

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE PUBLIC SAFETY AND NEIGHBORHOOD QUALITY OF LIFE COMMITTEE, AT ITS APRIL 18, 2023 MEETING, SUPPORTING ALTERNATIVE 3B PURSUANT TO THE RECOMMENDATION IN THE FLORIDA DEPARTMENT OF TRANSPORTATION SR-A1A/COLLINS AVENUE MULTIMODAL CORRIDOR STUDY.**

**WHEREAS**, at the September 12, 2018 City Commission meeting, the FDOT Safety Project along Collins Avenue between the 4700 Block and 5800 Block (“Safety Project”) was discussed; and

**WHEREAS**, as a result of the discussion held, and with the support of the Mid-Beach Neighborhood Association (“MBNA”), the City Commission adopted Resolution No. 2018-30510, urging FDOT to suspend the design phase of the Safety Project and conduct a Multimodal Corridor Analysis, which considers the potential removal of the existing frontage road and inclusion of dedicated transit and bicycle lanes, to comprehensively address the multimodal needs of the Collins Avenue Corridor in Middle Beach pursuant to the City’s adopted Transportation Master Plan; and

**WHEREAS**, pursuant to Resolution No. 2018-30510, FDOT proceeded to conduct the SR A1A/Collins Avenue Multimodal Corridor Study between 41<sup>st</sup> Street and 63<sup>rd</sup> Street in Middle Beach; and

**WHEREAS**, the purpose of the FDOT study was to identify, develop, and evaluate multimodal improvements addressing existing and future mobility, focusing on pedestrian, bicycle, and transit needs in the study area between 44<sup>th</sup> Street and 60<sup>th</sup> Street, and develop recommendations on how to connect each mode of travel to logical termini (end points) at 41<sup>st</sup> Street and 63<sup>rd</sup> Street; and

**WHEREAS**, the study considered a holistic approach to the corridor to evaluate the feasibility of implementing dedicated transit lanes, protected bicycle lanes, additional pedestrian crosswalks, and the elimination of the frontage road; and

**WHEREAS**, several alternatives were evaluated as part of the study to improve bicycle and transit quality of service, with a focus on repurposing the existing frontage road and improving safe and effective circulation and conditions for non-motorized travel, while maintaining satisfactory service levels for cars, trucks, and buses; and

**WHEREAS**, the study concluded with a recommendation for Alternative 3B (“Recommended Alternative”) to advance into the design development phase; and

**WHEREAS**, the Recommended Alternative proposes to eliminate the frontage road, keep the same number of travel lanes on mainline Collins Avenue, add a separated 2-way bike path (i.e. cycle track) on the west side of Collins Avenue (adjacent to the Indian Creek waterway), and expand sidewalks for improved walkability; and

**WHEREAS**, at the April 18, 2023 Public Safety and Neighborhood Quality of Life Committee (“PSNQLC”) meeting, FDOT presented the study findings and the Recommended Alternative; and

**WHEREAS**, during public comment on this item, the MBNA representative expressed that while MBNA is in agreement with the Recommended Alternative, MBNA requested that the following considerations be discussed and addressed during the upcoming project design phase: 1) confirmation of the need to fully reconstruct the corridor due to proposed drainage improvements; 2) curbside management strategies to address the need for freight loading zones along the corridor; 3) conduct a traffic operational study to evaluate traffic flow reconfigurations that may be needed at the 41<sup>st</sup> Street and 63<sup>rd</sup> Street intersections with Collins Avenue; and 4) Intersection treatment of 44<sup>th</sup> Street and Collins Avenue to connect the northbound bicycle lane on Collins Avenue (from 26<sup>th</sup> Street to 44<sup>th</sup> Street) with the proposed two-way cycle track on the west side of Collins Avenue; and

**WHEREAS**, MBNA also wanted to understand how the bicycle lanes will connect at both the south and north termini (end points) of the project (41<sup>st</sup> Street and 63<sup>rd</sup> Street, respectively); and

**WHEREAS**, PSNQLC passed a motion supporting the Recommended Alternative, with the recommendation that the considerations expressed by MBNA be addressed collaboratively, between FDOT and the City's Transportation and Mobility Department staff, during the project design phase; and

**WHEREAS**, through the upcoming design development process, City staff will work with FDOT to refine the Recommended Alternative in an effort to effectively address the outstanding freight loading needs of the hotels and condominiums along the corridor as well as the other considerations expressed by MBNA; and

**WHEREAS**, the City Manager recommends that the Mayor and City Commission accept the recommendation of the PSNQLC, at its April 18, 2023 meeting, in order to expedite the design and construction of this critical mobility project in Mid-Beach.


**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA**, that the Mayor and City Commission accept the recommendation of the Public Safety and Neighborhood and Quality of Life Committee, at its April 18, 2023 meeting, supporting the Recommended Alternative proposed in the FDOT Collins Avenue Multimodal Corridor Study.

**PASSED and ADOPTED** this 28th day April, 2023.

**ATTEST:**

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Dan Gelber, Mayor

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Rafael E. Granado, City Clerk

APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION  
  
City Attorney  
4-25-23  
Date