

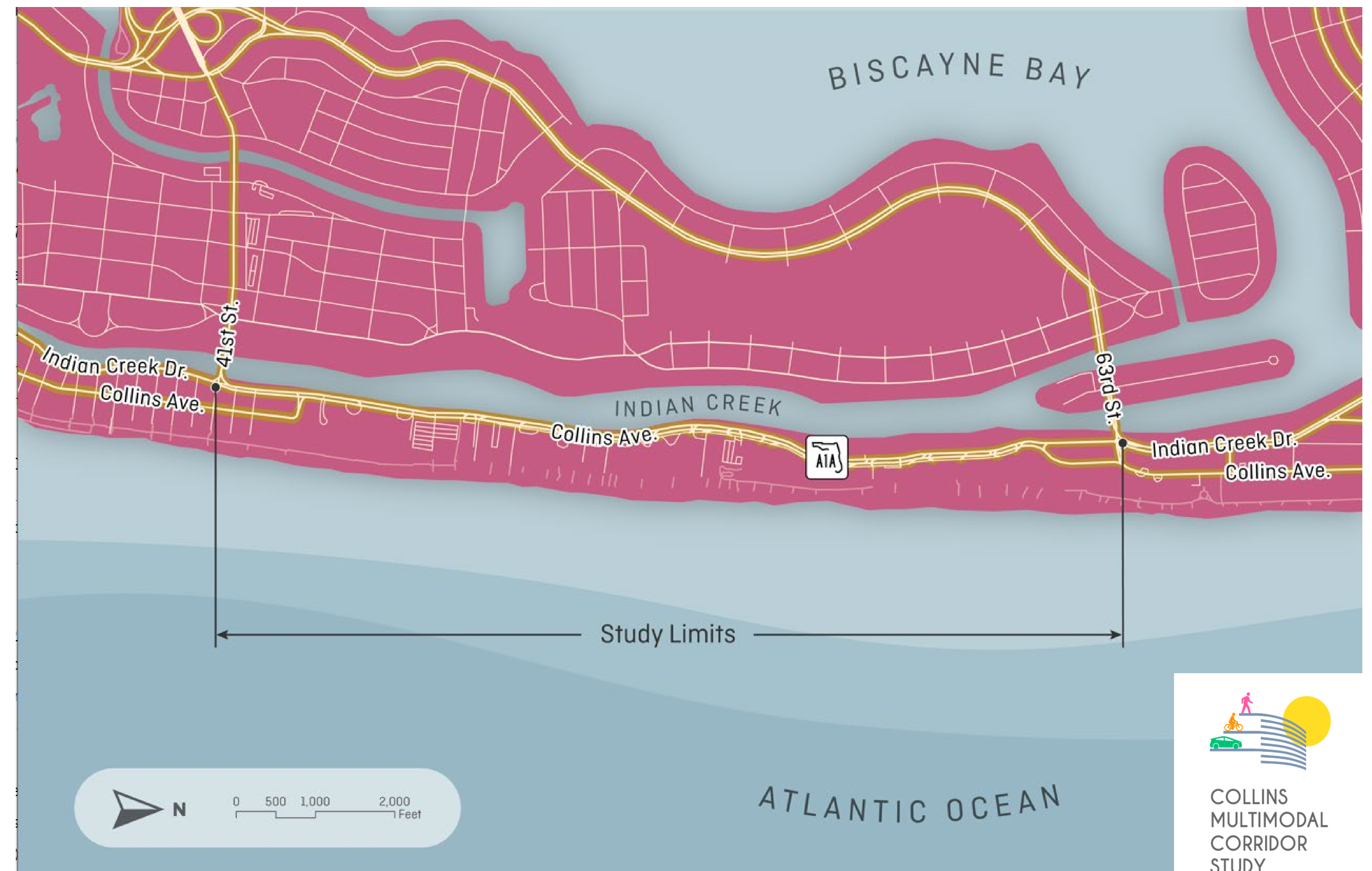
**COLLINS
MULTIMODAL
CORRIDOR
STUDY**



**CITY OF MIAMI BEACH, PUBLIC SAFETY
NEIGHBORHOOD QUALITY OF LIFE COMMITTEE
MARCH 22, 2023**

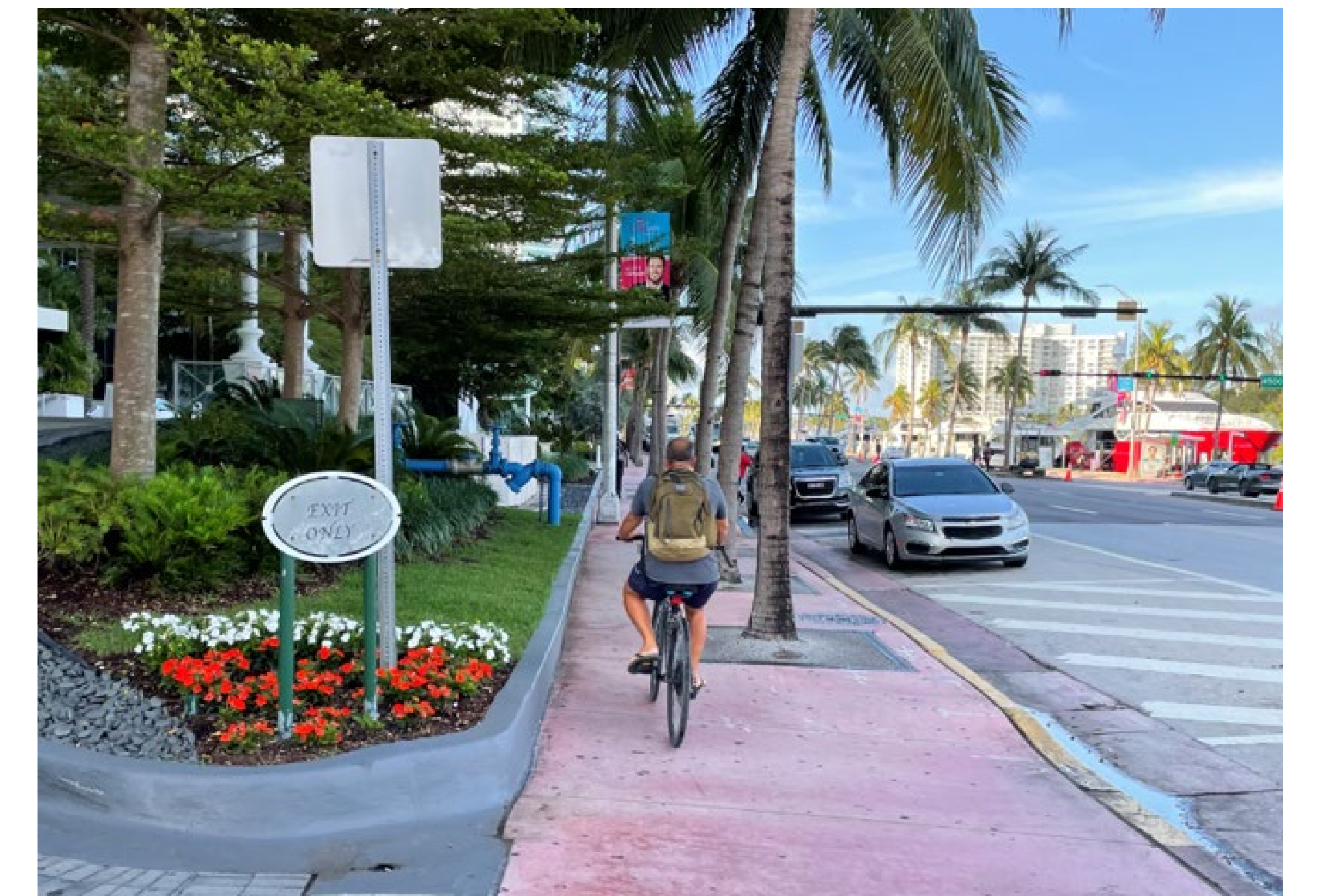
STUDY STATUS

- Follow-up to prior safety study of service roadway; community and City of Miami Beach requested looking at a range of multimodal solutions
- Study considered traffic conditions and cycle track concepts between 41st and 63rd with conceptual design developed between 44th and 5875 Block
- Seeking City resolution of support for the recommended alternative (3B – Reconstruct with west-side cycle track and improved drainage) into PD&E



