

Kendall Corridor

Executive Summary

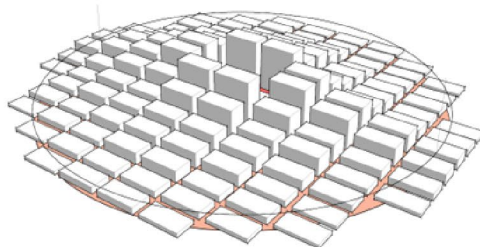
Economic Mobility and Accessibility Study



METROPOLITAN JOBS ORIENTED



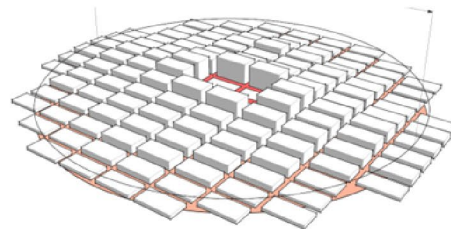
~10 to 20 stories



COMMUNITY HOMES ORIENTED



~6 to 12 stories



Disclaimer Page

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Introduction

The Strategic Miami Area Rapid Transit (SMART) Program, adopted by the Miami-Dade Transportation Planning Organization (TPO) in 2016, includes the advancement of six rapid transit corridors along with a network of Bus Express Rapid Transit (BERT) services to implement mass transit projects in Miami-Dade County. The six SMART Program corridors are advanced through Project Development and Environment (PD&E) studies and Land Use Scenarios and Visioning Planning studies. The Miami-Dade TPO is tasked with integrating transportation and land use planning and developing strategies to maximize the effectiveness of transit infrastructure investments. Transit-supportive land use plays a vital role in the success of major rapid transit projects. This document summarizes the Kendall Corridor Economic Mobility and Accessibility Study, which identifies steps to implement the vision for the Kendall Corridor. The vision for the Kendall Corridor was identified as part of an accompanying study, the Kendall Corridor Land Use Scenario and Visioning study.

The Kendall Corridor is limited to a segment of Kendall Drive from the Dadeland North station area west to Southwest 177th Avenue, approximately 10 miles. Because the land development within a half-mile of the SMART Program's transit alignments will generate most of the system's ridership and is integral to the development and ultimate success of the system, the study considers a half-mile buffer from Kendall Drive.

The Florida Department of Transportation (FDOT) conducted the Kendall Corridor Project Development and Environmental (PD&E) Study in parallel with the Kendall Corridor Vision. The PD&E Study identified and evaluated six premium transit technologies, ranging from elevated heavy rail to BERT options. As of spring 2022, Kendall Corridor PD&E Study had identified BERT - Curbside Business Access Transit (BAT) lanes as the recommended alternative. FDOT and the Miami-Dade County Department of Transportation and Public Works (DTPW) recommended placing the Kendall PD&E Study on hold while implementing the Flagler Street SMART Demonstration project. The Flagler Demonstration Project will consist of repurposing the outside lanes, applying appropriate pavement markings, and installing signage to inform the public of the enhanced, dedicated bus infrastructure. The operation of the Flagler Demonstration Project would be monitored over one year. Data collected will allow FDOT, Miami-Dade TPO, and DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane on both Flagler and Kendall Corridors.

Kendall Corridor Vision

Identifying a future vision for a corridor provides a framework within which decision-makers and the public can set priorities and coordinate decisions across all elements of civic life, including, but not limited to, transportation, development patterns, public utilities, and economic development. Through a series of charettes during the Kendall Land Use Scenario and Visioning study efforts, the public reviewed three scenarios as potential futures for Kendall Drive. Through public feedback and refinements, Scenario 2 was ultimately selected as the future vision for Kendall Drive.

The Kendall Corridor Vision integrates transportation and land use. As illustrated in Figure 1, the vision demonstrates Kendall Drive becoming more urban and integrating characteristics associated with transit-oriented communities (TOC). The Kendall Corridor Vision has two job centers, one in downtown Kendall

and the second at the 117th and 122nd station areas on either side of Florida’s Turnpike. Throughout the corridor, there are several TOC types identified representing transit stations with half-mile buffers (illustrated in blue circles in Figure 1).

The TOC types used for the visioning effort are based on the three Urban Center types defined in Miami-Dade County’s Comprehensive Development Master Plan (CDMP)— **Regional, Metropolitan, and Community**. The CDMP sets development mix and intensity thresholds for each type. Downtown Miami is Miami-Dade County’s only Regional Urban Center; thus, that TOC type is not included in the Kendall Corridor Vision. The Vision consists of two areas designated as Metropolitan Centers: downtown Kendall and around the interchange of Kendall Drive and Florida’s Turnpike. The different TOC types define a station’s mix of uses (i.e., housing vs. jobs-oriented) and development intensities. The distribution of TOCs along the corridor balances jobs and housing, thereby internalizing a high percentage of trips and increasing transit ridership.

