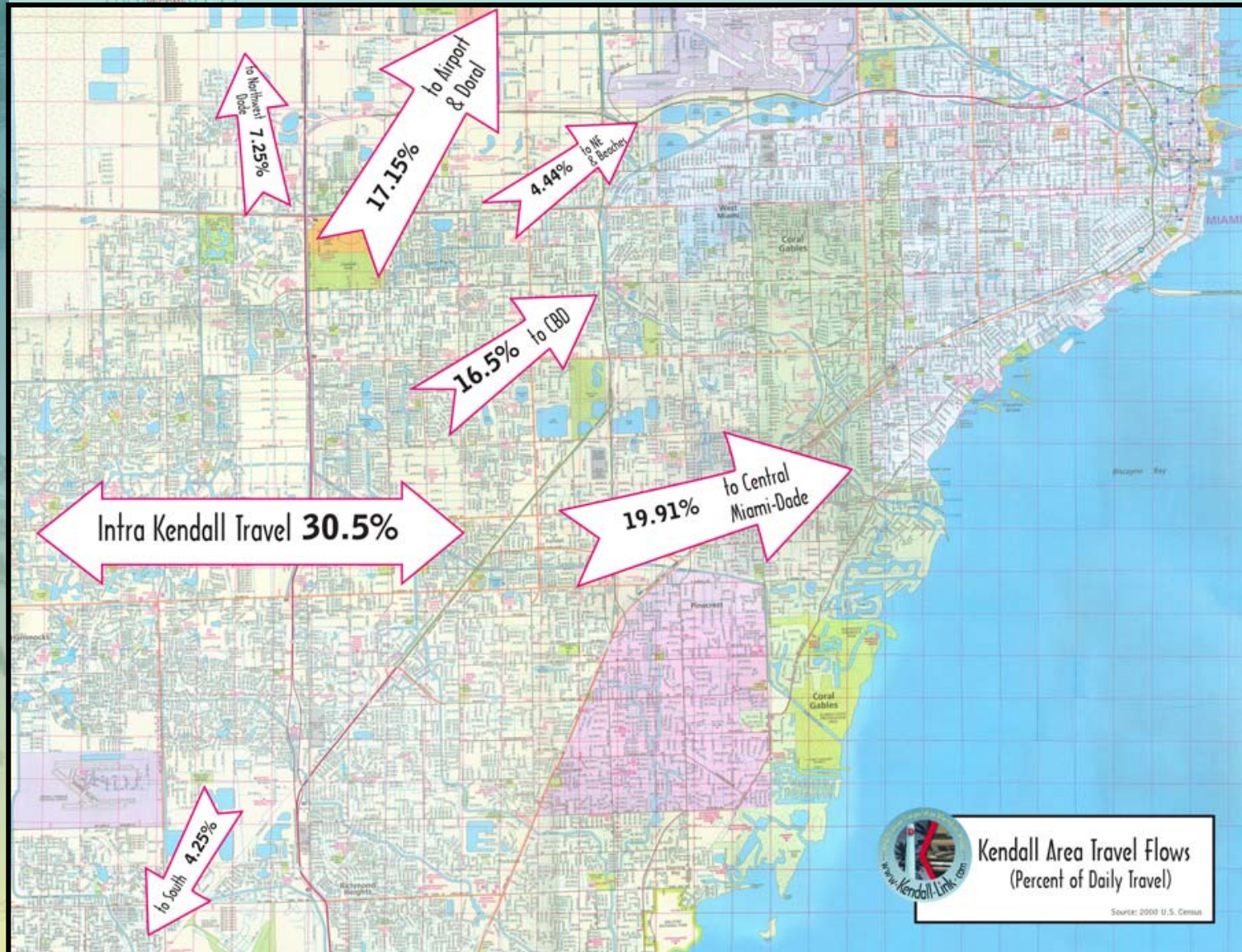
- **Purpose and Need**
- **Technology Assessment**
- **Technical Analysis**
 - **Ridership**
 - **Capital Costs**
 - **Operation and Maintenance Costs**
- **Outreach**
 - **www.kendall-link.com**