STUDY CONTEXT

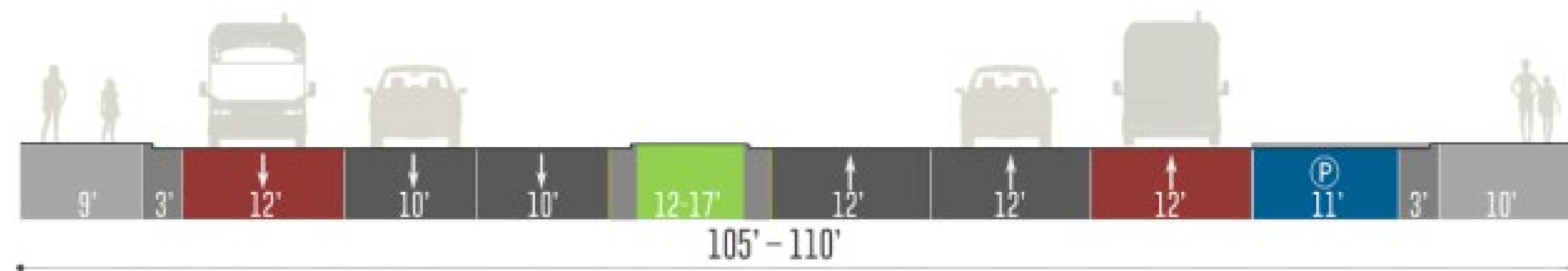
- Study purpose: identify, develop, and evaluate multimodal improvements addressing existing and future mobility for all modes of travel including pedestrian, bicycle, motorists, transit, and freight.
- One of the County's most urban areas
 - FDOT context classification C5/C6
 - 9,000 residents rely on Collins Avenue as their sole access and egress route
- Study addressed possibilities to:
 - repurpose the existing service road
 - improve safety and access for walking and biking
 - increase the overall comfort for all users, and
 - connect users within and beyond the study area.



PROJECT ALTERNATIVES: OBJECTIVES

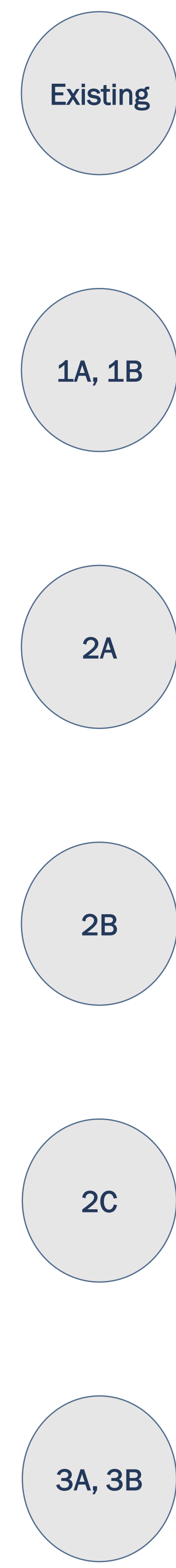
- Improved safety / user expectations
- Speed management
- Better bicyclist accommodation:
 - Bicycle lanes
 - West-side cycle track
 - East-side cycle track
- Transit priority treatment
 - In curb lanes
 - In median transitway
- Project readiness:
 - “Retrofit” – retain existing curbs/drainage/utilities to minimize impacts
 - “Reconstruct” – fully reconfigure all roadway elements

Alternative	Extent of change	Bicycle Facilities	Transit Priority
1A	Retrofit	East side cycle track	Curb lane
1B			
2A	Reconstruct	Bicycle lanes	Median transitway
2B		East side cycle track	
2C		West side cycle track	
3A	Reconstruct	West side cycle track	Curb lane
3B			

