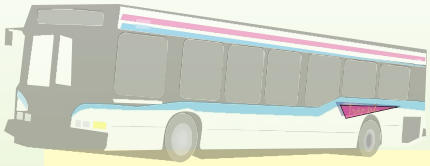
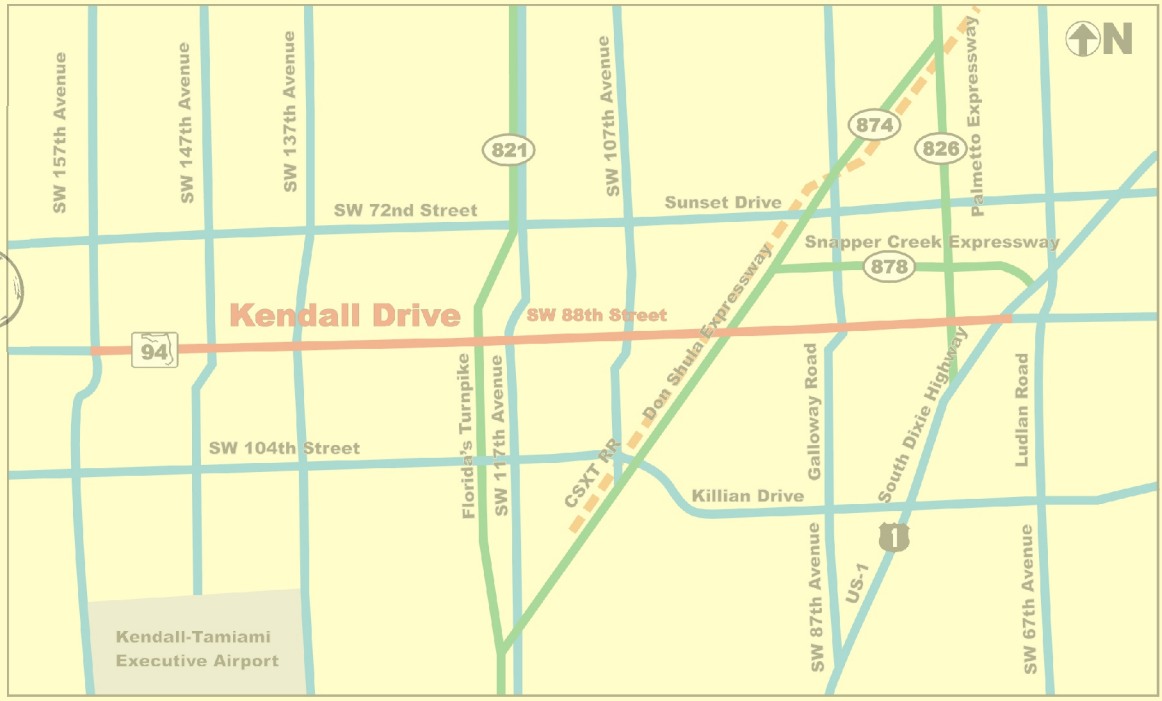


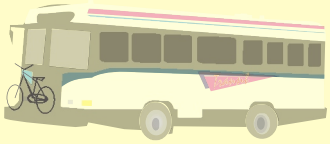
KENDALL DRIVE MOBILITY ENHANCEMENT STUDY

FINAL SUBMITTAL
CONTINGENCY ITEM TO MPO WORK ORDER NUMBER GPC 10
MPO TECHNICAL STUDIES PROGRAM SUPPORT



PREPARED FOR:
MIAMI-DADE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)

MIAMI-DADE MPO



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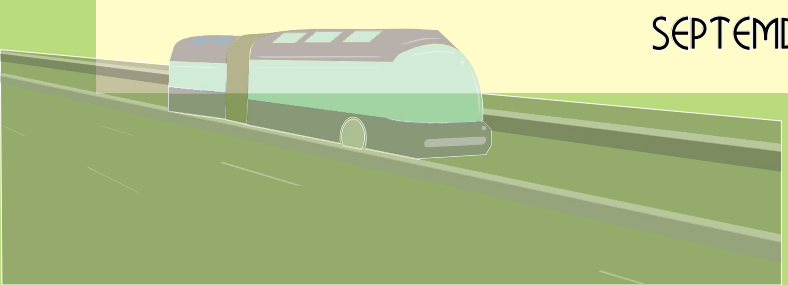
Gannett Fleming

