

US 1 Express Lanes
Project Development & Environment (PD&E) Study

Village of Pinecrest Informational Meeting

January 20, 2014

Public Outreach



- Kick-Off Meetings (2)
- Tier 1 Workshop (2)
- Tier 2 Workshop (4)
- Corridor Context Planning Workshops (2)
- Project Steering Committee (3)
- Citizens Advisory Committee (3)
- One-on-One Meetings (42)
- Project Web Site
- Telephone Line

- 13,000 Invitations
- Publication in *Miami Herald*
- Municipal and organizational websites and newsletters
- Direct invitations

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Today's Agenda



- Project Background and Overview
- Alternatives Development & Decision-Making
- Next Steps

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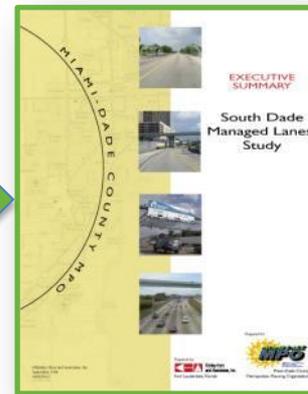
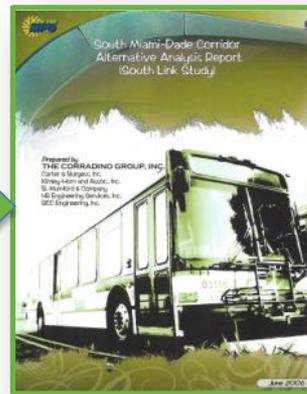
Project Background & Overview



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Project Background



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Project Background



What was studied?

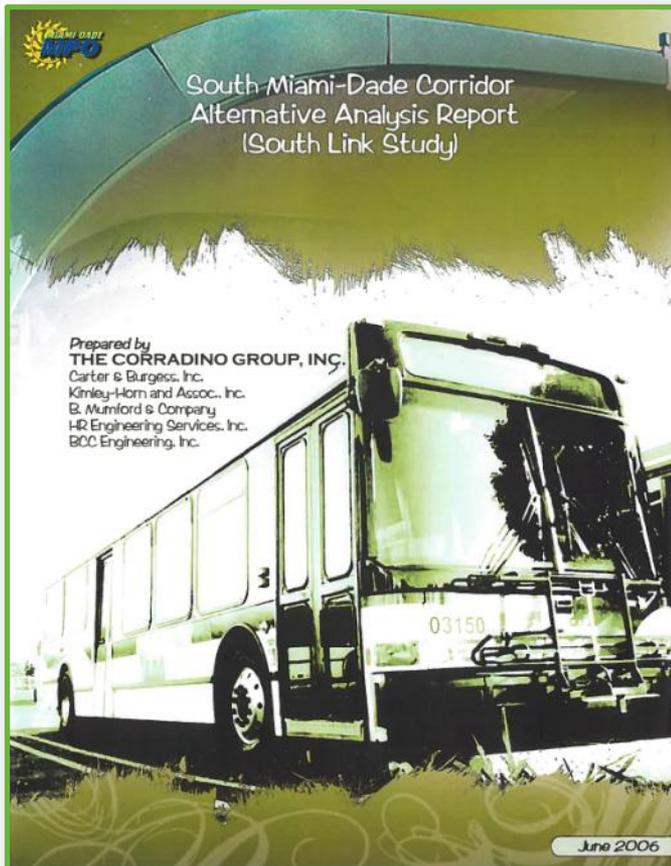
- Developed a plan for eight Metrorail corridors to connect all parts of the county.

What was decided?

- Advance each corridor through study, design, and construction in order of local needs and priorities and consistent with available funding.

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Project Background



What was studied?

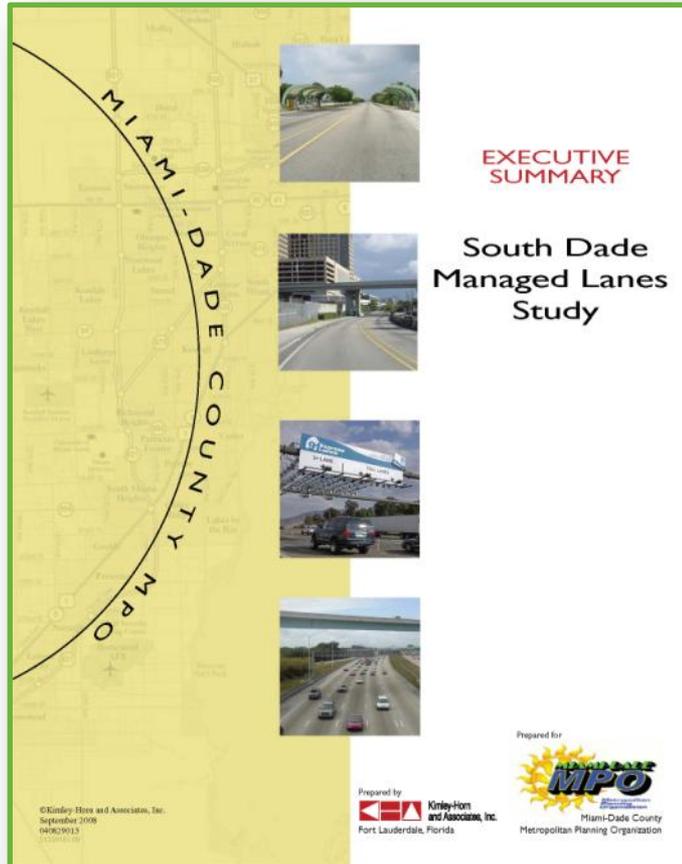
- Enhanced BRT
- Enhanced fare collection system; transit signal priority; real-time passenger information
- Grade separated intersections
- Feeder buses
- Increased parking
- Branded, low-floor buses

What was decided?

- Bus Rapid Transit (BRT) from SW 344th Street/Palm Drive to SW 104th Street
- Extension of Metrorail from Dadeland South to SW 104th Street

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Project Background



What was studied?

