

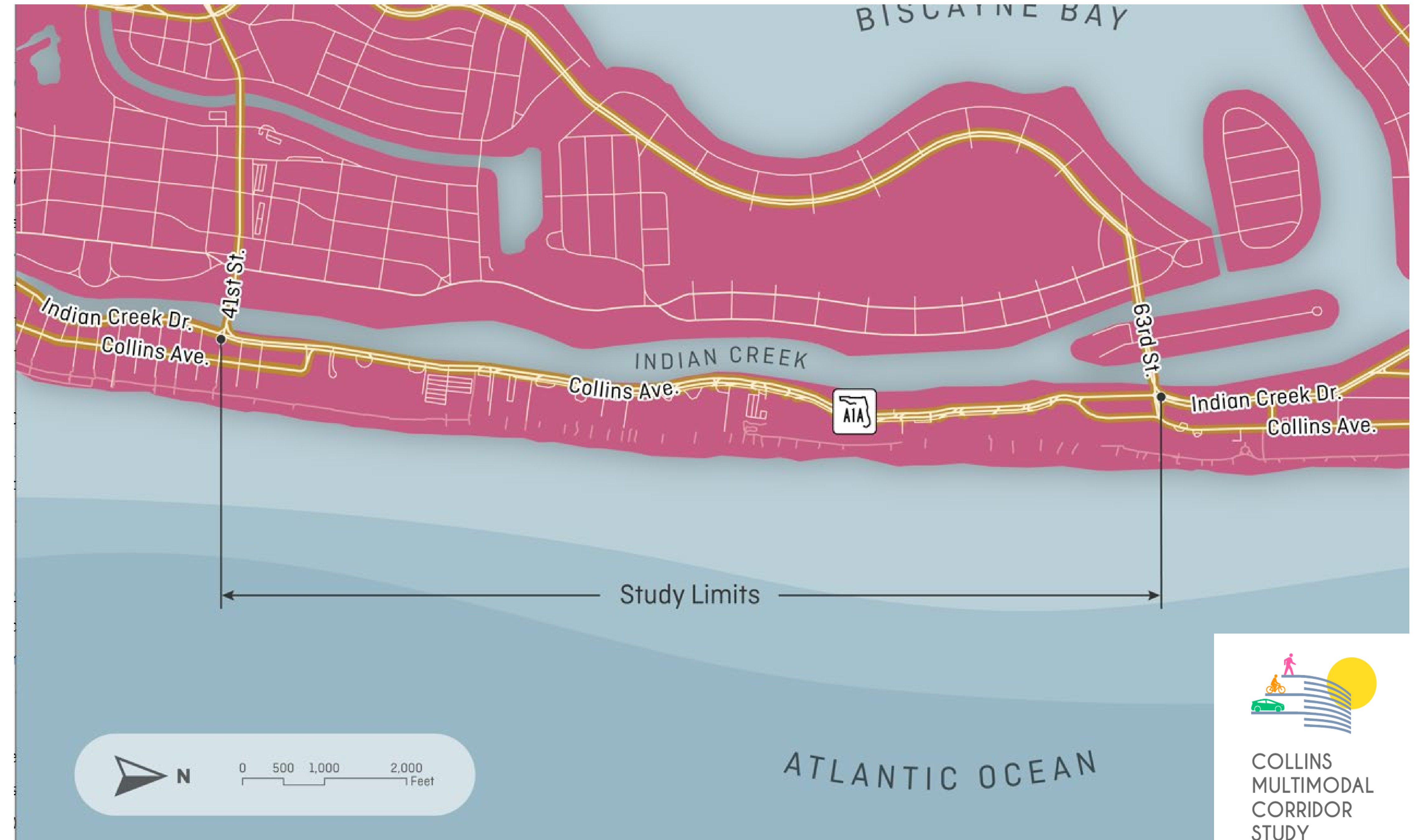
**COLLINS
MULTIMODAL
CORRIDOR
STUDY**



**CITY OF MIAMI BEACH, PUBLIC SAFETY
NEIGHBORHOOD QUALITY OF LIFE COMMITTEE
APRIL 18, 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