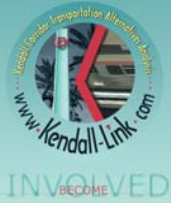
What is the problem to be addressed





Kendall Area Travel Flows

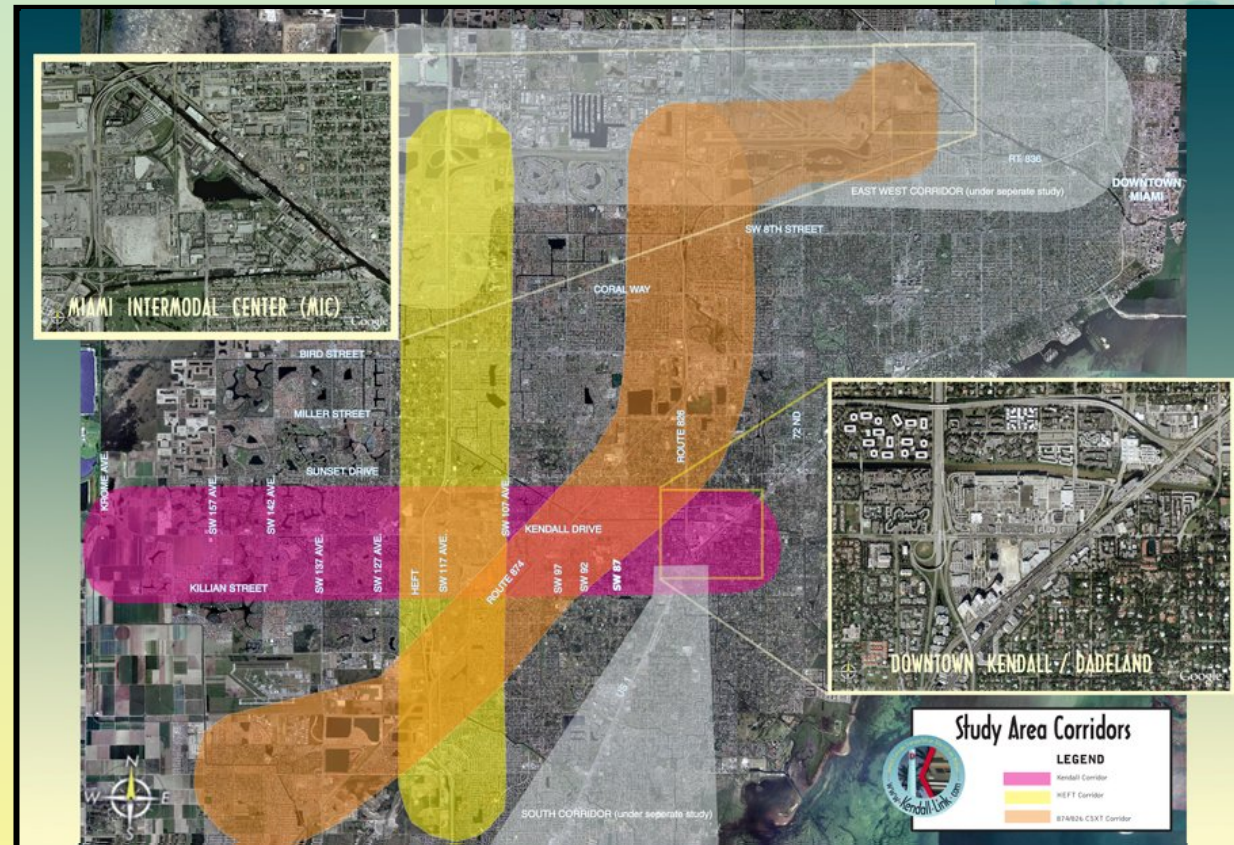


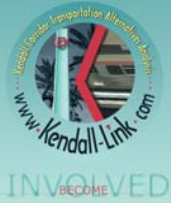


Alternatives Under Consideration

3 Primary Study Corridors

- **Kendall Drive**
 - East – West
 - Route 1 – Krome
- **HEFT / 107th**
 - North – South
 - Miami Zoo – MIC
- **874/826/CSX**
 - North – South
 - Miami Zoo – MIC