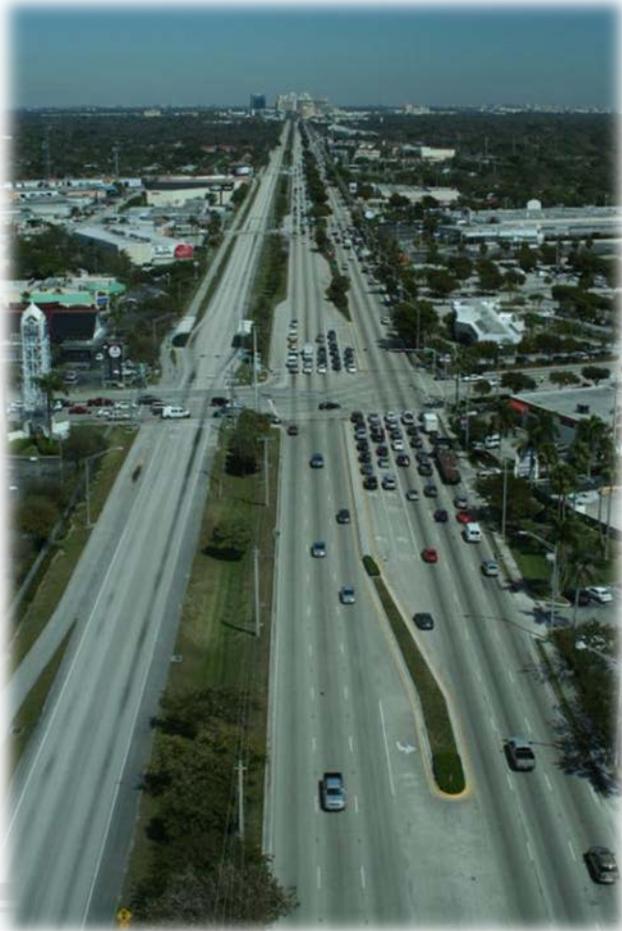
- Advance study of managed lanes
- Identify funding/analyze cost feasibility
- Assess revenue potential
- Determine ability to preserve Metrorail option
- Assess impacts and benefits

What was decided?

- 20 miles of managed lanes from SW 344th Street/Palm Drive to Dadeland
- 10 cross streets spanned by 7 overpasses
- Need for further development of the concept

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US 1 PD&E Study



What is being studied?

- 20-mile managed lane facility within the South Miami-Dade Busway corridor
- Engineering and cost feasibility
- Potential benefits and impacts to the community
- Recommendation to the MPO

What will be decided?

- Feasibility (cost, benefit, impacts) of project
- Whether to include on the Long-Range Transportation Plan

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Concept Under Study

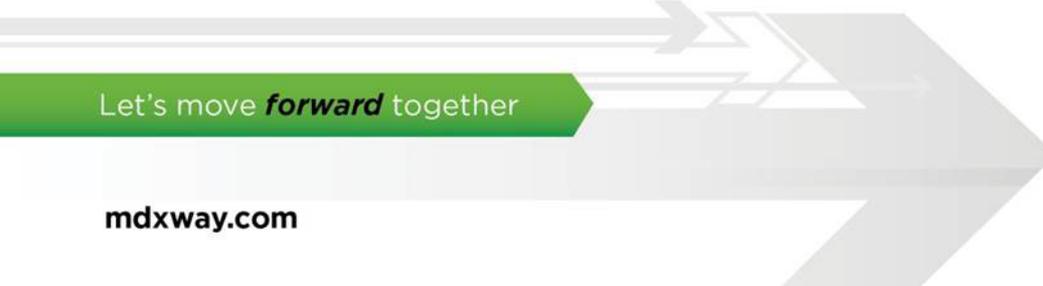
- Mixed-traffic express lanes within the Busway ROW
- New travel “option” for all travelers
- Enhancements to transit on the Busway
- Preservation of future Metrorail extension option
- Retain existing:
 - Bike path
 - Toll-free transit service
 - Toll-free US 1 facility



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Development & Testing of Options

-  ■ Identify the need
-  ■ Develop alternative ways to meet the need
-  ■ Identify strengths & weaknesses of each
-  ■ Refine and evaluate alternatives
-  ■ Select the best alternative



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Tier 1 Findings



Major Feature	Tier 1 Analysis	
	Express Lanes	Transit
Length	Approximately 12 miles from SR 826 to SW 232 nd St	Approximately 20 miles from Dadeland South to SW 344 th St
Number of Lanes	At least 2 lanes in peak period peak direction At least 1 lane in off-peak period off-peak direction	At least 1 lane in each direction
Speed (Grade Separations)	45 mph Grade separate express lanes at all 22 cross streets	Express and limited stop buses utilize express lane grade separations
Access Points	5 to 7 locations for mixed traffic	Maintain existing for transit and emergency vehicles
Toll Rate	Narrowed down the range for autos \$0.10 to 0.80/mile	Toll-free travel for all transit buses

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Tier 2 Alternatives Development & Decision-Making



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All Alternatives



- Variably-priced tolls
- Overpasses over all intersecting streets
- No trucks
- Toll-free transit operation
- Enhanced transit service