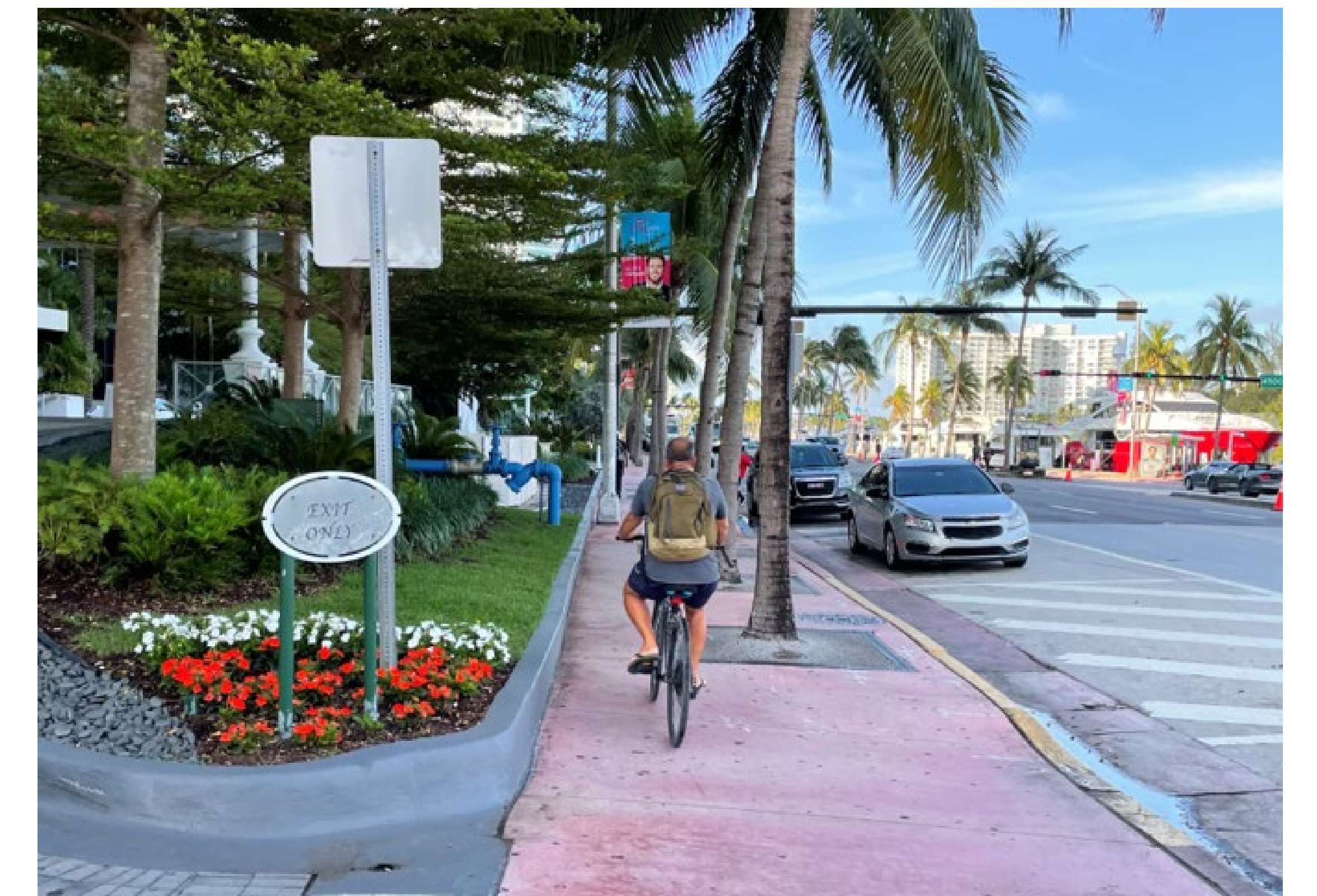


MBNA's Position

After several years of studies, walking audits, presentations, community design workshops, meetings and more, the MBNA Executive Board is in support of **ALTERNATIVE 3B** (per DRAFTS below) and feel this is currently the best option for our City, with the bicycle lanes extending to 41st street. We urge for this long-awaited project to be prioritized and expedited.