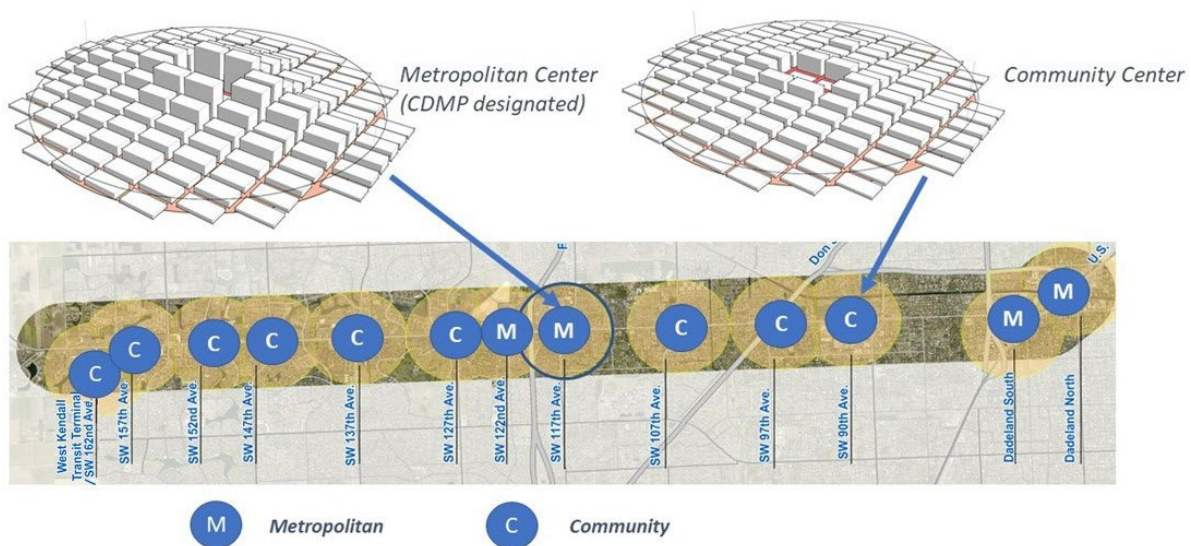


Figure 1 - Kendall Corridor Vision with TOC Station Areas and TOC Typologies

Transit Oriented Communities

Transit-oriented communities, or TOC, refer to the built environment around transit stations intentionally planned and designed to optimize access to and the use of transit. TOCs combined with high-quality transit service make it convenient, safe, and attractive to get to and from daily activities without using a car. Research shows that the design of the built environment, combined with the quality of the transportation options, parking convenience, and overall travel cost, directly influences travel mode decisions. For those without a choice, a well-designed TOC ensures safe and convenient non-auto access to opportunities.

TOC creates optimal conditions when it includes a high concentration of people and jobs within walking distance (¼ to ½ mile) of a transit station. TOC should have a strong grid of walkable streets where vehicle traffic is slowed, and walking and biking are prioritized. Buildings should be built up to the sidewalk with

front doors and windows facing the street, inviting people to walk from place to place. TOC includes a mixing of uses creating a wide range of origins (homes) and destinations (i.e., jobs, shopping, education, social activities) within the walkshed of a transit station and across the corridor. TOCs should create a critical mass of jobs and homes within station areas to maximize transit ridership and the feasibility of the transit investment.

The main characteristics of TOCs are as follows:

- **Compact:** High density (number of activities) located within ¼ to ½ mile of the transit station. This may mean redeveloping lower-density single-story suburban buildings into higher-intensity multistory buildings and reorienting parking to the rear.
- **Mixed-use:** A mix of jobs, retail, social, or entertainment uses co-located with residential uses to make accessing differing destinations by transit, walking, and biking an easy choice.
- **Multimodal:** Compact and mixed-use development minimizes the distance between buildings to encourage walking. Equally important is the walking environment. Streetscapes that are safe and inviting (i.e., wide sidewalks, landscape buffers) make walking pleasant and encourage people to walk even further than they may have otherwise. Designated bike routes and bike parking, combined with thoughtful planning for other micro-mobility options like electric scooters or ridesharing curbside drop-offs, offer opportunities to travel without a car. Building edges with windows and other eye-catching features can be combined with public seating and gathering areas, pocket parks, and other areas that provide pedestrian respite.
- **Oriented to a transit station:** Organizing the TOC around a transit station optimizes access to the station and the ability to reach destinations in other TOCs along the corridor. The highest development intensities are within the first ⅛ to ¼ mile and are more jobs and services oriented.
- **Discernable identity and sense of place:** TOCs provide an opportunity for placemaking by reflecting the history, culture, and character of the place and providing wayfinding and streetscapes, public art, and branding.