Kendall Corridor

Kendall Drive Corridor - BRT



Mixed Traffic Operation

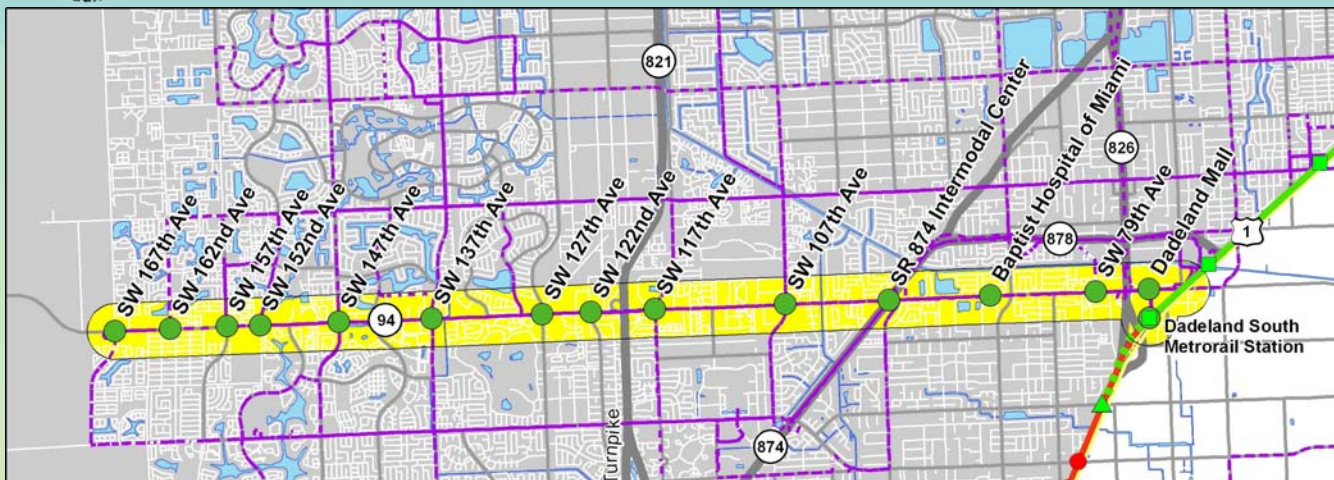


Exclusive Operation

- Option 1 – Mixed Traffic
 - Bus priority
 - Stations
- Option 2 – Exclusive Operation
 - Exclusive bus lanes
 - Bus priority
 - Stations
- Headways: 10-15 min. peak hour
- Transfer to Metrorail
- Travel Times:
 - Downtown Kendall: 25 – 33 min.
 - Government Center: 43 – 51 min.
 - MIC: 55 – 63 min.



Kendall Drive Corridor - BRT



Transit Benefit



Congestion Benefit



Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership



Kendall Drive Corridor - LRT



Mixed Traffic Operation

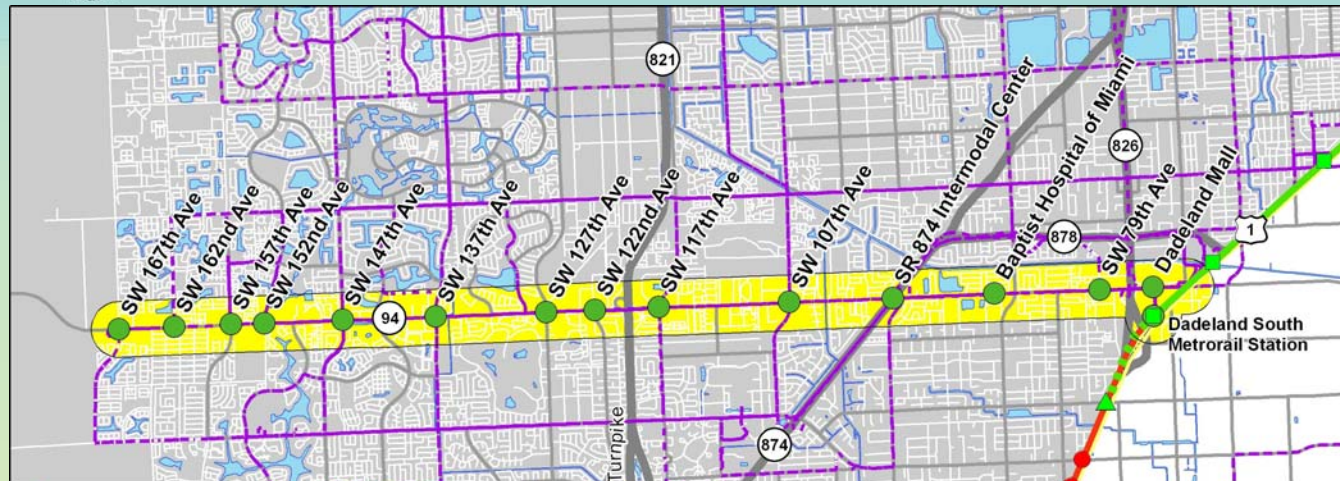


Exclusive Operation

- Option 1 – Mixed Traffic
 - LRT priority
 - Stations
- Option 2 – Exclusive Operation
 - Exclusive ROW
 - LRT priority
 - Stations
- Headways: 15 min. peak hour
- Transfer to Metrorail
- Travel Times:
 - Downtown Kendall: 25 – 33 min.
 - Government Center: 43 – 51 min.
 - MIC: 55 – 63 min.