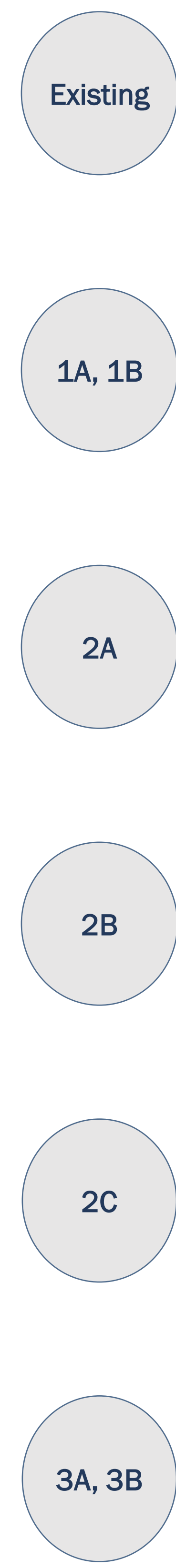
STUDY CONTEXT

- 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.
- Main roadway for City:
 - 9,000 residents rely on Collins Avenue as their sole access and egress route
- Study evaluated alternatives that would:
 - improve safety and access for walking and biking;
 - increase the overall comfort for all users;
 - repurpose the existing service road; and,
 - connect users within and beyond the study area.

