

MIAMI BEACH

OFFICE OF THE CITY MANAGER

219-2020

NO. LTC #

LETTER TO COMMISSION

TO: Mayor Dan Gelber and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: June 22, 2020

SUBJECT: **CITY'S RESPONSE ON THE TRANSIT ALLIANCE AUDIT OF THE CITY'S BIKE MASTER PLAN**

On June 4, 2020, the Transit Alliance provided the City with an electronic copy of its audit of the City's bike master plan. The Transportation and Mobility Department has conducted a thorough review of Transit Alliance's audit. Below is staff's perspective and a current status of each bike lane project identified in the audit. Additionally, staff has included a list of bicycle and pedestrian projects completed or in-progress which were not included in the audit.

General Comments and Considerations

The City's Transportation Master Plan (TMP), Bicycle-Pedestrian Master Plan (BPMP), and Street Design Guide were adopted concurrently by the City Commission on April 13, 2016. Like most master plans, these documents are intended to guide mobility investments over time and serve as a strategic blueprint for long-range project implementation. Given its broader scope and scale, the TMP incorporated and prioritized all BPMP projects in three categories: Priority 1 (0 to 5 years), Priority 2 (5 to 10 years), and Priority 3 (10 to 25 years). This long-range planning approach is common for robust area-wide master plans which require a significant amount of funding for implementation of projects over time. Additionally, both the TMP and BPMP state that projects identified in Priorities 2 and 3 will require significant coordination with jurisdictional agencies, funding from those agencies, grant funds, policy changes, and/or inclusion in neighborhood improvement projects to maximize funding and minimize impact to the community.

The City has made progress on various bicycle projects over the past few years. In fact, in 2018, Transit Alliance recognized Miami Beach as the City with the most on-street bike lanes in the County. We have implemented over 11 miles of green bicycle lanes, established long-term bike parking facilities in 6 city garages, and installed 15 bike repair stations in parking garages and locations throughout the City. We have also installed plastic delineators to protect bike lanes on West Avenue and along 42 Street. The bike lane projects highlighted in the Transit Alliance audit are currently in the following phases:

- Planning – 5.58 miles
- Design – 3.9 miles
- Construction – 1.06 miles
- Complete – 1.35 miles
- Not Feasible – 0.28 miles
- Priority 2 Projects – 0.33 miles

The Administration's goal is to continue to build a connected and protected citywide bike network strategically over time; however, implementing protected bike lanes on many of our constrained roadways often necessitates removal of on-street parking or travel lanes in order to create the space for the new bicycle facility. The process requires feasibility studies, traffic studies, County or FDOT approvals (as appropriate), community engagement, parking mitigation (particularly in North Beach), and final design plans permitted by Miami-Dade County. This process must be followed for each protected bike lane project to come to fruition, and it takes time.

In terms of implementation strategy, it is important to note that adoption of the TMP/BPMP preceded the City's stormwater management plan and the General Obligation Bond (GOB) program. These programs provided an opportunity to leverage new funding sources, gain economies of scale during construction, and avoid impacting communities multiple times with roadway construction in a span of a few years. To this end, the Administration has incorporated numerous individual bicycle facility capital projects (such as protected bike lanes, shared-use paths, greenways, and complete streets) into future stormwater neighborhood improvement projects, GOB projects, and FDOT projects. Examples include West Avenue Protected Bike Lanes, Central Bayshore Traffic Calming, Meridian Avenue/28 Street Shared-Use Path, North Bay Road Greenway, Normandy Isle Traffic Calming, 22/23 Street Complete Streets, 17 Street Bicycle/Transit Lane, City Center Traffic Calming, Alton Road Shared-Use Path, and 63 Street Complete Street. This project integration approach is fiscally prudent and community-sensitive; however, it can potentially extend the timeline for completion of proposed bicycle improvements.

While the Administration's goal is to complete the bike network in the shortest timeframe feasible, various critical factors impact the timing and phasing of project implementation. These factors include funding availability, project feasibility, roadway jurisdiction, regulatory agency permitting processes, City staffing resources, other above-ground improvements, community input, and policy decisions (e.g. road raising). Given their impact, these factors must be taken into consideration when evaluating the status of master plan project implementation.

Transit Alliance Audit Project List

Below is a current status of the bicycle projects identified in the Transit Alliance audit.