SEPTEMBER 2002



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Introduction

Kendall Drive/SW 88th Street/SR-94 is one the most important and highly utilized east-west transportation corridors in Southern Miami-Dade County. Over the past decades, as urban development has occurred in the West Miami-Dade Area, Kendall Drive has transformed from a predominantly rural roadway to an urban principal arterial carrying very large amounts of vehicular traffic. The severity and duration of traffic congestion along this corridor continue to increase as development proceeds to the south and west. Improving mobility along this corridor could significantly improve the quality of life for residents and help ensure sustainable economic development in the West and South Miami-Dade Areas.

Study Purpose

The purpose of this study is to perform a concept planning study for developing potential improvement alternatives and to identify potential early implementation improvements along this arterial roadway corridor. The recommended improvement alternatives could serve as the basis for the development of work programs for the Florida Department of Transportation, Miami-Dade Transit and local municipal government agencies.

Study Corridor Description

The study area includes Kendall Drive/SW 88th Street with the western terminus at Kendall Drive and SW 157th Avenue and the eastern terminus at Kendall Drive and US-1. The project corridor extends for a distance of nine miles. The study corridor intersects with the Homestead Extension of the Florida Turnpike (HEFT)/SR-821, the Don Shula Expressway/SR-874, the Snapper Creek Expressway/SR-878 and the Palmetto Expressway/SR-826. ***Exhibit 1*** illustrates a project location map and the existing Kendall Drive typical roadway section.

Kendall Drive within the study limits is primarily a six-lane divided (raised/restrictive median) state principal arterial. A segment of Kendall Drive from the Turnpike west to SW 127th Avenue has an eight-lane divided section.

The FDOT classifies Kendall Drive from SW 142nd Avenue to US-1 as arterial Access Class 5 and west of SW 142nd Avenue to Krome Avenue as arterial Access Class 3. The arterial access management classification standards range from Access Class 2 to access Class 7. The lower the access class the more stringent the standards for driveway connections, medians and median openings, and traffic signals. The current posted regulatory speed limit along Kendall Drive is 45 MPH.

The average annual daily traffic (AADT) in 2001 according to FDOT statistics was as follows:

- 43,000 on Kendall Drive between SW 157th Avenue and SW 137th Avenue
- 76,000 on Kendall Drive between SW 137th Avenue and SW 127th Avenue
- 65,000 on Kendall Drive between SW 127th Avenue and SR 874
- 50,000 on Kendall Drive between SR 874 and US1.

Appendix 1 includes more detailed traffic data for Kendall Drive for the years 2001 and 2002.

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Project Location Map

Roadway Corridor Capacity Enhancements

This study considered four general capacity enhancements for implementation along the Kendall Drive corridor. This included direct capacity enhancements, indirect capacity enhancements, signal system optimization, and access management enhancements.

Direct Capacity Enhancements: The primary control to vehicular carrying capacity along an arterial corridor is the signalized intersections. The most direct way to increase the vehicular carrying capacity of a corridor is to simply add approach lanes along the major street at the key intersections. A secondary way to add vehicular carrying capacity at an intersection is to increase the length of left and right turn auxiliary lanes along the major street in order to accommodate the greater of the turning lane or through lane peak queue. This type of improvement along a built out corridor such as Kendall Drive may require the need for additional right-of-way. This alternative is considered a candidate as a longer-term type improvement.

Indirect Capacity Enhancements: A third way to increase the vehicular carrying capacity of an intersection or corridor is to increase the number of approach lanes for the intersecting side or cross street including intersecting expressway ramp terminals. This will allow a reduction in the allotted green time for the side street and an increase in green time for the major street. This type of improvement can sometimes be accommodated with no or minimal right-of-way acquisition. This alternative is considered a candidate as a shorter-term type improvement.

Signal Progression and Optimization: A fourth way to increase the vehicular carrying capacity of an arterial corridor is to interconnect the signals and provide optimum intersection timing and phasing to ensure ideal corridor progression. This type of improvement likely requires no right-of-way acquisition and has to be evaluated as part of the overall County signal grid system. This alternative is considered a candidate as a short-term type improvement.