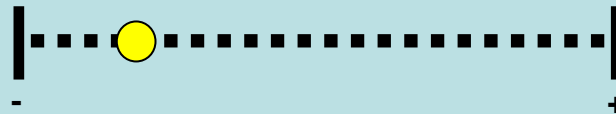
Kendall Drive Corridor - LRT



Transit Benefit



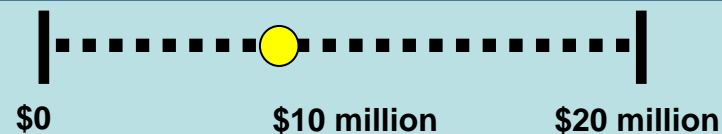
Congestion Benefit



Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership



Kendall Drive - Metrorail

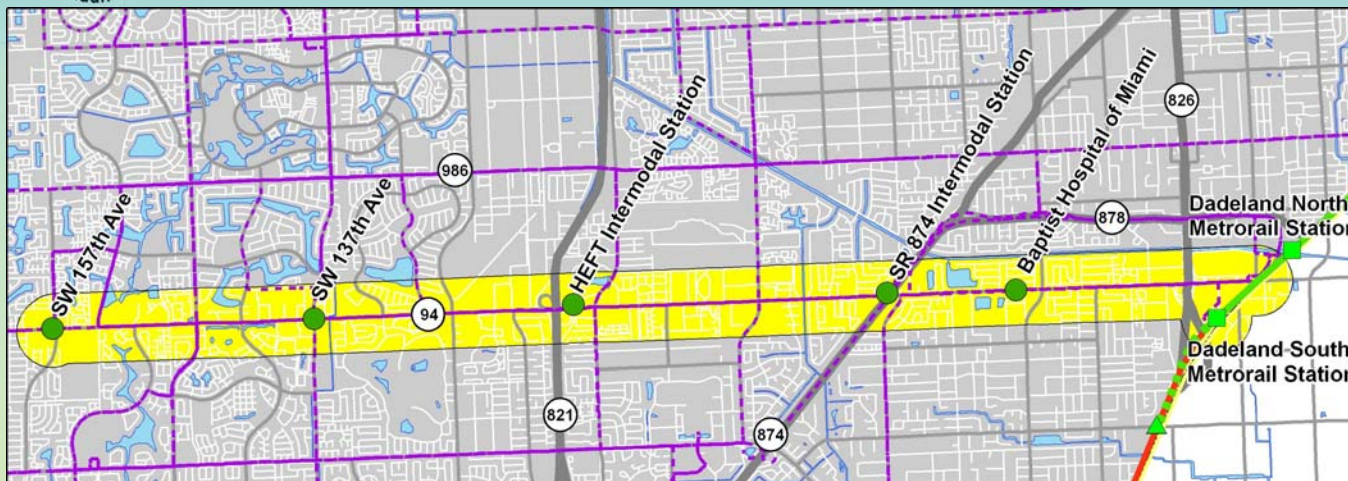


- Branch Service of Metrorail
 - Elevated guideway
 - Median location
 - Tie into Dadeland North
- Headways: 8-10 min. peak hour
- One Seat Ride
- Travel Times:

▪ Downtown Kendall:	16 min.
▪ Government Center:	32 min.
▪ MIC:	44 min.



Kendall Drive Corridor - Metrorail



Transit Benefit



Congestion Benefit



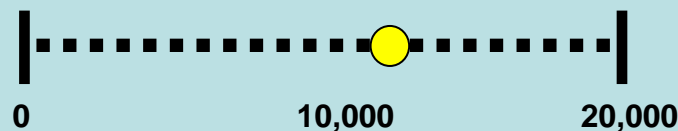
Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership