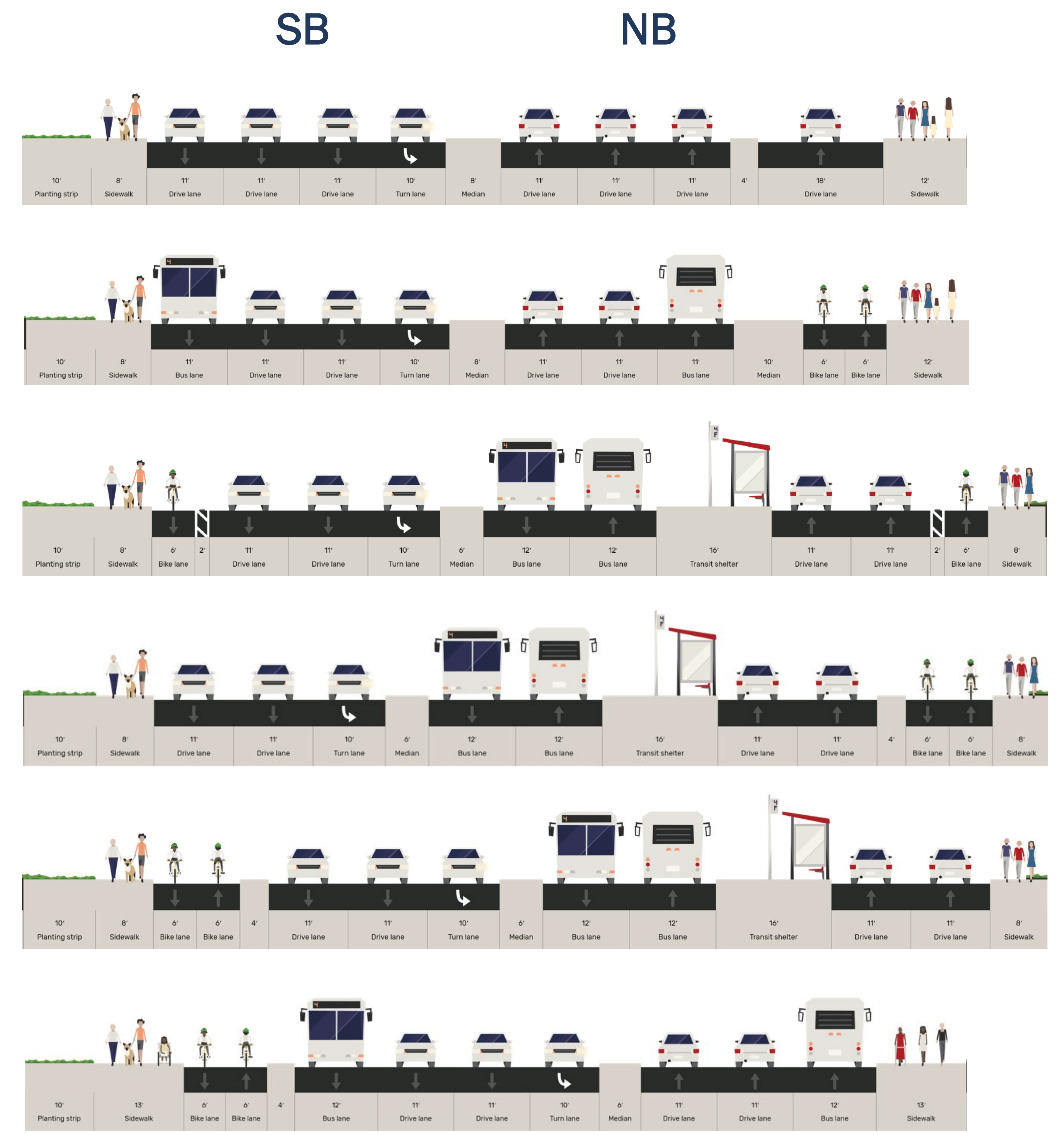


PROJECT ALTERNATIVES: SECTIONS

- 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



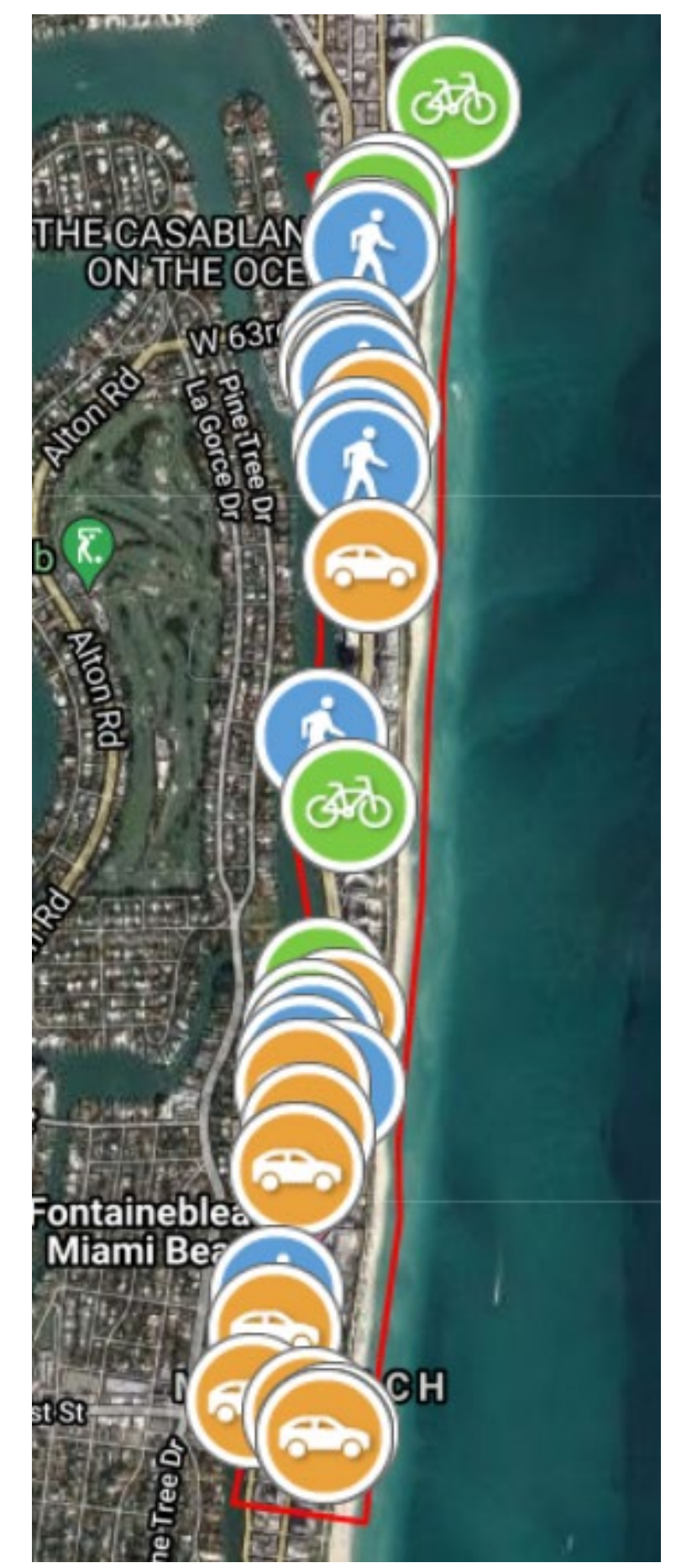
Indian Creek side of street



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



→ ↻ ⚠ Not secure | midbeach.net/collins-north-41st-to-63rd-working-group.html

MIDBEACH
Neighborhood Association

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Purpose and Need