Access Management Enhancements: A fifth way to increase the vehicular carrying capacity and average travel speed along an arterial corridor is to reduce the number of conflict points that a vehicle experiences in its travel and separating conflict points in distance as much as possible when they cannot be eliminated. This can best be accomplished via the following access management design principles:

<u>Driveway Connections</u>

- Reduce the number of driveway connections through consolidation
- Increase the distance between driveways as much as possible
- Provide the maximum corner clearance distance near intersections
- Provide adequate driveway flare and width per FDOT Standard Indexes
- Provide the maximum amount of “throat” length

<u>Median Openings</u>

- Provide directional median openings (eliminating left turns and through movements from the minor street) instead of full median openings
- Reduce the number of median openings thus concentrating left turns and U-turns

- Increase the distance between median openings as much as possible
- Provide adequate left turn lane storage and turn radii
- Provide separation of traffic movements via channelization

Signals

- Reduce the number of traffic signals along the corridor
- Increase the distance between traffic signals as much as possible
- Uniformly space traffic signals along the corridor

Removing Turning Volumes and Queues

- Provide increased right turn radii
- Provide auxiliary right turn lanes where warranted

The most effective means to provide large benefits in arterial carrying capacity is to eliminate left turn movements. This can be accomplished several ways from most to least restrictive including:

- Physical turn prohibition via restrictive or directional median design
- Peak hour turn prohibition via signing and enforcement
- Reduced green time at signalized intersections

The access management alternatives typically require a more detailed traffic and safety analysis and involve direct coordination with the affected property owners and general public. Therefore, this alternative is considered a candidate as a short to moderate term type improvement.

Recommendations: Each of these general capacity enhancement options needs to be evaluated in more detail along the Kendall Drive corridor before a design level recommendation can be implemented. A more detailed traffic simulation analysis of the corridor is required for most of these options. However, it appears that the most viable of these options for implementation along Kendall Drive are the side street capacity increases, the signal timing/phasing and interconnection improvements and some of the minor access management modifications. These three options can likely be implemented relatively soon without the need for additional right-of-way.

Roadway Corridor Lane Arrangement Schemes

This study developed and evaluated eight different lane arrangement alternatives for improving the vehicular and person carrying capacity along the Kendall Drive corridor. These alternatives all intend on physically fitting within the existing pavement section from existing curb to existing curb. Three alternatives (Alternatives 1 through 3) propose three lanes for each travel direction, maintaining the existing six-lane section. One alternative (Alternative 4) proposes three-lanes for each travel direction with two exclusive center bus lanes. Alternatives 5 through 7 propose four travel lanes for each travel direction providing an eight-lane section. Alternative 8 proposes an unbalanced section with a total of nine travel lanes for both travel directions. These lane arrangement alternatives include the use of general-use lanes as well as specialty-use lanes such as high occupancy vehicle (HOV) and bus lanes

Arterial Specialty Use Lanes: Arterial street high-occupancy vehicle (HOV) facilities are found in many cities throughout the country. These facilities can provide significant benefits to transit operators, bus riders, and carpoolers/vanpoolers. Arterial street HOV lanes facilitate the movement of buses, carpools and vanpools through congested areas, providing travel timesavings and improved trip time reliability. Arterial street HOV facilities may also provide operating savings to transit operators, improve fuel efficiency and enhance air quality. Arterial HOV facilities typically provide connections to intermodal facilities and access to freeway HOV facilities. *The goal of arterial HOV facilities is to increase the person carrying capacity of the corridor and not necessarily the vehicular carrying capacity.*

Operational and Design Alternatives: There are many operational and design approaches to provide bus-only and HOV lanes on arterial streets. The following sections discuss these options and their general applicability to the Kendall Drive Corridor. ***Exhibit 2*** illustrates a typical roadway section for each of the alternatives as applied to Kendall Drive. The following is a discussion on each of the alternatives considered.

Right Side Bus-Only and HOV Lanes - This type of facility uses the right curb lane on an arterial street for a bus-only lane or HOV lane. This approach represents the most common application of bus-only and HOV lanes on an arterial street throughout the country. This type of lane arrangement may be used only for buses or for buses, vanpools and carpools. These types of facilities can be set up to operate only during the morning and afternoon peak-hours or throughout most or all of the day.