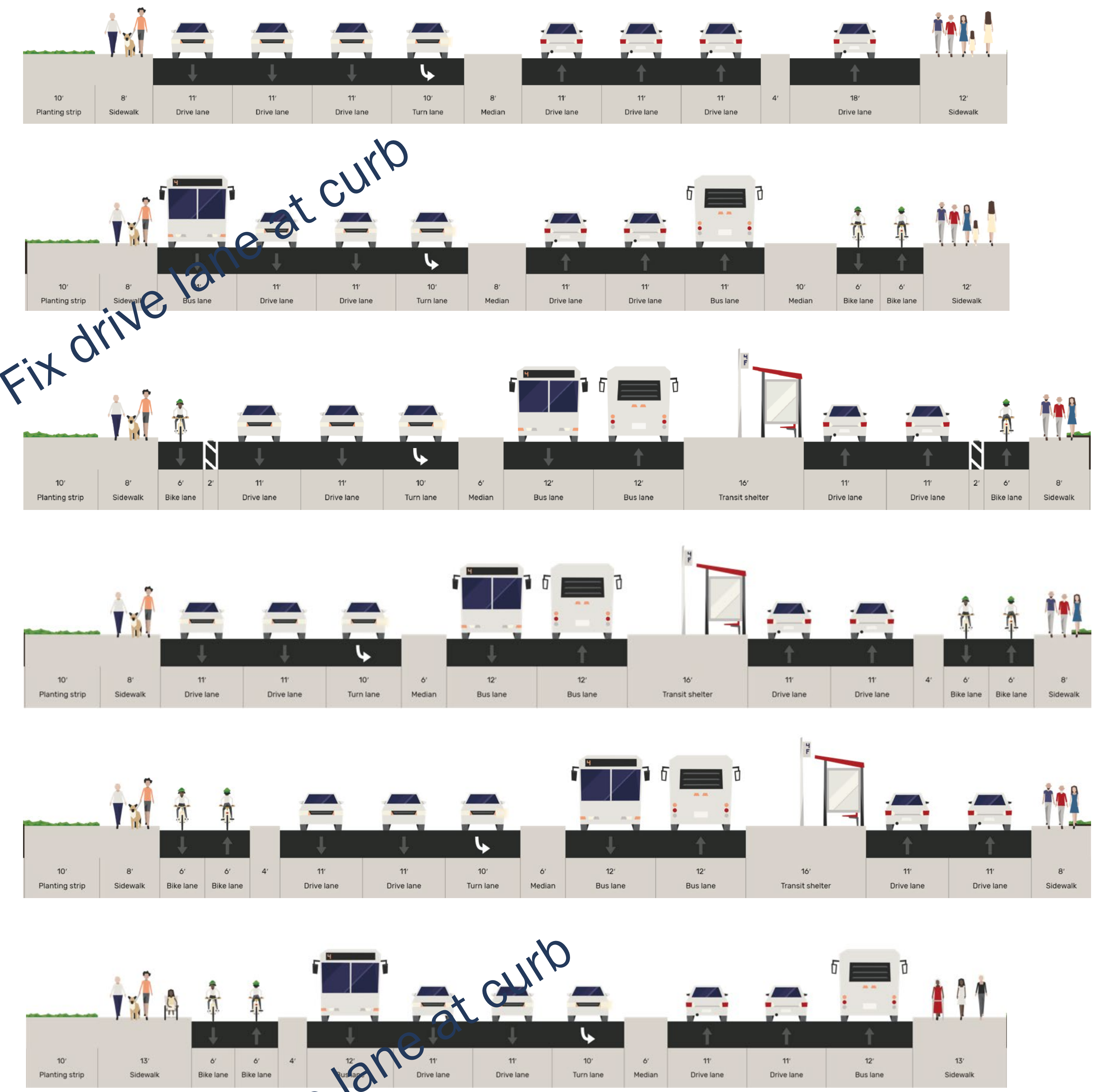


PROJECT ALTERNATIVES: SECTIONS

- Alternative 1 – Retrofit
 - 1A – with curb lane dedicated for transit
 - 1B – without curb lane dedicated for transit
- Alternative 2 – Median Transitway
 - 2A – with separated bicycle lanes
 - 2B – with two-way cycle track (east side)
 - 2C – with two-way cycle track (west side)
- Alternative 3 – Curb transit with west side cycle track
 - 3A – with curb lane dedicated for transit
 - 3B – without curb lane dedicated for transit
- Alternative 3B is the recommended alternative to move forward into PD&E
 - \$25M - \$35M capital cost estimate (due to SLR contingency)
 - 1.3 acres of ROW across ~40 properties