Planning and Design Guidelines

As part of this study, a review of best practices and research resulted in planning and design considerations, which were then used to develop the Kendall Corridor Vision components, such as guidelines, station area concept plans, and recommendations.

The research included understanding the state of practice on multimodal accessibility, which speaks to the relationship between travel behaviors, mode preferences, and distance. Multimodal accessibility is the foundational framework behind this effort's principles, guidelines, and plans. Simply defined, *accessibility* is the number of destinations a person can reach within a reasonable amount of time. The further away a destination is, the less attractive it is. While "reasonable amount of time" varies by person and travel purpose, travel time budget research indicates reasonable time averages around 20 minutes during the morning peak period travel—results from the Southeast Florida Regional Planning Model version 7 support these research findings.

The relationship between proximity and speed fundamentally influences the viability of travel modes. As trip distances increase (the proximity of destinations drops) and the need for speed increases, thus the viability of multimodal travel decreases. In other words, the further away a destination is, the likelihood

that travel speed also increases, and travelers would likely rely on using a personal automobile to commute from one point to another.

Average commute speeds range between 30 and 35 miles per hour along Kendall Drive, which limits the possibility of walking and biking as modes of choice. Introducing premium transit along Kendall Drive can facilitate residents reaching destinations within a “reasonable amount of time” and offer an alternative mode to a personal vehicle. However, introducing premium transit options to Kendall Drive would require reorganizing land uses around stations to increase walk and bike access and maintain the desired travel speed and time. Given this backdrop, the overarching goal underpinning this effort is to integrate and optimize land use, development patterns, and multimodal network designs to enable travelers to reach various destinations via multiple travel modes within a reasonable time.

A review of existing guidance from FDOT on the intensity and mix of development, TOCs, and transit-oriented development, helped to define population and employment targets and thresholds for each station and guide the land development patterns along the corridor.

Furthermore, to achieve multimodal access so travelers can access destinations within desired times and speed, the Kendall Corridor Vision requires viewing Kendall Drive as a holistic, multimodal network. A multimodal network design principle and guidelines provide the lens for organizing Kendall Drive to enhance accessibility.

The overarching design principle guiding the *multimodal network design* along Kendall is to organize the network so that:

- non-auto modal travel paths (sidewalks, bikes, transit routes) provide timely, safe, and comfortable access to stations.
- non-auto travel paths provide timely, safe, and comfortable access to buildings and destinations within the core area around stations.
- network segments are designed to provide safe and comfortable travel for the mode(s) best suited for the segment (i.e., bikes on feeder roads).

Given these design principles, the overarching network design guidelines are to:

- focus non-auto travel networks on transit stations so that the stations become network focal points (multimodal hubs).
- maintain the traffic collection hierarchy for auto travel (i.e., local-to-collector-to-arterial-street).
- align the speeds from the auto network hierarchy with the average speeds, safety, and comfort needs of each mode (i.e., bike travel is promoted on local and collector streets, not arterials).

Furthermore, the Kendall Corridor Vision relies on the guidance from FDOT and Miami-Dade County on roadway policy and design for determining the function of Kendall Drive and the adjacent and intersecting roadways. The guidance documents include the FDOT Plans and Preparation Manual, the Florida Greenbook, the FDOT Complete Streets Implementation Plan, and the Miami-Dade County Complete Street Design Guidelines.

Based on the land development guidelines, the multimodal network design principles and guidelines, and the roadway policy and design guidelines, concept plans and strategies were developed for each station area along Kendall Drive. The concept plans and strategies reinforce the need to reorient network focal

points from auto-centric arterial intersections to transit stations that function as multimodal hubs. It also details the need to reorient areas from auto-oriented shopping centers and office complexes around arterial intersections to mixed-use developments with multimodal connections within the half-mile surrounding the transit stations.

The principles, guidelines, and concept plans translate the multimodal accessibility construct into actionable planning and design considerations supporting the corridor's transformation into the Kendall Corridor Vision. The following section summarizes the implementation plan for the Kendall Corridor Vision.