Advantages of right side bus-only and HOV lanes include compatibility with transit boarding and alighting patterns along the roadside, no significant roadway improvements are required, low initial capital investment and less potential for disruptions to intersection turning movements. Possible negative issues associated with these arrangements along Kendall Drive include enforcement and right turning movement conflicts at driveways and intersections. Other negative issues associated with right side bus-only and HOV lanes, such as on street parking and concerns about the loss of space for delivery vehicles, are not applicable to the Kendall Drive Corridor. Currently on-street parking and parking for delivery vehicles is not allowed for the entire corridor.

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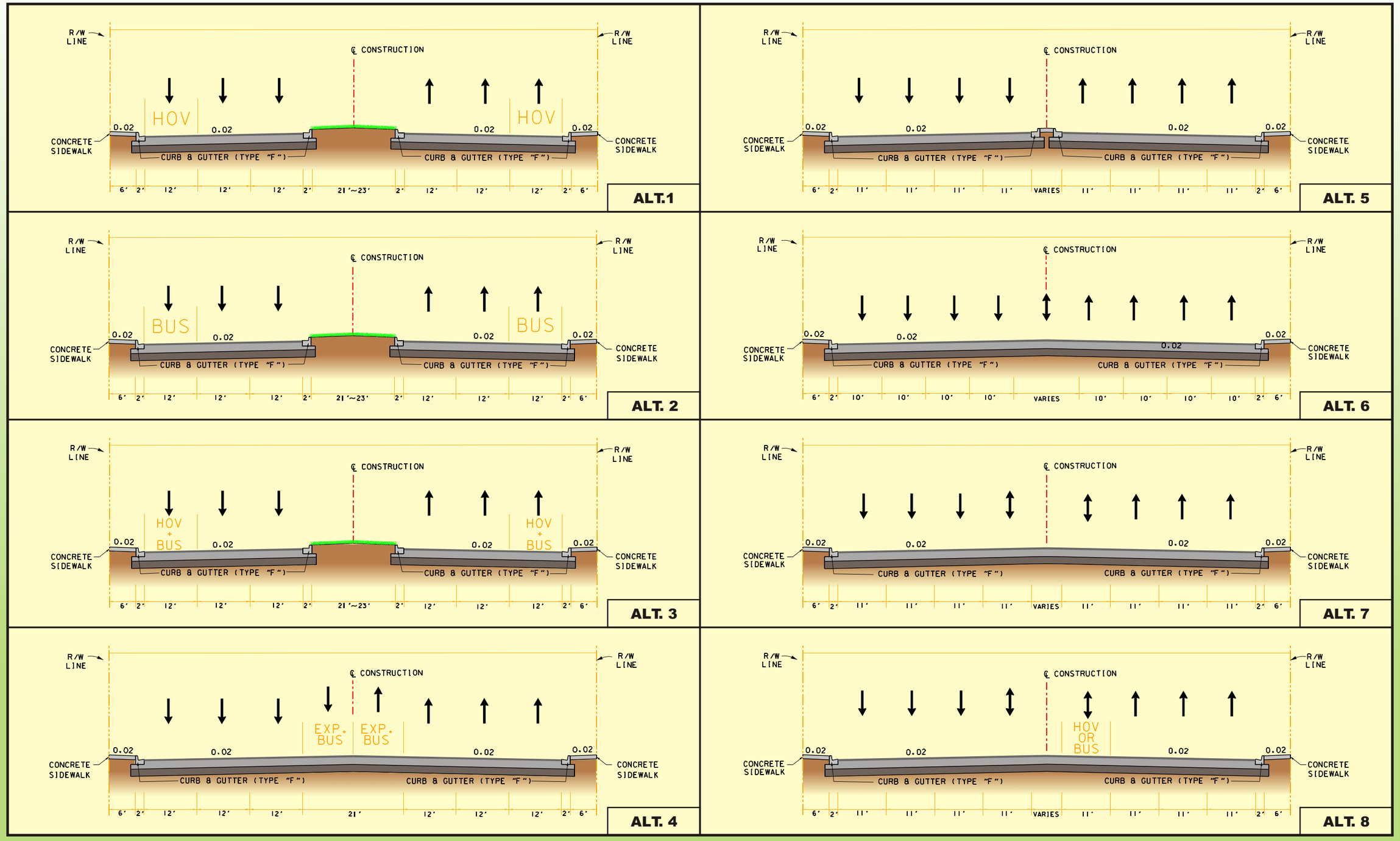