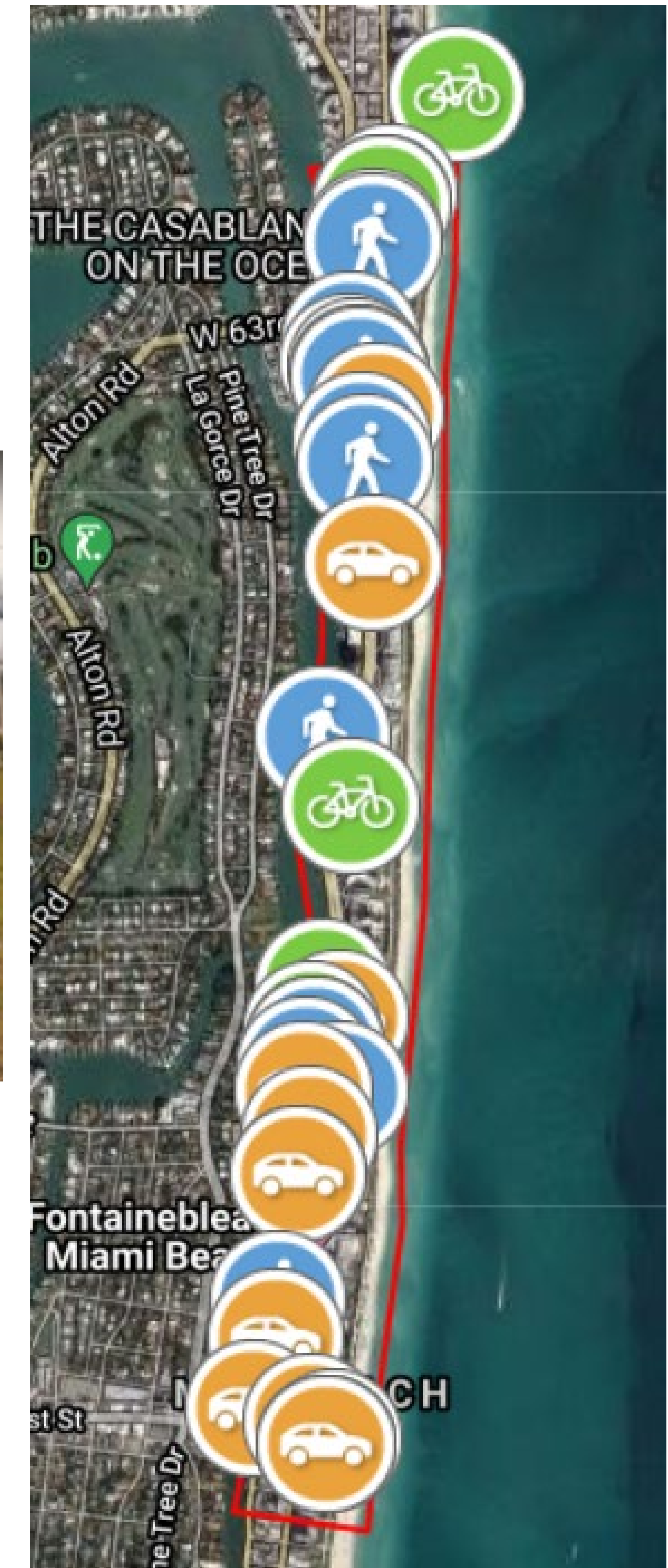
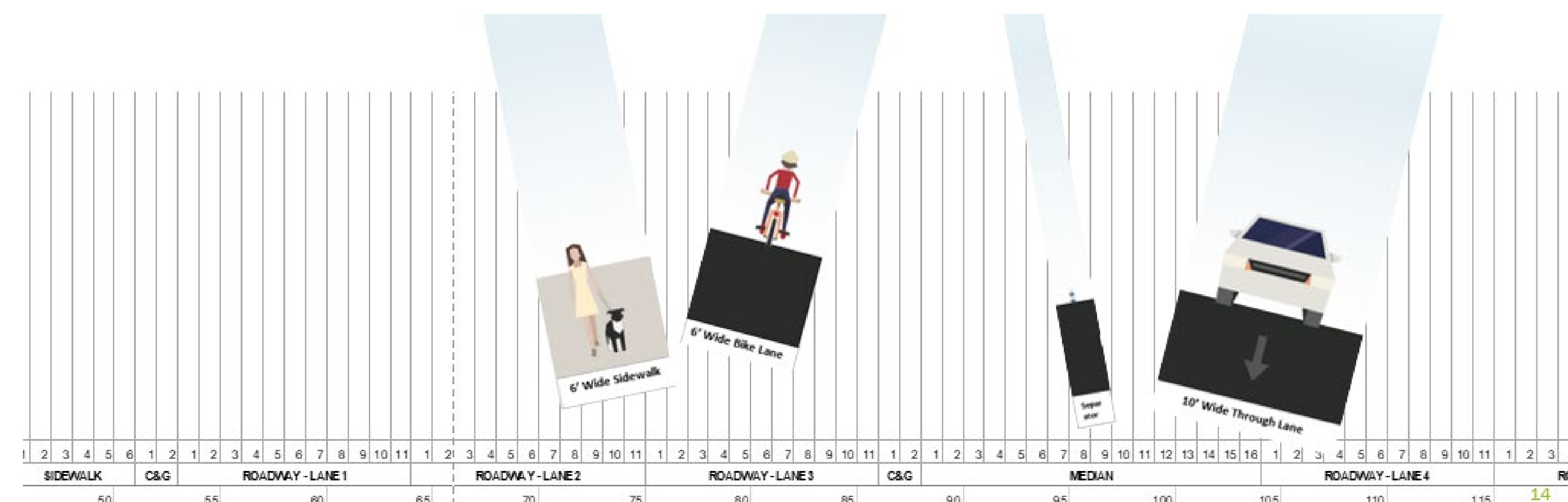
Indian Creek side of street