HEFT/107th Corridor

HEFT / 107th Corridor - BRT



Mixed traffic Operation

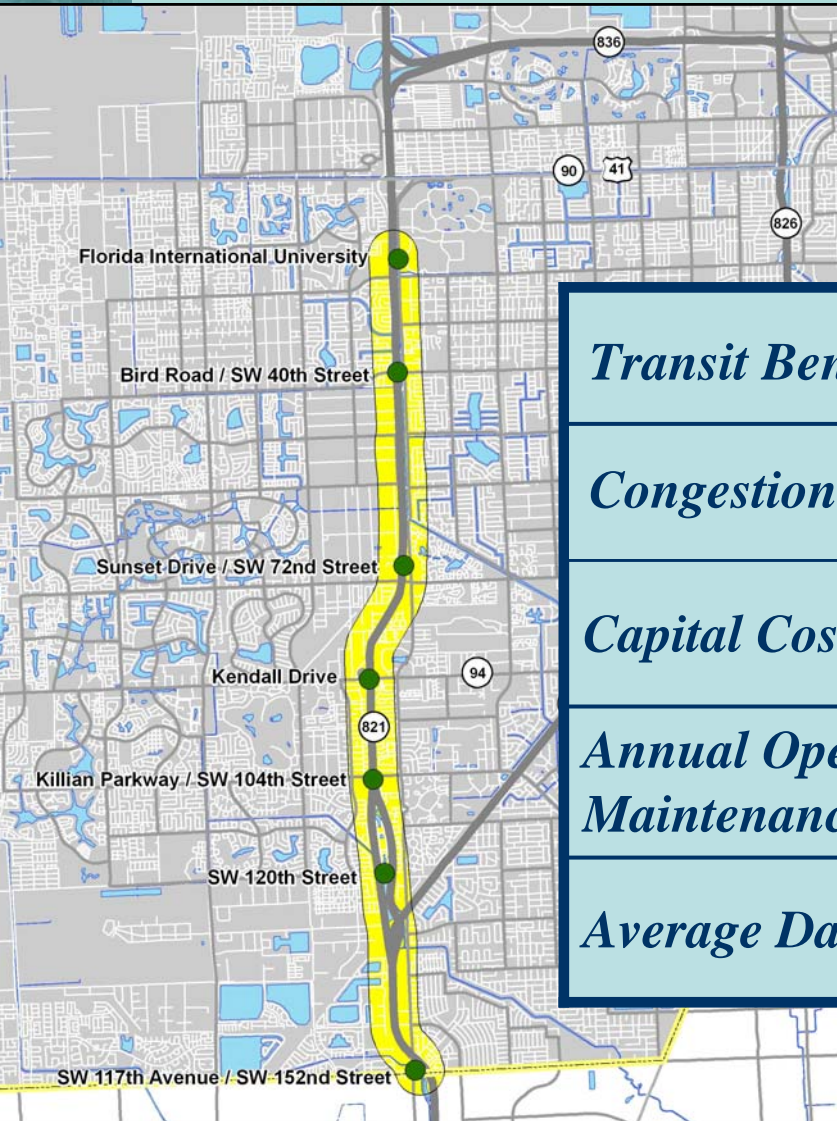


Exclusive Operation

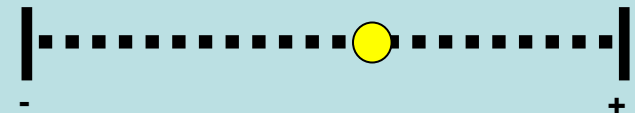
- Option 1 – Mixed Traffic
 - Bus priority
 - Stations
- Option 2 – Exclusive Operation
 - Exclusive bus lanes
 - Bus priority
 - Stations
- Headways: 10-15 min. peak
- Transfer to Metrorail (FIU)
- Travel Times:
 - Downtown Kendall: N/A
 - Government Center: 42 – 50 min.
 - MIC: 30 – 38 min.