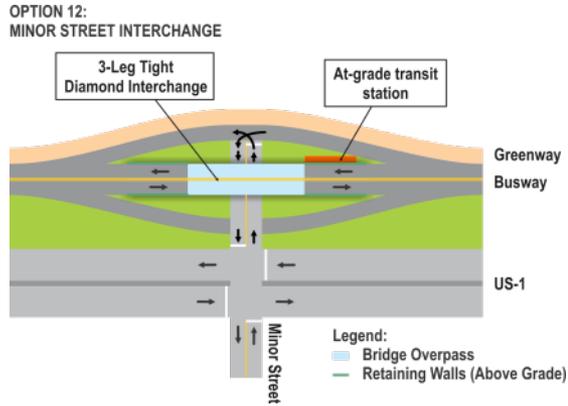


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All Alternatives



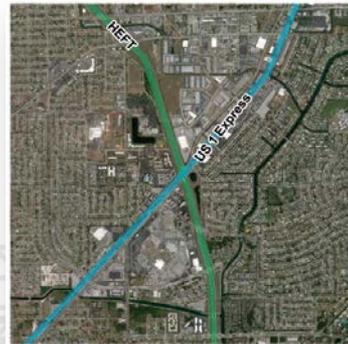
Mixed-Traffic Access



Intersections



No Turnpike Interchange

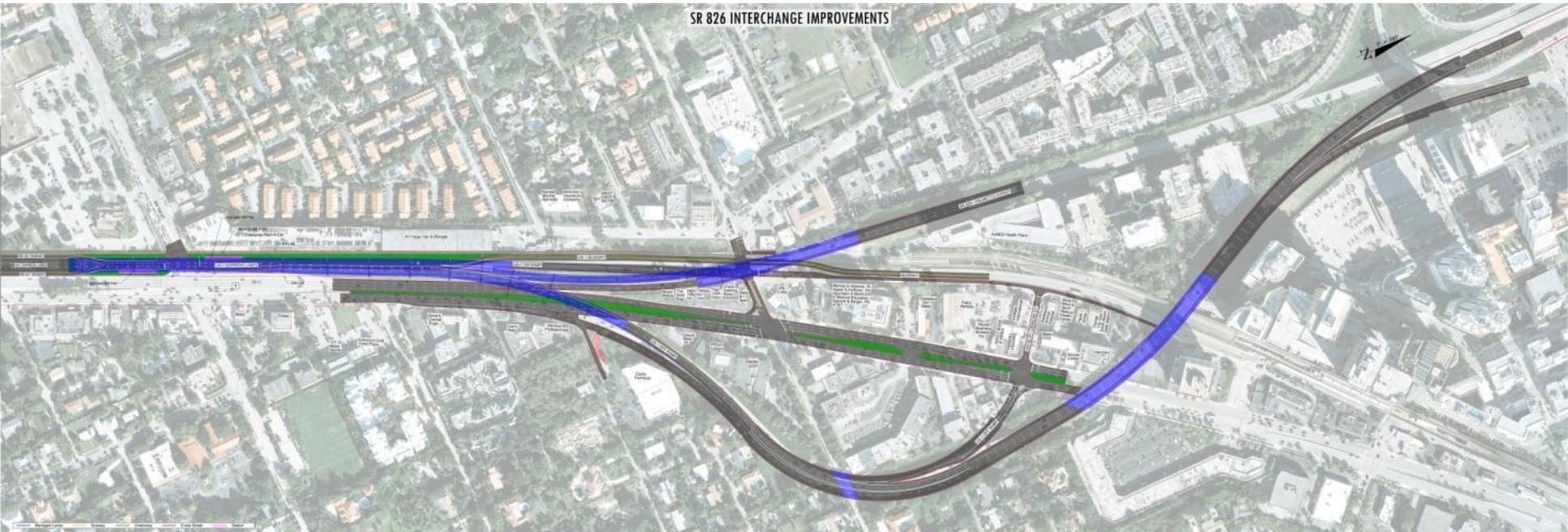


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All Alternatives



Northern Terminus

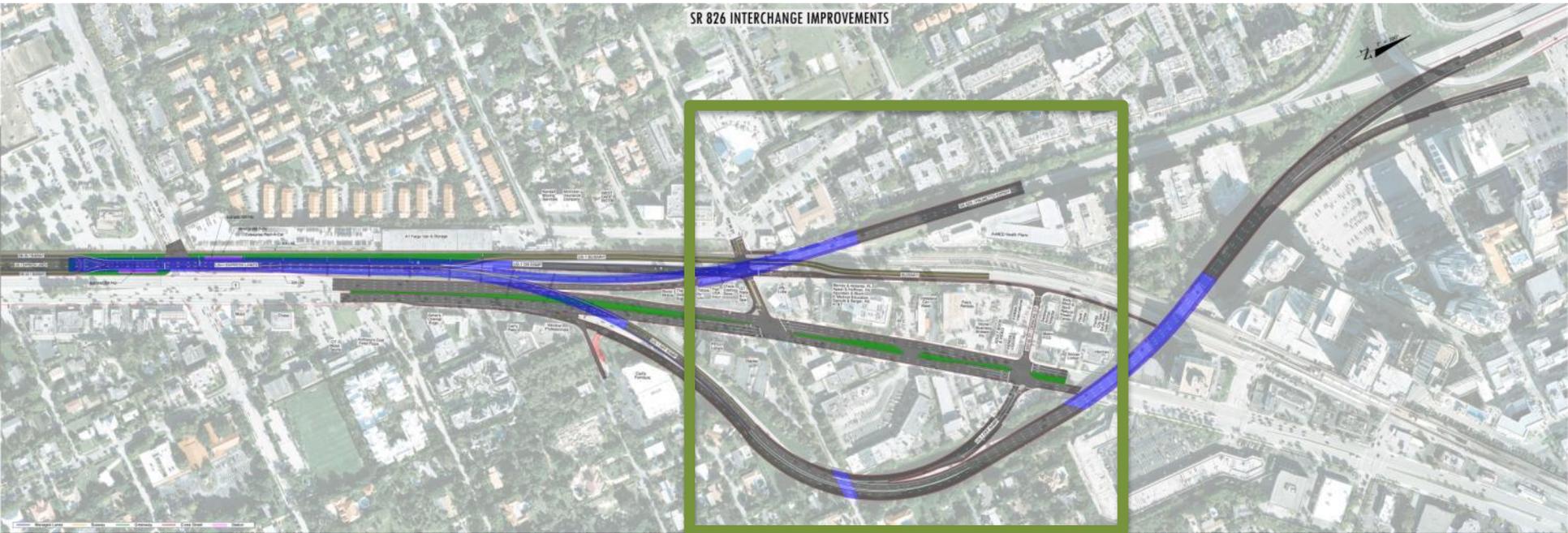


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All Alternatives

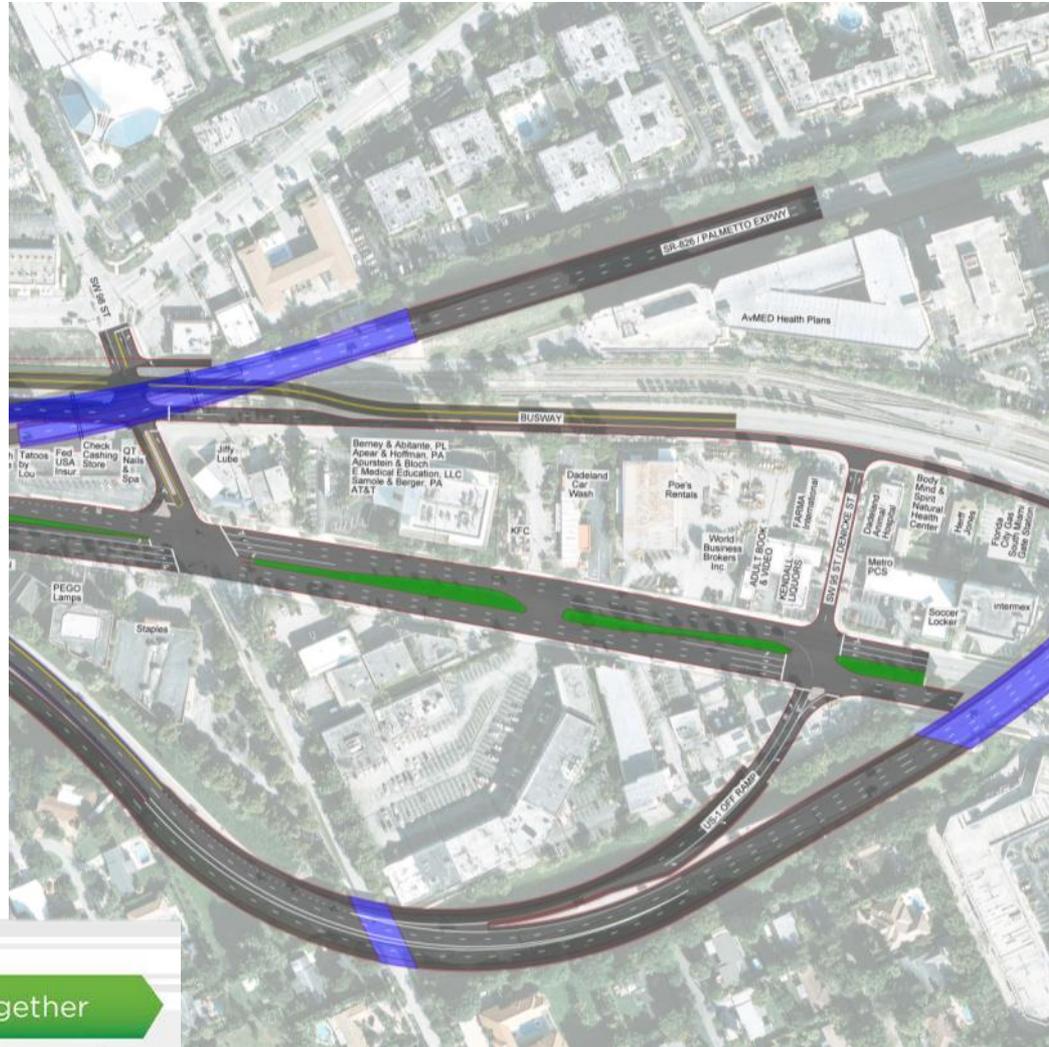
Northern Terminus



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All Alternatives