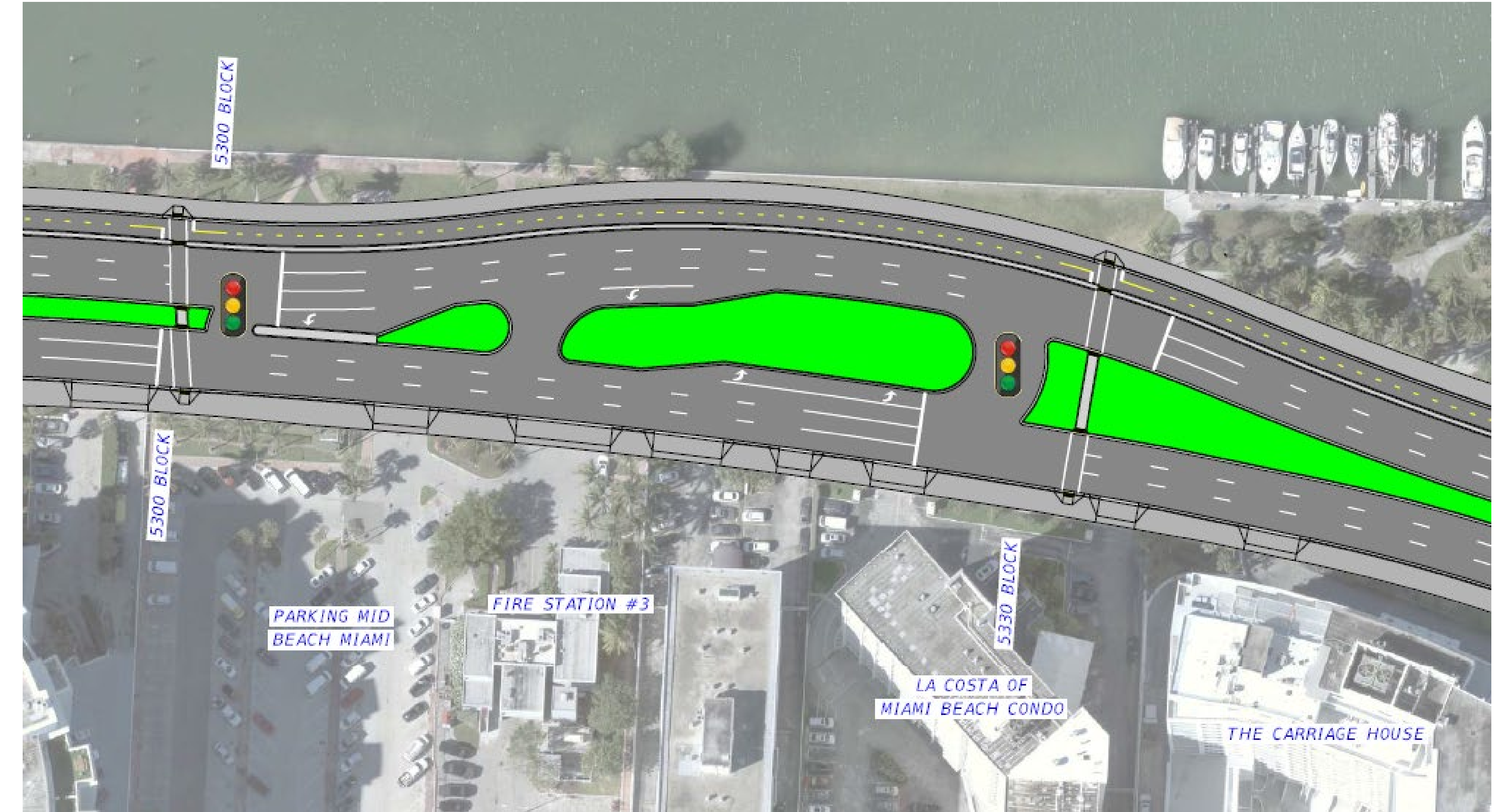
The purpose of the study is to identify, develop, and evaluate multimodal improvements addressing existing and future mobility for all modes of travel including pedestrian, bicycle, motorists, and transit. This study will address the possibilities to repurpose the service road, improve walkability, increase the overall comfort for all users, and connect users within and beyond the study area.