Atlantic Ocean side of street

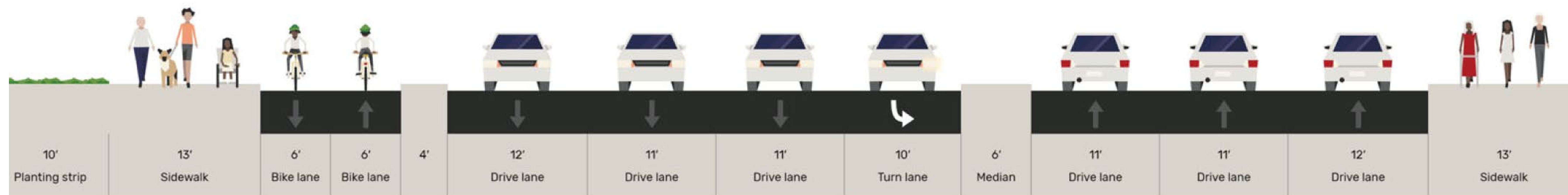
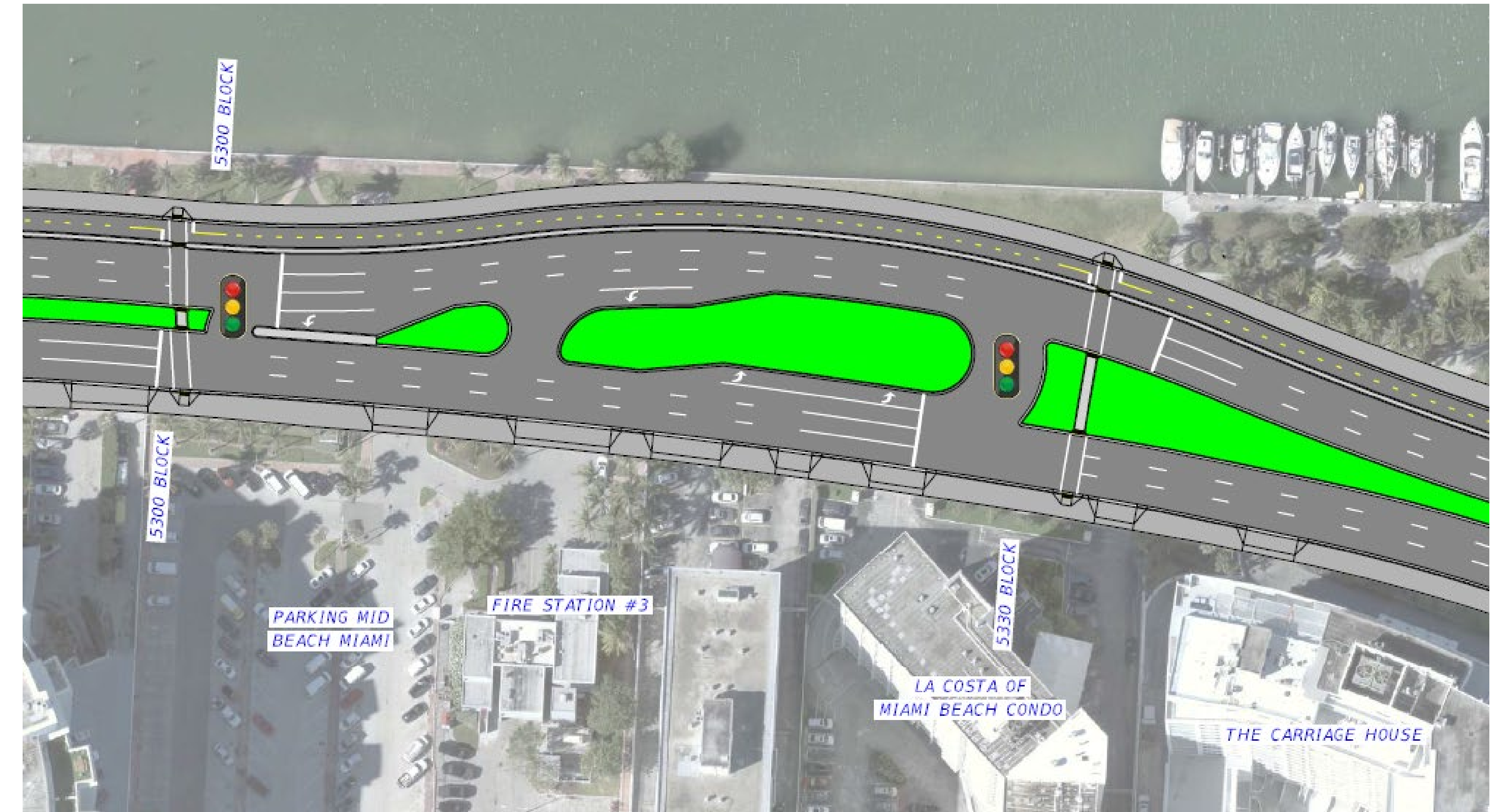
STAKEHOLDER ENGAGEMENT