Northern Terminus

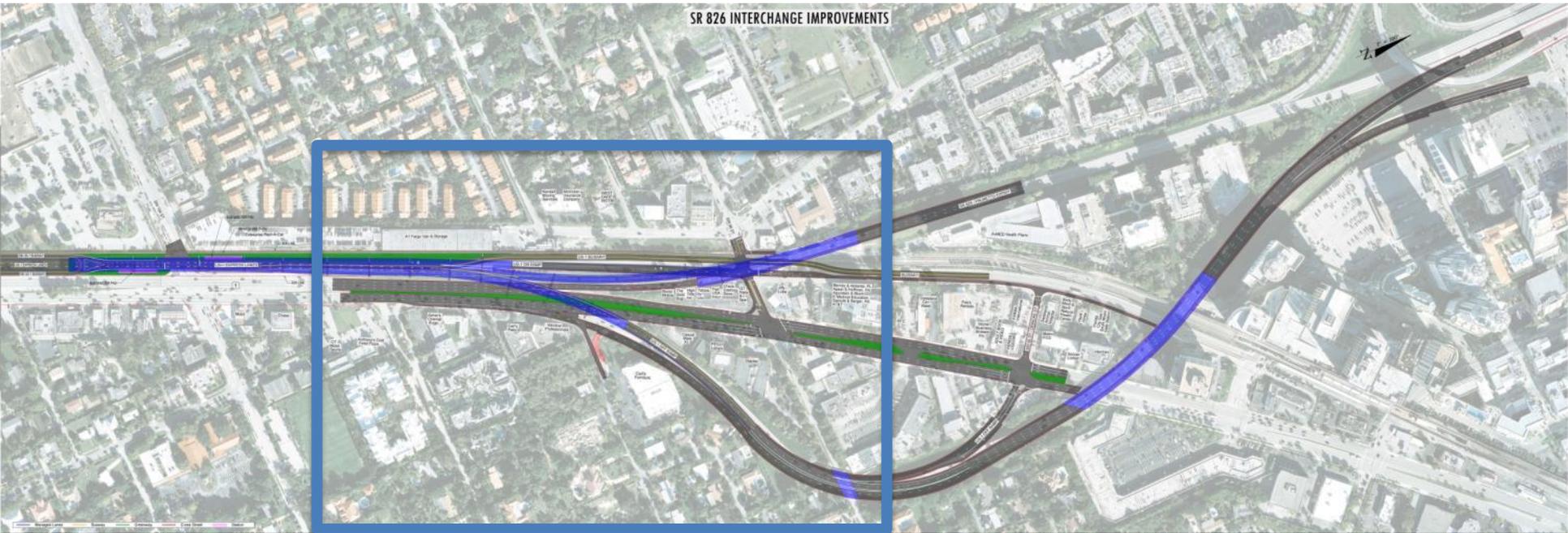


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All Alternatives



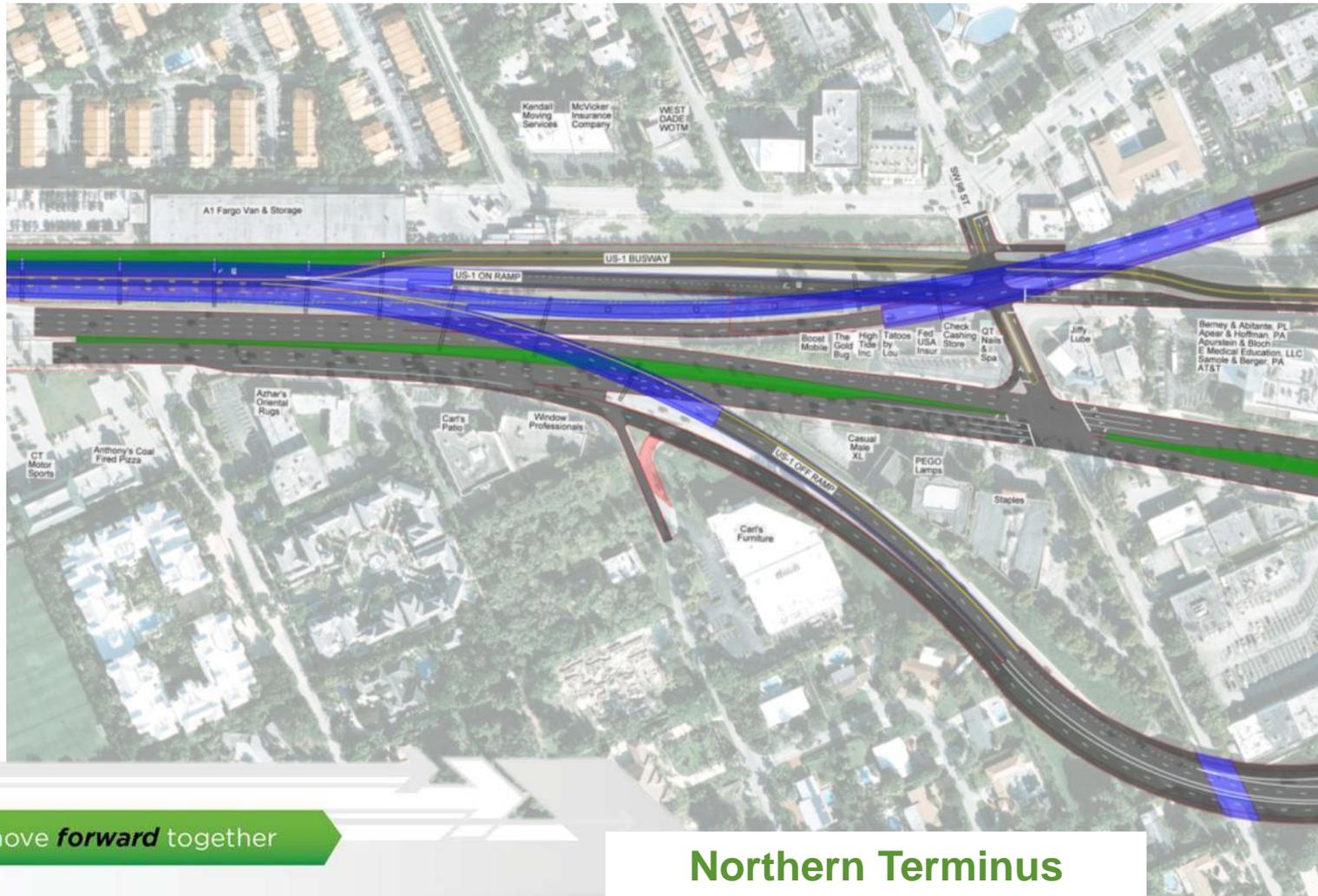
Northern Terminus



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All Alternatives



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Northern Terminus

Walls & Overpasses (Typical)



Tapered Pier with Local Stone
Smart Road Bridge,
Blacksburg, Virginia



Elliptical Pier with Glass Mosaic Tiles
Broadway Bridge,
Daytona Beach, Florida



Rectangular Pier