- **West Avenue Protected Bike Lanes (Design/Build)**
The Transportation and Mobility Department worked with other City departments and the West Avenue Neighborhood Association (WAvNA) to determine the cross section for the corridor. The proposed parking-protected bike lanes – the first in Miami-Dade County - will be implemented as part of the West Avenue project, currently in design/build phase. The parking-protected bike lanes will extend 1.06 miles in each direction.
- **Venetian Causeway Bike Lanes (BPMP Project Complete)**
In 2018, the City and County collaborated to paint the existing bike lanes green. It is worth noting that the TMP and BPMP do not include protected bicycle lanes along Venetian Causeway; however, pursuant to City Commission resolution sponsored by Commissioner Mark Samuelian and adopted on February 12, 2020, the Transportation and Mobility team is working with County officials to implement protected bike lanes. Staff developed a cross section which has been approved in concept by the County. Based on the approved concept, staff is developing design plans for County review and approval anticipated by September 2020. At this time, funding for implementation of the protected bike lanes has not been identified by the County or the City. The project will extend along the entire Venetian Causeway (1.35 miles each way within Miami Beach).

- **Dade Boulevard Shared-Use Path (Design)**
 The City constructed a new seawall and shared-use path on Dade Boulevard in 2012; however, certain components of the project, including bicycle facility enhancements, were not completed due to neighborhood concerns with impacts to landscape. In 2019, the Transportation and Mobility team began working with the Office of Capital Improvements to re-design the shared-use path and complete bicycle connections along the corridor. The design will be completed in 2020 and the project is anticipated to be completed in 2021 (5th year of the BPMP). The shared-use path will extend 0.80 miles.
- **Dade Boulevard Two-Way Bike Lane and Road Diet (Planning)**
 This is a mid to long range project consisting of repurposing a vehicular travel lane along a section of Dade Boulevard to create a two-way bike path. The final draft feasibility study is currently being reviewed by Miami-Dade County. Once approved, the City will engage a consultant to prepare final design plans. This project is currently not funded; however, staff is exploring grant opportunities and available County funding sources. The two-way bike lanes will extend 0.92 miles.
- **Meridian Avenue Buffered Bike Lanes from 16 Street to Dade Boulevard (Construction)**
This project is the first “road diet” approved in Miami-Dade County. Final design plans were approved by the County in May 2020. The project is construction-ready and Public Works will implement the buffered bike lanes as part of the Meridian Avenue repaving project to begin this year. The buffered bike lanes will extend 1.06 miles in each direction.
- **Convention Center Drive Conventional Bike Lanes (Not Feasible)**
 This project was explored during the design phase of the Convention Center Renovation and Expansion project, and the City determined that Meridian Avenue (described above) would be a more suitable and safer corridor for bicycle traffic given its continuity and connectivity.
- **21st Street Protected Bicycle Lanes (Priority 2, Not Begun)**
 This project was moved from Priority 1 to Priority 2, and the 23rd Street Complete Streets project (GOB project # 43 – Tranche 1) was moved to Priority 1. This change will be reflected as part of the upcoming TMP update in 2021.
- **Meridian Avenue/28th Street Shared-Use Path (On-Hold Pending Jacobs Plan)**
 Given its scope and impact on drainage and green space, this project will be implemented concurrently with the Central Bayshore South Neighborhood Improvement Project. Based on outstanding community concerns with road-raising, the neighborhood improvement project was placed on-hold pending completion of the City’s Integrated Water Management Plan by Jacobs Engineering. The shared-use path will accommodate 2-way bicycle and pedestrian travel and will extend 0.67 miles.
- **Chase Avenue/34th Street Shared-Use Path (Design)**
 This project underwent an extensive feasibility analysis and numerous meetings with residents in order to minimize impacts to the Miami Beach Golf Club and adjacent homes. The recommended concept in the feasibility study was approved by the City Commission in October 2019. The Transportation and Mobility Department and the Office of Capital Improvements are finalizing negotiations with a consultant to commence final design this

summer. Construction is expected to commence in summer 2021. The shared-use path will accommodate 2-way pedestrian and bicycle travel and extends 0.35 miles.