- Walking audits with community, May 12 and 19, 2021
- Design workshop with community, August 18, 2021
- Online survey and wikimap
- Public meetings
 - Alternatives screening, February 3, 2022 (in person), February 7, 2022 (virtual)
 - Recommendations, June 29, 2022 (in person), June 30, 2022 (virtual)
- Project Advisory Team meetings
 - March 2, 2021
 - January 18, 2022
 - June 21, 2022
- Briefings with City staff
 - Department heads March 2, 2022
 - TPBPF Committee July 18, 2022



KEY FEATURES OF ALTERNATIVE 3B

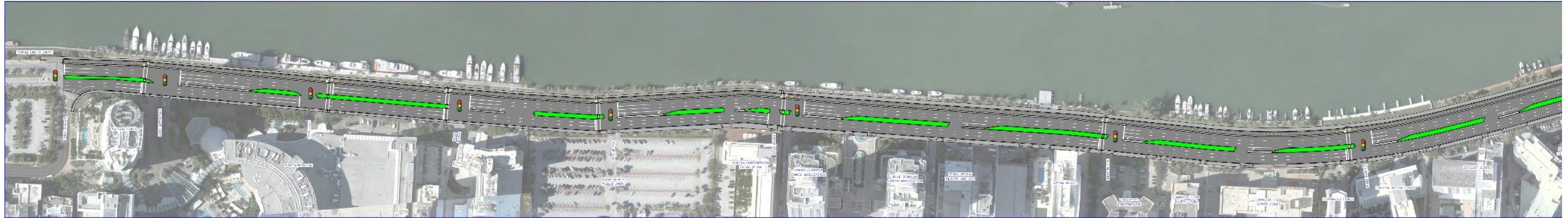
- West-side cycle track
- Improved drainage with pump stations
- New traffic signal at 57 Ocean (access to Beachwalk)
- MidBeach Ellipse design feature at Fire Station #3
 - Horizontal deflection for speed management
 - Improved signalization for emergency vehicle access
 - Provides central location for truck U-turns
 - Median provides opportunity for pump stations, landscaping, community branding



RECOMMENDED ALTERNATIVE

ALTERNATIVE 3B

[https://www.fdotmiamidade.com/planning-projects/pdf_download/1550-Collins Avenue Alternative 3 Conceptual Design June 2022.pdf](https://www.fdotmiamidade.com/planning-projects/pdf_download/1550-Collins_Avenue_Alternative_3_Conceptual_Design_June_2022.pdf)



TOPICS FOR FURTHER COORDINATION



Drainage – recognizing evolving resiliency approaches

- 2014 FDOT study: French drains
- 2018 FDOT study update: single pump station 48th-58th
- 2019 City study: two pump stations (8 pumps each)