Selmon Expressway,
Tampa, Florida



Curved/Open pier
US 280 Elevated Roadway,
Birmingham, Alabama



Sculptural Slender Pier
17th Street Bridge,
Ft. Lauderdale, Florida



Sculptural Slender Pier
New I-35W Bridge,
Minneapolis, Minnesota

Retaining Wall Treatments

Walls would be developed based on theme(s) using texture and color to blend with local architecture and other elements of the project.



Example Standard Wall (not proposed)



Example Thematic Wall with Texture and Color



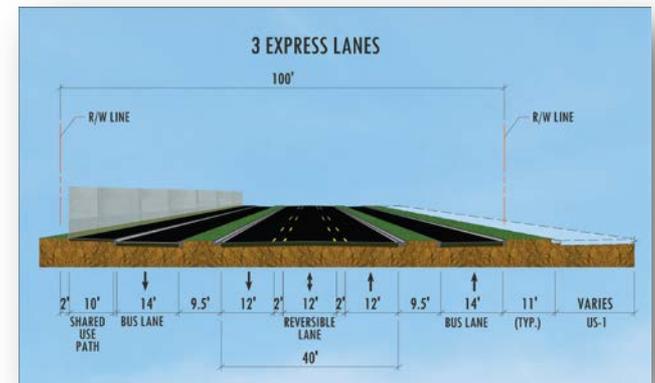
Example Thematic Wall with Texture and Color