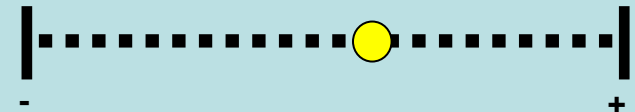
HEFT / 107th Corridor - BRT



Transit Benefit



Congestion Benefit



Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership



HEFT / 107th Corridor - Metrorail



• Extension of East – West Corridor

- FIU
- Elevated guideway
- Median location

• Headways: 8-10 min. peak

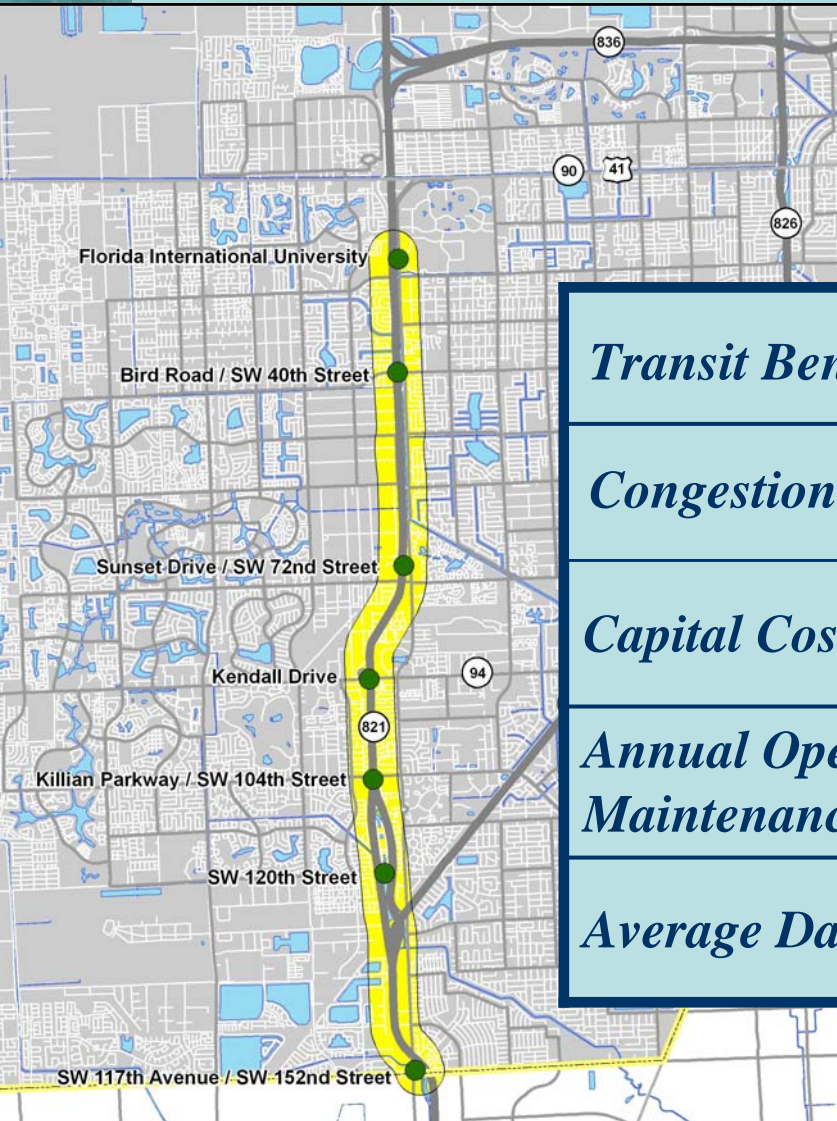
• One Seat Ride

• Travel Times:

- Downtown Kendall: N/A
- Government Center: 42 min.
- MIC: 30 min.



HEFT / 107th Corridor - Metrorail



Transit Benefit



Congestion Benefit



Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership



874/826 Corridor

874/826 Corridor - BRT



Mixed traffic Operation

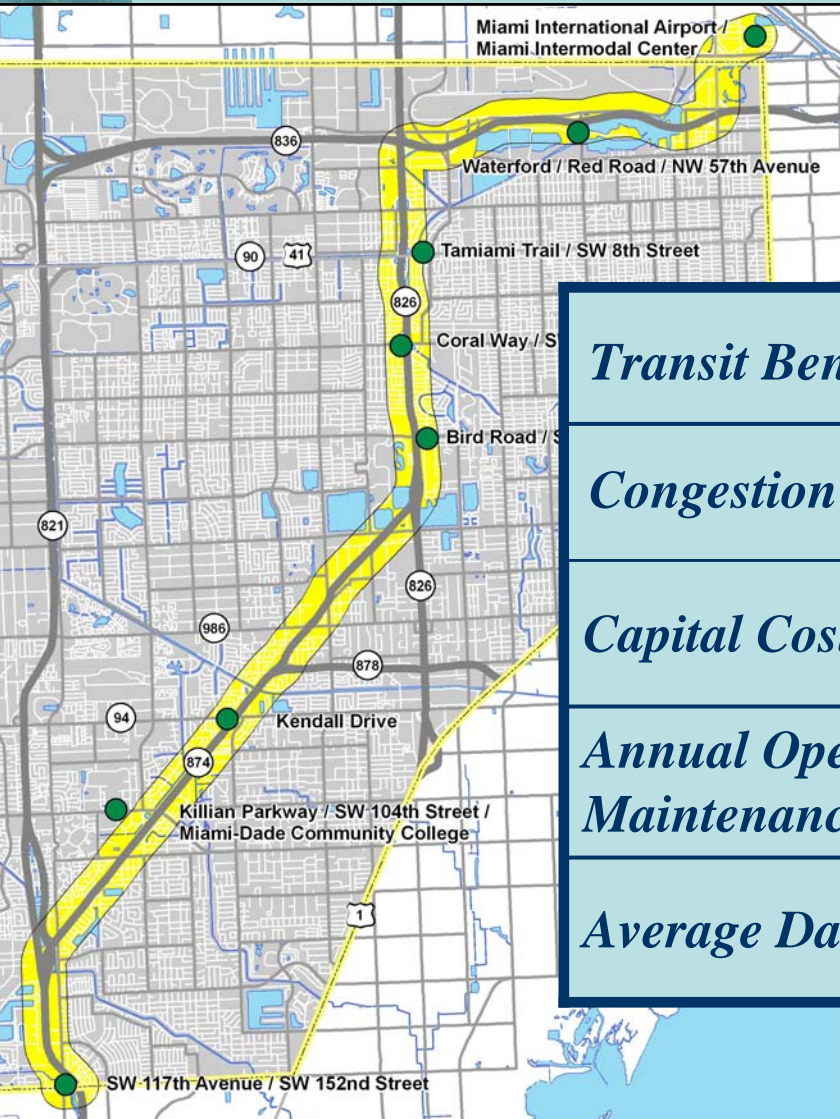


Exclusive Operation

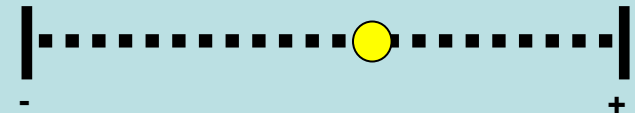
- Option 1 – Mixed Traffic
 - Bus priority
 - Stations
- Option 2 – Exclusive Operation
 - Exclusive bus lanes
 - Bus priority
 - Stations
- Headways: 10-15 min. peak
- Transfer to Metrorail (MIC)
- Travel Times:
 - Downtown Kendall: N/A
 - Government Center: 39– 45 min.
 - MIC: 25 – 33 min.