Lane Arrangement Schemes

There are three different variations/alternatives for implementing right side bus-only and HOV lanes:

- Alternative1 designates the right most (outside) curb lane as a high occupancy vehicle (HOV) lane.
- Alternative 2 allocates the right curb lane as an exclusive bus lane.
- Alternative 3 uses the right curb lane for both HOV vehicles and buses.

Either of these three options can be implemented without significant roadway infrastructure improvements. However, without a significant mode shift from single occupant vehicles to carpools/vanpools and bus, the level of service for the general-use traffic lanes will be significantly reduced. As a result, the total passenger delay for the corridor will likely increase especially during the initial implementation phase.

Alternative 1 would provide priority lanes on Kendall Drive for carpools/vanpools and all automobiles with more than one occupant. Several examples of this application include the San Tomas and Montague Expressways in San Jose, California, Duandas Street in the Toronto area, North Washington Street in Alexandria, SR 99 and Airport Road in the Seattle area, and Hasting Street in Vancouver. This approach may be considered if there are high volumes of carpools/vanpools and overall high auto occupancy rates present along the corridor. Based on the information obtained from Miami Commuter Services, the carpool and vanpool participants are currently very low along Kendall Drive. From their database, in the following four ZIP code areas, there are only about 800 participants that submitted applications for carpool and vanpool programs. There is only one operational vanpool in the entire corridor influence area.

ZIP	Participants	ZIP	Participants
33193	213	33183	207
33196	230	33173	165

Alternative 2 would provide significant priorities to existing corridor bus routes, Kendall KAT and Route 88. ***Exhibit 3*** illustrates the bus route map in the study area. The critical disadvantage of this option is that the level of service would be significantly reduced for the remaining two general-use traffic lanes in each travel direction.

Alternative 3 would improve the level of service compared with Alternative 2 for general traffic by allowing all non-single occupant vehicles to also use the right curb lanes. This alternative is probably the most appropriate for this corridor especially as the first implementation phase.

Left-Side Bus-Only and HOV Lanes - This type of facility utilizes the left (inside) curb lane on an arterial street for a bus-only lane or HOV lane. Operating a bus-only or HOV lane in the left lane of an arterial street eliminates potential traffic conflicts related to right curb lanes, such as on-street parking, delivery vehicles, and right turn movements at driveways and intersections. This approach may be appropriate for longer-distance bus-only and HOV facilities. Potential negative issues with this alternative include accommodating left-turns for general traffic, passenger boarding and alighting and HOV vehicles weaving across the general use lanes to make right turns. This treatment would severely limit left turns along the corridor

and may present significant problems to transit operations if buses must pull over to the right curb lane for boarding and alighting operations. An alternative is to provide passenger-waiting platforms adjacent to the left lanes, which requires additional right-of-way and capital expenditures. For the existing roadway condition along the Kendall Drive Corridor, there is no additional right-of-way that can be allocated to provide median bus stops. During the morning and afternoon peak hours, traffic congestion is very severe on the corridor. If buses need to maneuver to the right curb lane for boarding and alighting, this may significantly reduce the benefits for providing left side bus lanes. Therefore, this study does not recommend the implementation this type of treatment on this corridor.

Center Bus-Only and HOV Lanes - Bus-only and HOV lanes located in the center of an arterial street represent another type of possible treatment. This type of facility provides bus-only or HOV lanes in the center of an arterial street. The lanes may be physically separated from the general-purpose lanes or buffer separated with paint striping.

Alternative 4, would include the implementation of two center bus-only lanes using the current median and is also illustrated in ***Exhibit 2***. Along the entire Kendall Drive corridor, there is currently a raised median with a width between 20 and 23 feet. At all the existing intersections and major driveways, this median is converted into left-turn lanes. This alternative would eliminate these left-turn lanes and would need to reduce the width of the general-use traffic lanes from 12 feet to 10 feet to create bus platforms and separators between bus lanes and general-use traffic lanes.