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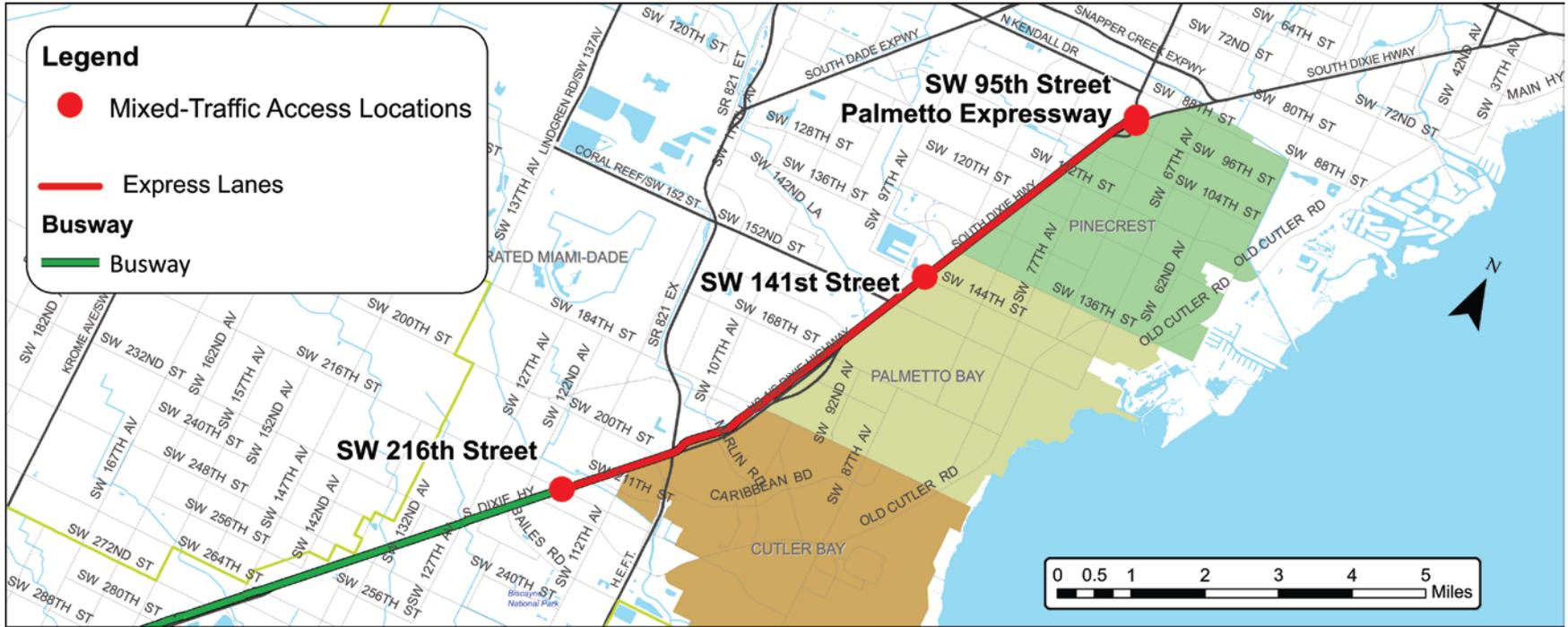
Alternative 1



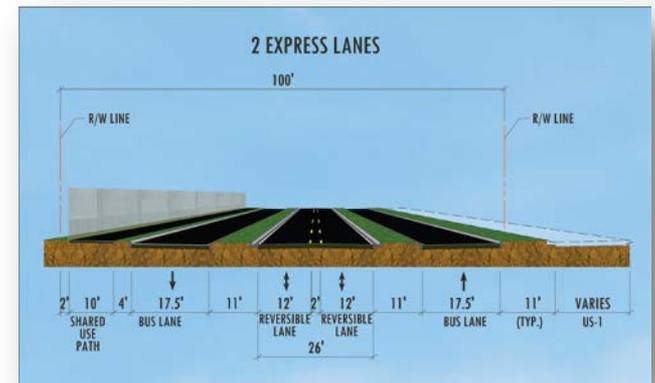
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Alternative 3



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Compare with No Build



(to be implemented by others)

- Minor widening, congestion management, and safety projects
- Widening and construction of managed lanes on the HEFT
- Busway ADA/Pedestrian improvements
- Additional Park-and-ride lots
- Limited improvements to bus service



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Evaluation Matrix



Evaluation Measures		Alternative 1 (3 Lanes, 3 Intermediate Access Points)	Alternative 2 (3 Lanes/ 2 Lanes, 2 Intermediate Access Points)	Alternative 3 (2 Lanes, 1 Intermediate Access Point)	No-Build
Cost	Right-of-way Cost				No change
	Construction Cost				No change
	Total Cost				No change
Travel	Maximize capacity of Busway right-of-way				No change
	Increase bi-directional capacity				No change
	Create enhanced bi-directional bus service				No change
	Improve access to existing and future activity centers				No change
	Create reliable travel options				No change
	Generate new funds for transportation				No change
Environment	Minimize impacts to natural environment				No change
	Minimize impacts to man-made environment				No change
	Improve travel by alternative modes (e.g., transit, bicycle, pedestrian)				No change
	Complement transit supportive development				
	Foster and serve increased economic development along the corridor				
	Improve safety, including at intersections and for emergency evacuation				No change

Note: Circles indicate more positive to more negative

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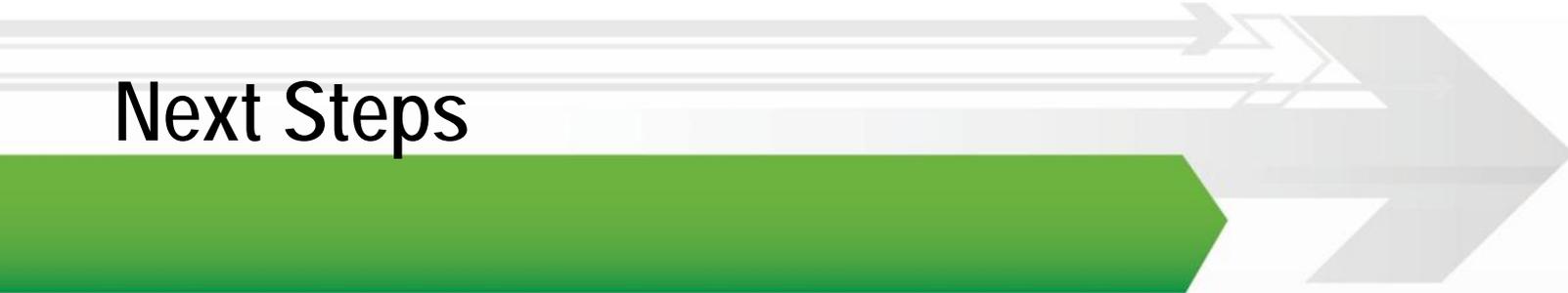
Exhibits