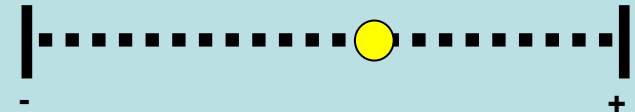
874/826 Corridor - BRT



Transit Benefit



Congestion Benefit



Capital Cost



Annual Operations and Maintenance Costs



Average Daily Ridership



CSX Corridor

CSX Corridor - DMU



1. Option 1

- Upgrade existing infrastructure
- One passing siding
- 4 passenger stations
- 30 min. peak hour headways
- Travel time MIC 25 / CBD 42 min.

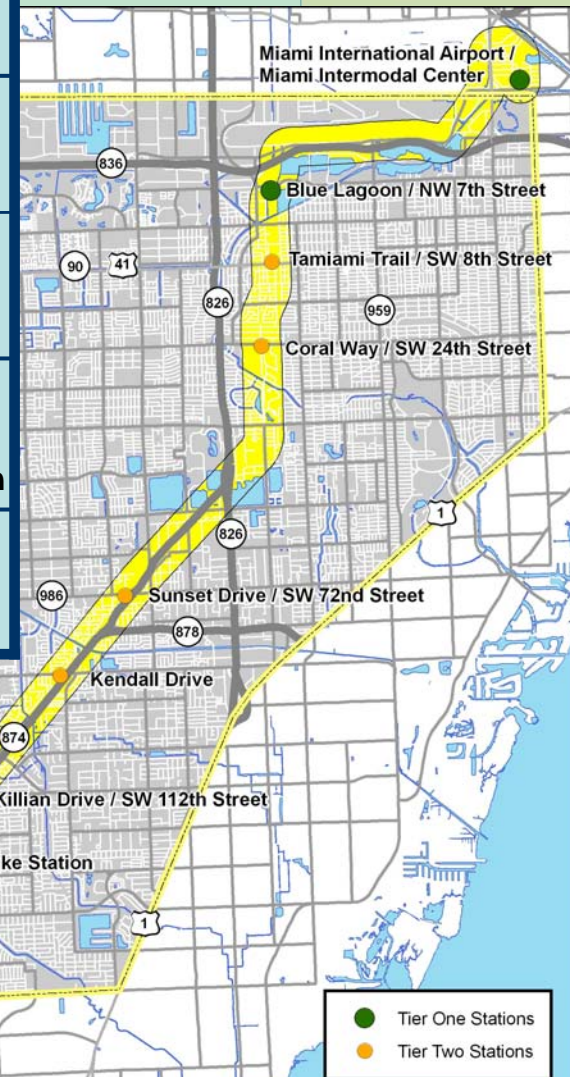
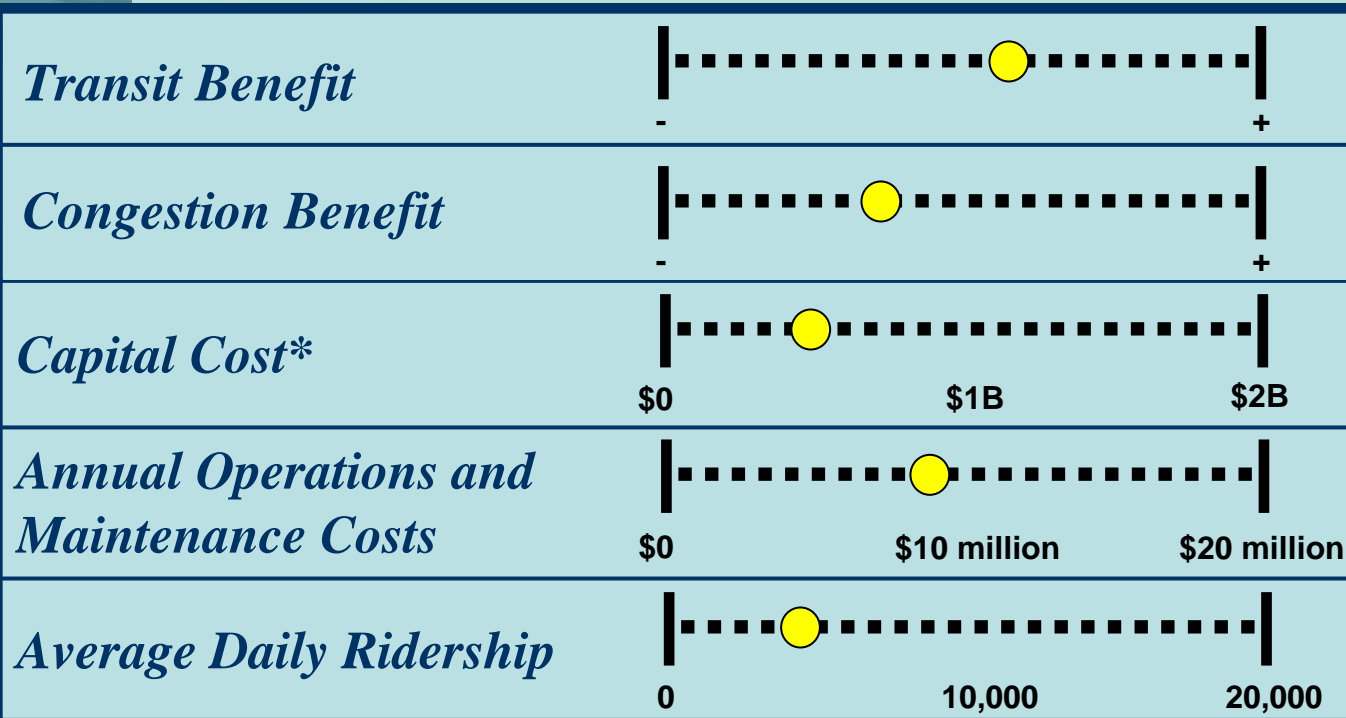
2. Option 2