Kendall Corridor Vision Implementation Plan

Lastly, the Economic Mobility and Accessibility Study outlines and describes the actions, strategies, and projects needed to transform Kendall Drive from a predominantly suburban, auto-oriented context to an urban, multimodal context into the Kendall Corridor Vision. Implementing the Kendall Corridor Vision will take time, and strategies, actions, and projects must be planned and prioritized. Five actionable implementation strategies are recommended, along with the critical information needed to advance it from plan to action, including lead agencies, priority, and timing. The following table summarizes the implementation plan outlined in the Economic Mobility and Accessibility study:

Table 1 Summary of Implementation Plan Strategies

Implementation Strategy	Description	Lead	Partner/ Participants	Key Products/Outcomes	Cost Estimate
Corridor Brand and Transformational Story	Develop a brand and transformational story to support and sustain the evolution. The brand could expand beyond land use and transportation but remain aligned with the established SMART Program brand.	DTPW	<ul style="list-style-type: none"> • FDOT • TPO • PD&O • R&B 	<ul style="list-style-type: none"> • Kendall Vision brand (complements SMART Program brand) • High-level vision and corridor transition story posted on County / TPO websites 	\$600,000 - \$800,000
Kendall Drive Potential Future Improvements	The PD&E Study will identify specific improvements to Kendall Drive, most importantly the locally preferred premium transit alternative. It will identify roadway cross sections, including bike and pedestrian improvements, and recommend station locations and amenities.	FDOT	<ul style="list-style-type: none"> • DTPW • TPO • PD&O • R&B 	<ul style="list-style-type: none"> • Locally preferred alternative (LPA) • Street cross-sections • Transit and traffic operations recommendations 	The outcome of the PD&E Study will determine the approximate cost.
Complete Street Classification and Improvements	Transform the existing roadways into complete streets in a two-step process: <ol style="list-style-type: none"> 1. Classify streets using the local and 	DTPW	<ul style="list-style-type: none"> • TPO • FDOT 	<ul style="list-style-type: none"> • Complete streets classifications for all existing corridor streets <ul style="list-style-type: none"> ○ Public map ○ GIS layer • Complete streets classification report 	\$700,000 - \$1,000,000

SMART Program: Kendall Corridor | Executive Summary for the Economic Mobility and Accessibility Study

Implementation Strategy	Description	Lead	Partner/Participants	Key Products/Outcomes	Cost Estimate
	appropriate standard			describing the method used for classifications Priority, timing, and extent of complete street planning and design projects	
	2. Define planning, design, and improvement projects	DTPW or FDOT	<ul style="list-style-type: none"> TPO RER FDOT (for state streets) PD&O R&B 	<ul style="list-style-type: none"> Final design plans for bid Estimated construction costs Project bids Complete street improvements	Approximately \$3 million - \$8 million/mile depending on the final design
Corridor Bike Path Network and Improvements	Propose a bicycle path network that provides multimodal access to transit stations and to destinations in the station areas.	FDOT & DTPW	<ul style="list-style-type: none"> TPO PD&O R&B 	<ul style="list-style-type: none"> Network branding Defined corridor bike network Wayfinding guidelines Short-term treatments and improvements 	\$2 million - \$3 million
Prototype Transit-Oriented Community Area Plan	Develop a prototype TOC Area Plan that includes: <ul style="list-style-type: none"> A market feasibility study A phased development program A development plan that adheres to TOC targets Funding strategies 	RER	<ul style="list-style-type: none"> DTPW PO&D TPO R&B 	<ul style="list-style-type: none"> Market Feasibility study Development pro forma Development program Development plan 	\$500,000 - \$1 million
Transit-Oriented Community Area Plan	Based on the results of the Prototype Plan, develop a corridor-wide TOC Plan that incorporates the same elements as the Prototype plan with refinements based on lessons learned	RER	<ul style="list-style-type: none"> DTPW PO&D TPO R&B 	<ul style="list-style-type: none"> Market feasibility study Development pro forma Development program Development plan 	\$3 million - \$5 million
Neighborhood Gateways	Neighborhood gateways are pedestrian and bicycle connection points between discreet housing areas (multifamily complexes and single-family neighborhoods), existing or proposed transit-oriented community area streets, and roads leading to transit stations.	County or TPO	<ul style="list-style-type: none"> TPO County (RER and DTPW) PD&O R&B 	<ul style="list-style-type: none"> Neighborhood gateway inventory Station area pedestrian wayfinding guidelines and plan Gateway designs and improvements 	\$800,000 - \$1.5 million

Acronyms

County - multiple departments within Miami-Dade County

SMART Program: Kendall Corridor | Executive Summary for the Economic Mobility and Accessibility Study

Implementation Strategy	Description	Lead	Partner/Participants	Key Products/Outcomes	Cost Estimate
	DTPW - Miami-Dade County Department of Transportation and Public Works FDOT - Florida Department of Transportation PO&D - Property owners and developers R&B - local residents and businesses RER- Miami-Dade County Department of Regulatory and Economic Resources TPO - Miami-Dade Transportation Planning Organization				