- **Alton Road Bridge Over Surprise Waterway Bicycle Connection (Design by FDOT)**
The project proposes to add bicycle lanes to an existing FDOT bridge in order to provide a bicycle connection to the proposed North Bay Road Neighborhood Greenway. The Transportation and Mobility Department is working with FDOT to design and construct the bicycle lanes as part of the Alton Road Reconstruction Project in 2023. The bike lanes will extend 600 feet in each direction.
- **Pine Tree Drive/La Gorce Drive Protected Bike Lanes (Planning)**
Miami-Dade County has jurisdiction of Pine Tree/La Gorce Drive and recently repaved both roads. However, given the limited scope of the County's project, bike lanes could not be accommodated without significant loss of on-street parking and impact to swales. The Transportation and Mobility Department worked with the County to ensure that the proposed protected bicycle lanes could be easily implemented in the near future through re-striping with minimal impact. The design phase will commence in November 2020 and construction is anticipated to commence in 2023. The protected bike lanes will extend 4.3 miles in each direction.
- **63rd Street Complete Street Project (Design by FDOT)**
63 Street is a state road under FDOT jurisdiction. This project proposes to repurpose a travel lane to accommodate new bicycle lanes. The City is working with FDOT to design and construct the proposed improvements as part of the Alton Road Reconstruction Project in 2023. The project will also include a shared-use path on Indian Creek Drive adjacent to Brittany Bay Park. The bike lanes will extend 0.9 miles in each direction.
- **72nd Street Protected Bike Lanes (Design)**
The protected bike lanes will provide bicycle connectivity to North Shore Youth Center and will be implemented as part of the Public Works Department's repaving projects in North Beach in late 2020. The protected bike lanes will extend 0.35 miles in each direction.
- **73rd Street Protected Bike Lanes (Design)**
The protected bike lanes will provide bicycle connectivity to North Shore Youth Center and will be implemented as part of the Public Works Department's repaving projects in North Beach in late 2020. The protected bike lanes will extend 0.35 miles in each direction.
- **Dickens Avenue Seawall and Shoreline (Planning)**
This project consists of a new seawall and shared-use path west of the Public Works Department North Beach facility on 75 Street. Project feasibility was preliminarily reviewed in 2017 and staff identified the need for an environmental analysis due to anticipated impacts. An environmental study is scheduled to commence in October 2020 to determine the alignment and environmental impacts of the proposed shared-use path. The feasibility study is scheduled to be completed in spring 2021. If the project is found feasible, the City will identify funds for design and construction. The shared-use path will extend 0.36 miles.

Additional Bicycle and Pedestrian Projects Omitted in Transit Alliance's BPMP Audit

Bicycle Projects

- **Meridian Avenue from 41st Street to 47th Street Green Bike Lanes (Complete)** – As part of the Nautilus Neighborhood Traffic Calming project, the Transportation and Mobility team installed a green bike lane along this corridor in early 2020. The bike lanes extend 0.75 miles in each direction.
- **West Avenue and 17th Street Bicycle Box (Construction)** – This project will be completed in October 2020. Once complete, it will be the first bicycle box in the County.
- **Meridian Avenue Green Sharrow Project (Complete)** – The Transportation and Mobility team worked with the Public Works Department to include green sharrows in the repaving project completed in April 2020. The green sharrows extend 1.01 miles in each direction.
- **Euclid Avenue Green Buffered Bike Lanes (Permitting)** – The City worked with Miami-Dade County to secure approval of a design variance which waived the sight-distance requirement which would have required the removal of on-street parking spaces along the corridor. The project will be completed in Fall 2020. The green buffered bike lanes will extend 1.02 miles in each direction.
- **17th Street Complete Streets Project (Planning)** – The project includes the implementation of new bicycle lanes and new exclusive transit lanes. The planning phase was grant funded and is anticipated to be completed in July 2020. The City is pursuing grant funds for the design and construction phases. The bike and transit lanes will extend 0.85 miles in each direction.
- **North Beach Greenways (Planning)** – The project includes greenways along various streets. The feasibility study is nearing completion, and the City anticipates commencing design in fall 2020. Phases 1 and 2 are anticipated to commence construction in 2021. The greenways will extend approximately 1.8 miles in each direction.
- **Bicycle Parking (On-Going)** – The Transportation and Mobility team has installed over 700 bicycle racks in the public rights-of-way throughout the City. In addition, long-term bicycle parking facilities have been established in six City parking garages.
- **Bicycle Repair Stations (On-Going)** – The Transportation and Mobility team has installed 15 bicycle repair stations throughout the City to help cyclists perform maintenance and minor repairs to bikes.
- **Indian Creek Drive Bike Lane (Construction)** – The Transportation and Mobility team worked with the engineer of record and FDOT to include protected bike lanes as part of the on-going flood mitigation project. The project is scheduled to be completed in 2022.
- **22nd and 23rd Street Bicycle Lanes (Planning)** – The recommended concepts (protected green bike lanes, raised intersections, new traffic signal, and beachwalk access paths) were approved by the City Commission on April 22, 2020 and the work will be included in the design/build contract for the Collins Park Garage. The bike lanes will extend 0.33 miles in each direction.