- Project location map
- Build alternatives
- Typical overpass
- Transit operating plan
- Evaluation matrix
- Schedule/Next Steps
- Opportunities for input

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Next Steps

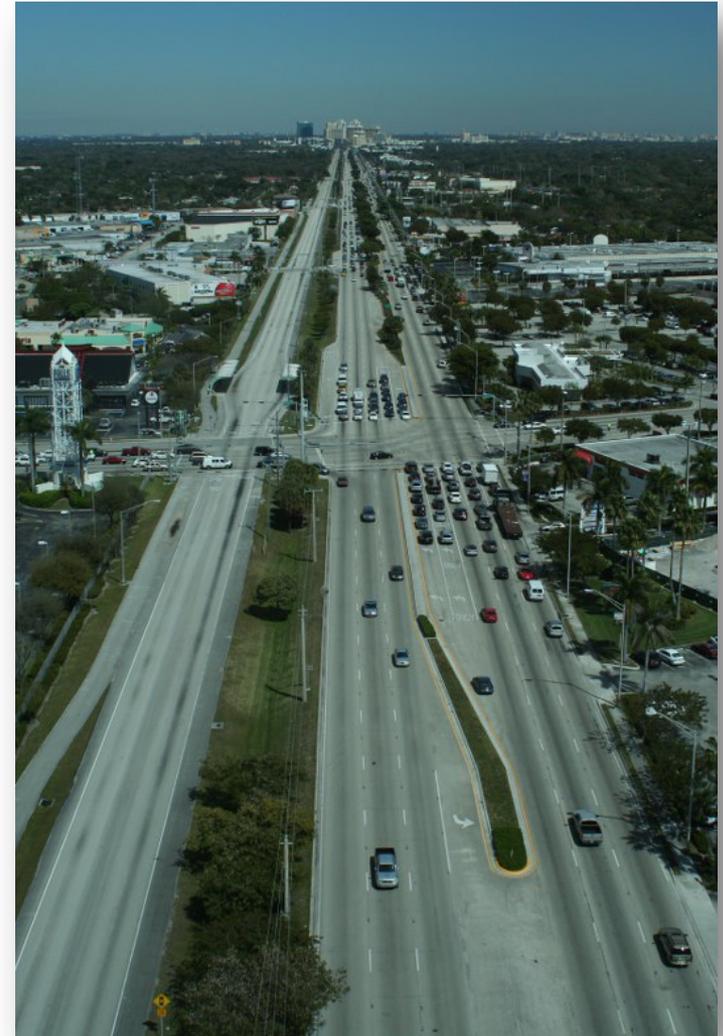


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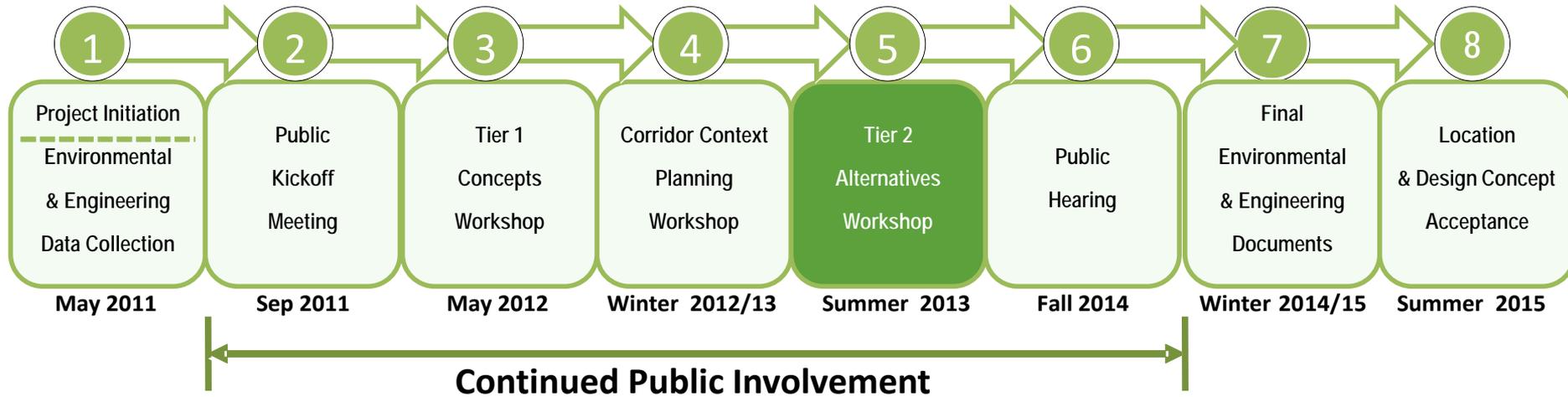
Next Steps

- Develop conceptual plans
- Estimate costs
- Evaluate traffic and transit benefits and impacts
- Evaluate environmental impacts
- Refine revenue estimate
- Conduct financial analysis



