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](http://www.kendall-link.com)
What is the problem to be addressed
Kendall Area Travel Flows

Intra Kendall Travel 30.5%

17.15% to South Beach
16.5% to CBD
19.91% to Central Miami-Dade
4.49% to South Bay
4.23% to South

Kendall Area Travel Flows (Percent of Daily Travel)
Source: 2000 U.S. Census
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

• 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 | $0 | $1B | $2B |
| Annual Operations and Maintenance Costs | $0 | $10 million | $20 million |
| Average Daily Ridership | 0 | 10,000 | 20,000 |
Kendall Drive Corridor - LRT

• 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

<table>
<thead>
<tr>
<th></th>
<th>Transit Benefit</th>
<th>Congestion Benefit</th>
<th>Capital Cost</th>
<th>Annual Operations and Maintenance Costs</th>
<th>Average Daily Ridership</th>
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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

$0 $1B $2B

Annual Operations and Maintenance Costs

$0 $10 million $20 million

Average Daily Ridership

0 10,000 20,000
HEFT/107th Corridor
• 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.
• 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
$0 $1B $2B

Annual Operations and Maintenance Costs
$0 $10 million $20 million

Average Daily Ridership
0 10,000 20,000
874/826 Corridor
874/826 Corridor - BRT

• 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

$0

$1B

$2B

Annual Operations and Maintenance Costs

$0

$10 million

$20 million

Average Daily Ridership

0

10,000

20,000
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

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<th>Category</th>
<th>Description</th>
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*Includes allowance for potential right-of-way acquisition / lease costs
Summary
## Summary

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Kendall Drive</th>
<th>HEFT / 107th</th>
<th>SR826/874</th>
<th>CSX*</th>
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</thead>
<tbody>
<tr>
<td><strong>Mode</strong></td>
<td>BRT</td>
<td>LRT</td>
<td>Metrorail</td>
<td>BRT</td>
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<td><img src="https://example.com/yellow.png" alt="Yellow" /></td>
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<td><img src="https://example.com/yellow.png" alt="Yellow" /></td>
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<td><img src="https://example.com/yellow.png" alt="Yellow" /></td>
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* CSX Corridor costs include an allowance for potential right-of-way acquisition / lease costs
Public Outreach
Public Outreach Summary

- **Two Workshops**
  - November 2\textsuperscript{nd} – 75 people
  - November 8\textsuperscript{th} – 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