Pedestrian Projects

- **Washington Avenue between 6th Street and Dade Boulevard (Complete)** – Implementation of automatic pedestrian phases and reduction of cycles to improve pedestrian safety and level of service. The project extends 1.57 miles.
- **Collins Avenue between 6th Street and 23rd Street (Complete)** – Implementation of automatic pedestrian phases and reduction of cycles to improve pedestrian safety and level of service. The project extends 1.85 miles.
- **West Avenue Lead Pedestrian Interval (Complete)** – Implementation of lead pedestrian intervals at intersections to improve pedestrian safety along the corridor. The project extends 1 mile.

- **Collins Avenue and 79th Street Pedestrian Signal (Complete)** – Installation of a new traffic signal to improve pedestrian safety crossing Collins Avenue and accessing North Shore Open Space Park. The Transportation and Mobility team worked with FDOT to fund, design, and implement this project.
- **Normandy Drive Pedestrian Signs at Rue Granville and Rue Versailles (Construction)** – The Transportation and Mobility team worked with FDOT to advance the installation of a new overhead pedestrian flashing beacon and a new traffic signal. The project was initially scheduled for 2023; however, through close coordination with FDOT, the project was advanced and is scheduled to be finalized in July 2020.
- **Exclusive Pedestrian Phases at Collins Avenue/5th Street and Washington Avenue/5th Street (Complete)** – The City worked with FDOT to implement exclusive pedestrian phases at these intersections to improve pedestrian safety and convenience.
- **Prairie Avenue and 23rd Street Pedestrian Flashing Beacon (Complete)** – Installation of a new pedestrian flashing beacon to improve pedestrian safety for Miami Beach Senior High School.
- **West Avenue and 6th Street Pedestrian Flashing Beacon (Construction)** – Installation of a new pedestrian flashing beacon to improve pedestrian safety at this intersection in proximity to a future park.
- **Jefferson Avenue and 15th Street Pedestrian Flashing Beacon (Permitting)** - Installation of a new pedestrian flashing beacon to improve safety at this intersection in proximity to Flamingo Park.
- **Alton Road Exclusive Pedestrian Phases (Design)** – Implementation of exclusive pedestrian phases at signalized intersections between 10th Street and 17th Street to address pedestrian safety concerns on Alton Road.
- **Citywide 25 MPH Speed Limit Reduction (In Progress)** – Reduction of speed limit on local streets from 30 MPH to 25 MPH to calm traffic and improve safety for pedestrians and bicyclists. The following neighborhoods have been completed or are in progress:
 - South of Fifth
 - Flamingo Park
 - Biscayne Point
 - Stillwater
 - Biscayne Beach
 - Nautilus
- **Pine Tree Drive and 45th Street Pedestrian Flashing Beacons (Construction)** – This project will install a pedestrian crosswalk and flashing beacons to access Pine Tree Park. Construction will commence in July 2020 and be completed in October 2020.
- **Meridian Avenue Mid-Block Signal (Construction)** – Following an extended County permitting phase, the City has secured County approval for construction and is engaging a contractor to implement the mid-block signal which is scheduled for completion in December 2020.
- **Harding Avenue and 87th Street Pedestrian Flashing Beacon (Design)** – The City worked with FDOT to approve the implementation of a pedestrian flashing beacon to improve pedestrian safety at this intersection in proximity to the Stella Maris House senior living facility. FDOT is currently in the design phase of the project, and installation is scheduled to be completed in 2022.

Please feel free to contact me if you have any questions.