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Project Schedule



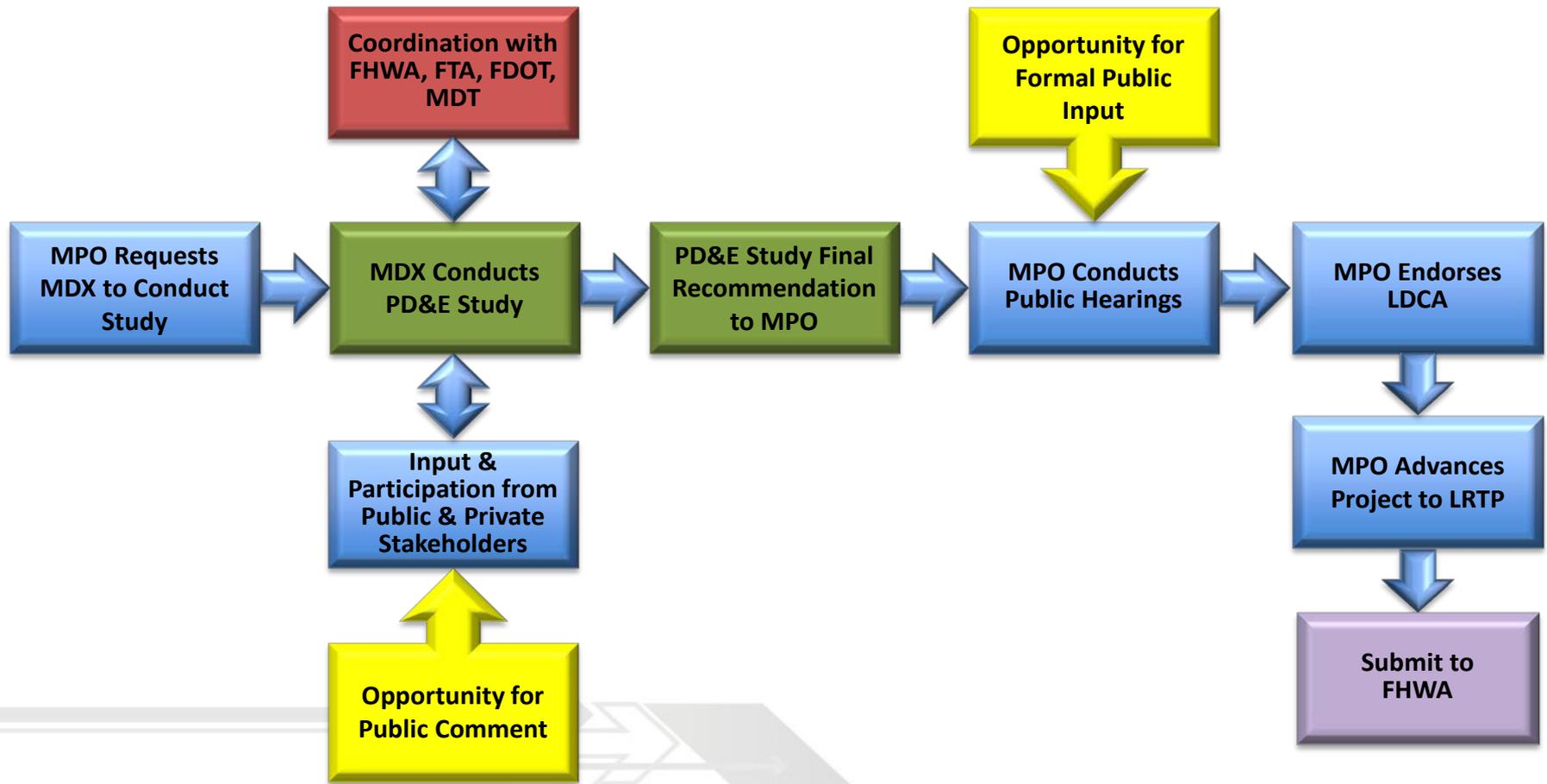
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Decision-Making



Activity	By Whom	When	How
Evaluation of alternatives	MDX Study Team with public input	Through Winter 2014	Development & Application of MOEs
Recommendation of preferred alternative	MDX Study Team	Winter 2014	Evaluation and Public Input
Public comment	General Public	Summer 2014	Oral & Verbal Input
Decision on advancing the project	Miami-Dade MPO	Summer 2015	Endorsement based on Findings
Submittal to Federal Highway Administration of Documents	MDX/FDOT	Summer 2015	Through FDOT

Decision-Making Process



Opportunities for Public Input



- One-on-One Meetings or other Stakeholders Meetings
- Citizens Advisory Committee Meetings
- Public Hearings (Summer 2014)
- Project Web Site (www.mdxway.com)
- Project Email US1Express@mdxway.com
- Telephone: Ms. Tere Garcia
MDX Public Information Officer
(786) 277-9292

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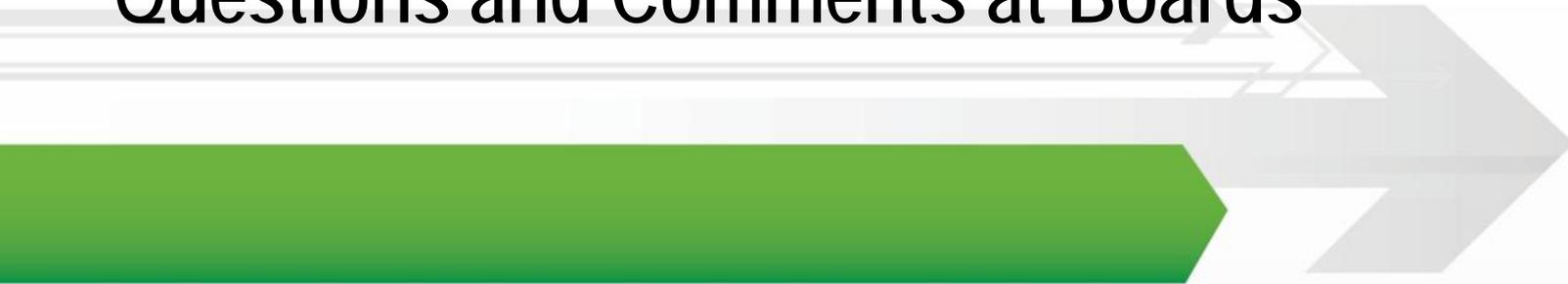
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Areas of Study



- Social and Cultural Impacts
- Land Use Changes
- Community Cohesion
- Community Services
- Social and Economic Impacts
- Mobility
- Aesthetics
- Relocation Potential
- Archaeological and Historical Sites
- Section 4(F)
- Visual Impacts and Aesthetics
- Utilities and Railroads
- Natural Impacts
- Wetlands
- Conceptual Mitigation Plans
- Water Quality
- Outstanding Florida Waters, Wild and Scenic Rivers, and Aquatic
- Preserves
- Floodplains
- Coastal Barrier Resources
- Wildlife and Habitat
- Essential Fish Habitat
- Permit Conditions
- Permit Conditions
- Farmlands
- Physical Impacts
- Noise and Vibration
- Air Quality
- Air Quality Screening
- Construction Impact Analysis
- Contamination
- Sustainability and Green Design
- Traffic Impacts
- Transit Performance
- Cost-Effectiveness

Questions and Comments at Boards



3D Rendering of Typical Overpass