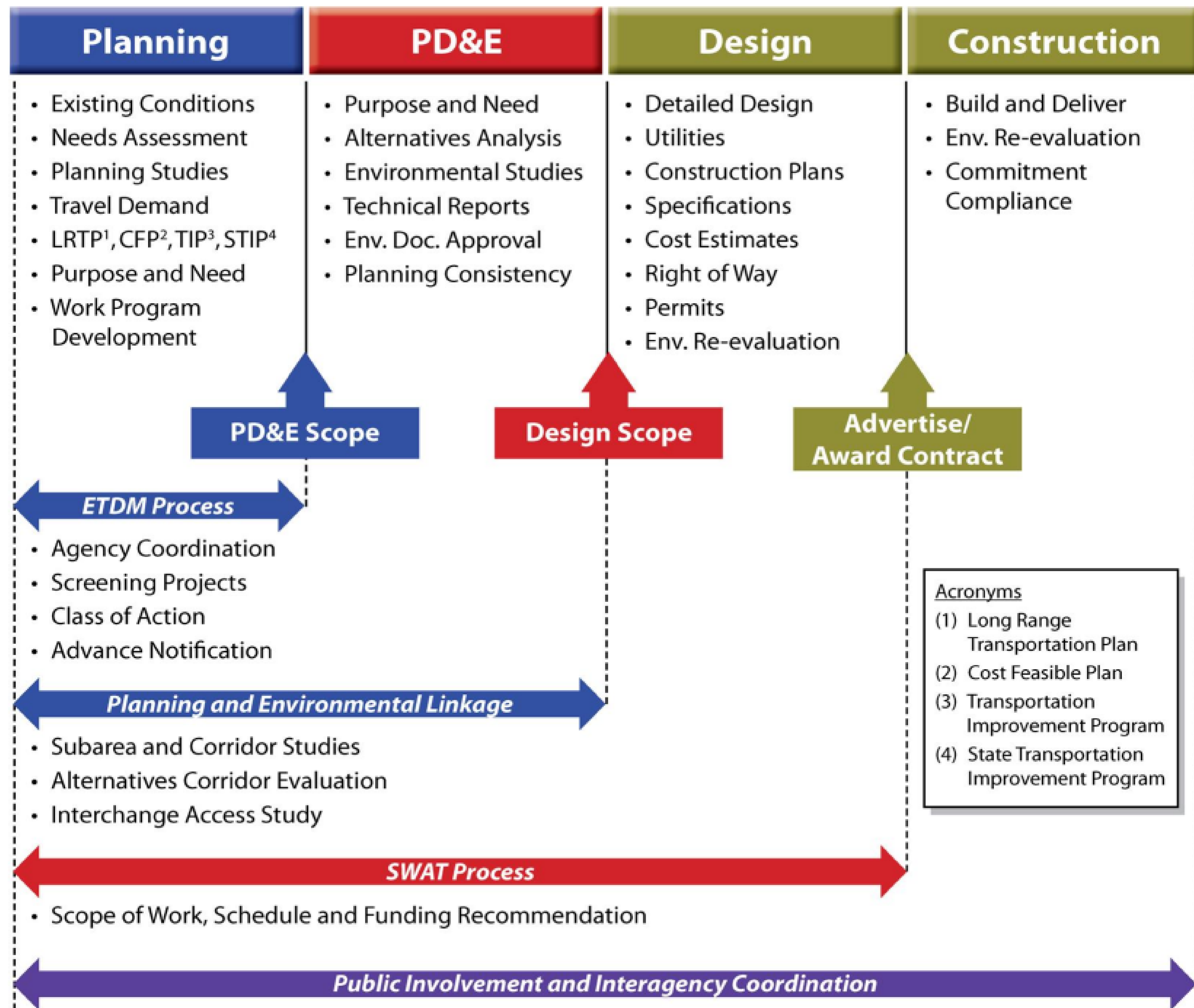
Curbside management

- Predicated by removal of 850' of parking/loading zone area (14 marked spaces plus loading; 2 bus stops, 4 hydrants)
- Related to potential for transit priority in curb lane (difference between Alt 3A and Alt 3B)
- Active curbside management plan in conjunction to be developed (with property owner coordination for education/encouragement/enforcement)

Operations studies

- 41st and 63rd Street intersections
- 57 Ocean traffic signal

FDOT PROJECT DELIVERY PROCESS



Final steps for planning study

- Final report under review
- Interagency meetings
- City Mayor/Commissioner meeting

Next steps for project delivery

- City resolution
- TPO actions (LRTP, cost-feasible status, priority list)
- FDOT consideration for minor PD&E or design
 - The earliest the PD&E could begin is by FY 26