MBNA's Position

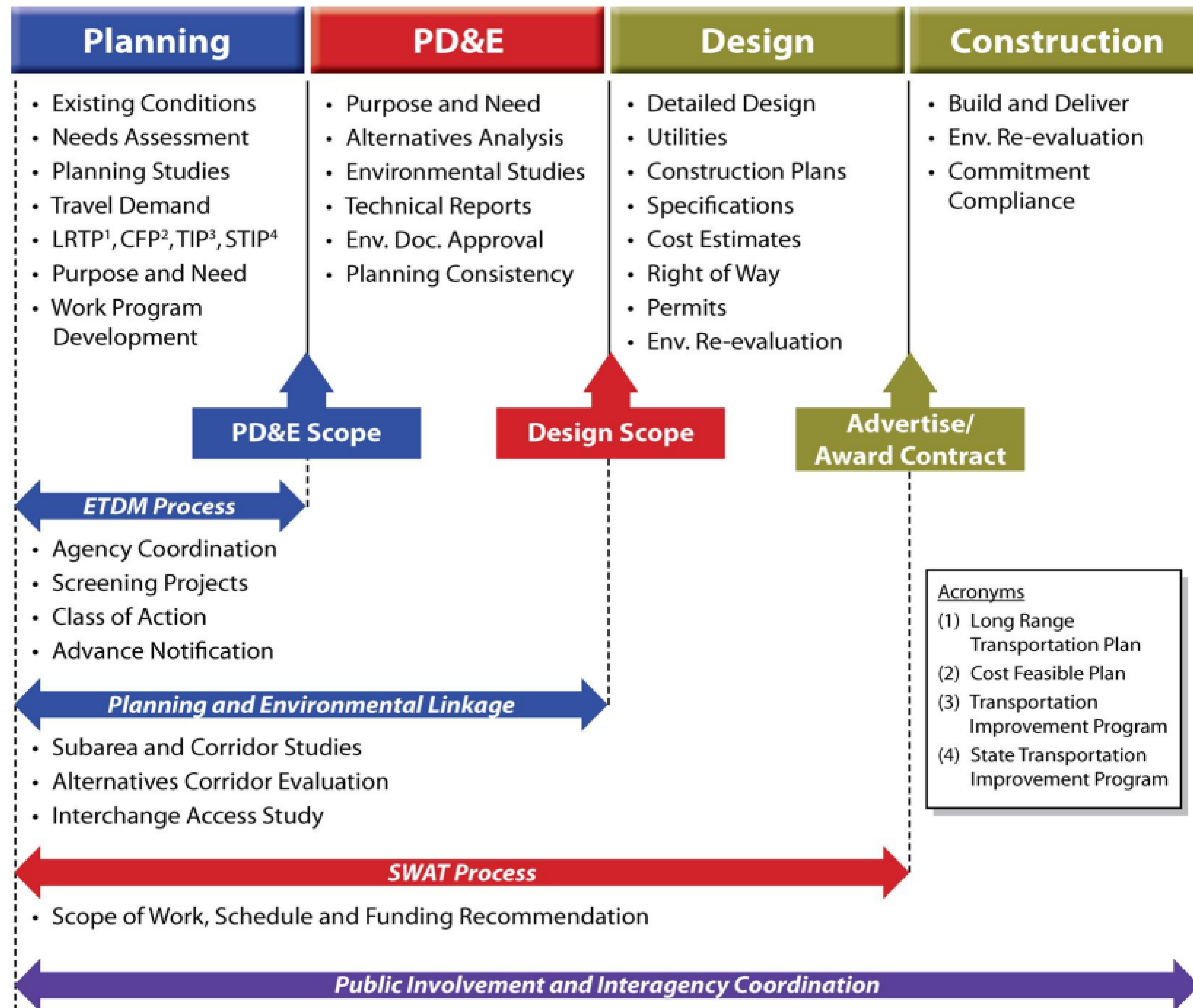
After several years of studies, walking audits, presentations, community design workshops, meetings and more, the MBNA Executive Board is in support of **ALTERNATIVE 3B** (per DRAFTS below) and feel this is currently the best option for our City, with the bicycle lanes extending to 41st street. We urge for this long-awaited project to be prioritized and expedited.

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



FDOT PROJECT DELIVERY PROCESS



Final steps for planning study

- Final report under review
- City Mayor/Commissioner meeting

Next steps for project delivery:

- City resolution
- TPO actions (Long Range Transportation Plan, cost-feasible status, priority list)
- FDOT is looking into the opportunity to accelerate the Project Delivery Process on this study; moving it from the Planning phase and into the Design phase.