Contraflow Bus-Only and HOV Lanes - This type of facility provides bus-only or HOV lanes in the center of the arterial street. Usually, this approach uses a lane on a one-way arterial street for bus-only in the opposite direction of travel. These lanes are usually separated from the general-use lanes by special curbs, striping and signs. There are also examples for contraflow bus-only lanes on a two-way arterial street in Canada. Although arterial street contraflow lanes represent an effective approach for moving high volumes of buses through a congested area, it may create operational issues to general traffic, such as left-turn vehicles on the corridor and safety concerns of left-turn vehicles from access roadways and driveways. This approach has not been widely used in this country, and therefore there are few examples to evaluate the advantages and disadvantages. Because of this, this study does not recommend this as a viable option on Kendall drive.

General Use Lanes - The utilization of the existing paved area and/or utilizing the entire roadway pavement section for general use lanes is a TSM type alternative that will increase the throughput capacity of the corridor. Spot HOV treatments could be implemented along with the general use lanes to give buses or HOV's priority around a specific congested area or special access to an expressway facility, intermodal terminal or activity center. The most common application of this concept is special/exclusive turning lanes and Queue Jumpers.

Alternative 5 would eliminate the existing raised median and would allocate eight 11-foot lanes for general traffic use. This alternative would eliminate all left turns to and from Kendall Drive. This study does not recommend this approach. The implementation of Queue Jumpers at major intersections along Kendall Drive should be evaluated as an interim improvement for buses.

Reversible Flow Median Lanes - The implementation of reversible flow median lanes involves the use of the median area as a paved travel area with a lane or lanes that are operated in one direction during the AM peak hour and in the opposite direction in the PM peak hour. Reverse flow operation is typically justified where 65% or more of the traffic moves in one direction during peak periods (both currently and in future years), where the remaining lanes remaining for the lighter flow traffic are adequate, and where left turns are restricted. Reverse flow lane operation requires special signing, additional traffic control devices and more policing and staffing to operate and maintain the control devices. Reversible flow lanes can confuse pedestrians and are not desired where pedestrian crossing volumes are significant.

Alternatives 6 and 7 would provide significant improvements in roadway vehicle carrying capacity. The existing median would be eliminated and the lane width would be rearranged to accommodate an eight-lane section. It would be important to take advantage of this roadway rearrangement and place bus-only or HOV lanes in place to ensure sustainable level of service for buses and HOV's for this corridor. Alternative 6 would utilize the right curb lanes as bus-only lanes. This alternative can also be modified to accommodate HOV lanes either located at the left most lane or the second lane to the right curb lane. Alternative 7 would designate the two center lanes as the reversible travel lanes based on directional travel volumes during the morning and afternoon peak hour periods. A modification of this alternative is to allocate the right curb lane as a bus-only lane and the left side lane as an HOV lane for the peak direction.

Alternative 8 takes the extreme approach to eliminate the existing median and reduce the lane widths to accommodate nine travel lanes with a width of 10 feet for each travel lane. These nine travel lanes can be arranged as five lanes for the peak direction and four lanes for the non-peak direction. The right curb lane can be used as the bus-only lanes along with the left-side lane as an HOV lane. The significant drawback of this approach is the adverse impacts for pedestrians crossing the roadway. It would be very difficult for pedestrians to cross nine travel lanes without any median refugee area.

Recommendations: Kendall Drive is a State road (SR-94). Changing the roadway configuration to accommodate HOV and or bus lanes will require a comprehensive and detailed evaluation process by the Florida Department of Transportation. This process can take between two and three years. Therefore, it is important to start this process as soon as possible. Alternative 3 is the least disruptive and could therefore be implemented as an initial phase along with other corridor transit and HOV support measures. This alternative should be implemented in combination with spot HOV treatments such as queue jumpers and signal preemption.

Alternatives 4 through 7 could provide significant mobility enhancements for this corridor but the major impacts to access along the corridor require much further study. The mobility enhancements associated with these options would significantly benefit long distance through traffic; however, access/turning traffic would be negatively impacted. If warranted through studies and desired by the adjacent communities, these potential improvements could be implemented in segments such as between SW 157th Avenue and the Turnpike, the Turnpike to SR 874/Don Shula Expressway, SR874/Don Shula Expressway to the SR 826/Palmetto Expressway and SR 826/Palmetto Expressway to US 1.