- Upgrade existing infrastructure
- 3 passing sidings
- 7 passenger stations
- 20 min. peak hour headways
- Travel time 28 MIC / CBD 45 min.

3. Option 3

- Double track
- 9 passenger stations
- 15 min. peak hour headways
- Travel time 31 MIC / CBD 48 min.

CSX Corridor - DMU



* Includes allowance for potential right-of-way acquisition / lease costs

Summary



Summary

<i>Corridor</i>	Kendall Drive			HEFT / 107th		SR826/874	CSX*
<i>Mode</i>	BRT	LRT	Metrorail	BRT	Metrorail	BRT	DMU*
<i>Capital Cost</i>							
<i>O&M Cost</i>							
<i>Ridership</i>							

* CSX Corridor costs include an allowance for potential right-of-way acquisition / lease costs

Low	
Medium	
High	



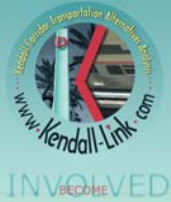
Public Outreach



Public Outreach Summary

- **Two Workshops**
 - November 2nd – 75 people
 - November 8th – 25 people
- **CSX Corridor Concerns**
 - Traffic impacts at grade crossings
 - Noise and vibration
- **Kendall Drive Metrorail Concerns**
 - Noise, vibration and visual impacts
- **General Comments**
 - Impacts to property values?
 - Potential for western transit alignment?

Tier 1 Screening



Eliminated Alternatives

- **Kendall Drive LRT**
- **Potential TSM Alternatives**
 - **Kendall Drive – Mixed Traffic BRT**
 - **HEFT / 107th Corridor – Mixed Traffic BRT**
 - **SR 874/826 Corridor – Mixed Traffic BRT**



Continued Alternatives

- **Kendall Drive**
 - **Exclusive BRT**
 - **Metrorail**
- **HEFT / SW 107th Corridor**
 - **Metrorail (Extension of East-West Corridor)**
- **CSX Corridor**
 - **DMU**

What is the schedule

Study Schedule

Tier 1 Screening – Fall 06

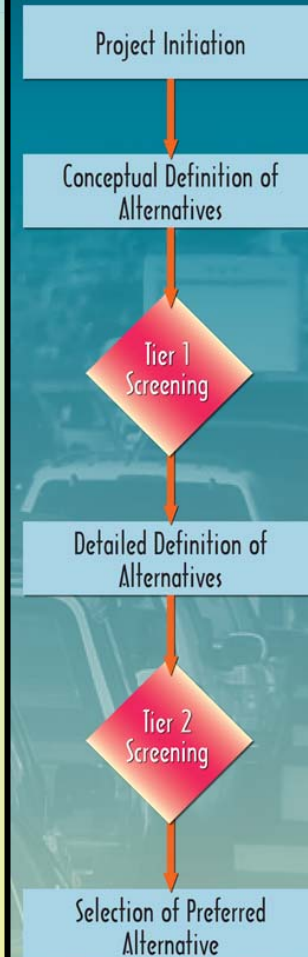
- Open Houses
- MPO Board Recommendation

Tier 2 Screening – Winter 07

- Open Houses
- MPO Board Action

Preferred Alternative – Winter 07

Project Timeline





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