Alternate Corridor Concepts

One of the most effective ways to improve mobility of a region is to consider increasing usage of underutilized transportation corridors. The CSX Transportation (CSXT) Homestead Branch corridor traverses a portion of the Kendall Drive Corridor and connects to many major employment centers. This 100 feet wide railroad corridor is currently underutilized for transportation purposes. The county's planning agencies should consider the possibility of utilizing the CSXT Homestead Branch railroad right-of-way as a busway. The CSXT at one time was planning to stop rail service along this segment before Hurricane Andrew. Currently, CSXT still provides rail service with one customer at the south end of track in the City of Homestead. However, this entire rail track is poorly maintained and the track condition is substandard. Improving and maintaining this entire railroad track corridor would be a large financial burden on the CSXT. Therefore, there is a possibility that CSXT may be willing to sell this track or lease a portion of the right-of-way to the State of Florida. If a busway can be implemented along this corridor, it would significantly increase the mobility of the entire southwest portion of Miami-Dade County and would directly benefit Kendall Drive.

A direct ramp connection from Kendall Drive to the Don Shula Expressway/SR-874 north is currently lacking. MDX is in the process of implementing this missing arterial to expressway connection. This connection could help alleviate traffic congestion along Kendall Drive east of this interchange location.

Recommendations: Both of these alternatives should be implemented over the next several years. Tri-Rail is currently considering some form of transit service along the CSXT corridor and MDX is developing the master plan for SR-874 that includes access from Kendall Drive. These two projects in, some form, should be supported to help improve mobility for Kendall Drive.

Travel Demand Management Schemes

Traffic congestion and the cost of providing mobility are compelling issues to the county's and state's decision makers and members of both the business community and the general public. The previous sections discussed supply side alternatives that primarily increase the physical capacity and number of lanes along the Kendall Drive Corridor. It is essential to improve the mobility of the Kendall Drive Corridor by implementing measures, which also affect the demand side of the transportation equation. Because the resources available to continue to meet transportation needs through infrastructure expansion are strained, and because travel trends suggest a worsening in the supply/demand balance, it has become necessary to see if increasing the efficiency of the travel demand itself can contribute to the efforts to improve mobility.

Travel Demand Management (TDM) is a collection of a wide range of measures that are geared toward improving efficiency of travel demand. TDM programs are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to travel. To accomplish these types of changes, TDM programs must rely on incentives or disincentives to make these shifts in behavior attractive and effective.

Several typical TDM alternatives could be used for the Kendall Drive Corridor influence areas. They include:

1. Alternative to single occupant vehicles:

   - Public and private transit enhancements,
   - Carpool and vanpool programs and infrastructure,
   - Non-motorized travel enhancements, including bicycling and walking.

2. Travel time changes

   TDM programs can also include alternatives to influence when travel occurs during a day, or if it occurs at all on some days. These efforts, which are usually classified as "alternative work hours", include:

   - Compressed work weeks, in which employees work a full 40-hour work week in fewer than the typical 5 days; and
   - Flexible work schedules, which allow employees to shift their work start and end times (and thus travel times) to less congested times of the day; and
   - Telecommuting programs allow employees to work one or more days at home or at a "satellite work center", which is often closer to their homes and thus does not require a longer trip into the primary work location.

3. Incentives

The focus of TDM strategies is to encourage the use of alternative transportation modes to single occupant automobiles. However, it is essential to create financial and/or time incentives for the use of these alternative modes. Such incentives include:

- Financial/time incentives, for preferential parking for ride sharers, subsidies for transit riders, and transportation allowances
- Priority treatments for ride sharers, provision of preferential access and egress to parking lots; and
- Information and marketing, such as on-site availability of transit schedules, periodic prize drawings for ride sharers; and guaranteed ride home programs. Application of site or area-wide cost surcharges or subsidy measures designed to make the relative cost of single occupant vehicle use higher than that for high occupancy vehicles.
- A typical area-wide cost surcharges would be parking surcharges placed on employer and public parking lots that would provide a differential cost structure for single occupant vehicles versus ride sharers.

Recommendations: The following generalized recommendations are being made relative to travel demand management (TDM) options for the Kendall Drive corridor:

A. Financial and time incentives need to be implemented at the countywide level. Currently, most parking lots at employer sites are free and parking costs at Downtown Miami or other large employment areas are relatively low compared with other cities in the country. In Downtown Miami many parking lots charge only about four and five dollars for a daily commuter parking permit. It is unlikely that the current parking policy would have significant changes in the county. However, it is important to raise concerns about this policy to the county decision makers and the general public. This is a potential short-term improvement.

B. Time incentive measures such as the development of bus-only lanes and HOV lanes need to be aggressively promoted and implemented, not only along Kendall Drive, but also on expressways and other arterial streets intersecting with Kendall Drive. According to a countywide employment analysis, the area two miles on each side of SR 836 has more than 50 percent of the total employment in the county. However, there are currently no HOV or bus-only facilities connecting the areas along Kendall Drive and several key employment centers near SR 836, such as Florida International University, Dolphin Mall/International Mall, Airport west industry area, Miami International Airport and so on. There is a need to study the possibility of implementing bus-only and HOV facilities on nearby expressways such as the Florida Turnpike Homestead Extension, the Don Shula Expressway/SR-874, and the Palmetto Expressway/SR 826, and along major north south arterials such as 137th Avenue, 107th Avenue, and 87th Avenue. These HOV system improvements are all potential longer-term improvements.

C. The current bus route network is a grid structure for most parts of the county. As a result, all the transit trips with origins and destinations not along a bus route have to make at least one transfer. Therefore, this results in longer travel times and transfer times. It is essential to adjust the route structure to provide direct links for all key trip pairs such as West/East Kendall Area to Airport, West/East Kendall to Airport West Industry Zone, West/East Kendall to the Dolphin Mall area, and West/East Kendall to Florida International University and West/East Kendall to MDCC South Campus. Miami Dade Transit can relatively easily adjust their routes to accommodate these paired trips. In addition, these trip pairs could also be linked by using shuttle buses, jitney service, and shared taxi service. However, currently there is no single local agency coordinating these types of transit and para-transit efforts. This is a potential short-term improvement.

D. As discussed in the previous section, the number of trips by carpools and vanpools is still very low along Kendall Drive. Increasing these types of trips should be a key focus to increase the mobility of this area. Specific carpool/vanpool support measures should be developed for this corridor based on additional study. This would be a short to moderate term improvement.

E. There is only one intermodal center within the project corridor and it is located at the Dadeland Mall area. There is currently no intermodal center near the west end of the Kendall Drive corridor. Currently, several bus routes are terminated at the regional library where there is a small park-and-ride lot. It is essential to develop a regional level intermodal center geared towards commuters at the west end of Kendall Drive and this center should contain a large park-and-ride facility and bus terminal. Moreover, this center can also serve as a regional carpool and vanpool terminal. It is recommended that a multimodal hub geared toward commuters be developed for the west Kendall area. The ideal location for this hub would be near the HEFT. This is a potential longer-term improvement.

Summary of Key Recommendations

The following are the key improvement recommendations from this study:

Short Term:

- Implement side street capacity enhancements along Kendall Drive where right-of-way is available.
- Provide signal timing/phasing and interconnection improvements along the entire Kendall Drive corridor.
- Implement minor access management modifications along Kendall Drive.
- Implement Alternative 3 as an initial phase along with other corridor transit and HOV support measures. This alternative should be implemented in combination with spot HOV treatments such as queue jumpers and signal preemption.
- Implement traditional TDM measures along the Kendall Drive Corridor with emphasis on those that will support HOV and transit use.
- Implement north-south KAT service linking the Kendall area with major employment/activity centers near the SR 836 corridor.

Long Term:

- Provide Proposed MDX ramp access improvements to SR-874 from Kendall Drive.
- Provide premium transit service along the CSXT corridor.
- Provide a regional intermodal terminal geared towards commuters at the west end of Kendall Drive. The proposed transit hub planned as a public-private initiative at SW 157th Avenue can be utilized for this purpose but the more ideal site for a multimodal hub would be closer to the HEFT.
- Consider reversible lane schemes along the Kendall Drive corridor after further study of access and safety issues.

APPENDIX 1

FDOT Historical Traffic Counts