

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE DESIGN OF THE CHASE AVENUE AND W. 34TH STREET SHARED-USE PATH PROJECT, AND AUTHORIZING THE ADMINISTRATION TO PROCEED WITH THE INVITATION TO BID AND CONSTRUCTION PHASES.

WHEREAS, the Miami Beach Transportation Master Plan ("TMP"), adopted on July 8, 2015 by the City Commission via Resolution No. 2015-29083, was built on a mode share goal and modal prioritization strategy, which places pedestrians first; transit, bicycles, and freight second; and private automobiles last; and

WHEREAS, shared-use paths are paved, off-road facilities designed for travel by a variety of non-motorized users, including bicyclists, pedestrians, skaters, joggers, and others, as defined by the U.S. Department of Transportation Federal Highway Administration; and

WHEREAS, the Chase Avenue and 34th Street Shared-Use Path ("Project"), located on the north side of the Miami Beach Golf Club between Alton Road and Prairie Avenue, is a Priority 1 project in the TMP; and

WHEREAS, this Project is a part of a series of paths which will provide connectivity around the Miami Beach Golf Club, connecting to existing bicycle lanes and sidewalks already located on Prairie Avenue, and a proposed shared-use path along the east side of Alton Road (abutting the Miami Beach Golf Course) which the City Administration is working with the Florida Department of Transportation ("FDOT") to include in the Alton Road reconstruction project from North Michigan Avenue to 43 Street anticipated to begin construction in 2025 ("Alton Road Shared-Use Path"); and

WHEREAS, in August 2018, the City's Transportation and Mobility Department engaged one of its rotational consultants, Marlin Engineering, Inc. ("Marlin"), to prepare the Chase Avenue and 34th Street from Alton Road to Prairie Avenue Pedestrian and Bicycle Feasibility Study ("Feasibility Study") and collected traffic data and conducted meetings with the Parks Department staff and the Miami Beach Golf Course operator; and

WHEREAS, public meetings for the Project were conducted by the City staff in October 2018 and December 2018, in conjunction with the Alton Road Shared-Use Path project; and

WHEREAS, the public meetings were conducted to present the initial design to the community and gather public feedback; and

WHEREAS, comments received from the meeting attendees included minimizing the hardscape, buffering homes and path users from golf balls, maintaining views of the golf course, and incorporating additional traffic calming measures along Chase Avenue and 34th Street; and

WHEREAS, the community members expressed support for both proposed shared-use path projects; and

WHEREAS, during a third public meeting in February 2019, the community members in attendance supported the design of the 10'-0" wide shared-use path along Chase Avenue and

34th Street with the condition that it narrows to 8'-0" adjacent to the single-family residence at 3186 Prairie Avenue and the community also expressed support for the proposed additional traffic calming measures and reiterated their support for the proposed Alton Road Shared-Use Path project; and

WHEREAS, on October 16, 2019, the City Commission adopted Resolution No. 2019-31036, accepting the recommendation of the Neighborhood/Community Affairs Committee, at its September 25, 2019 meeting, approving the following in regard to the Chase Avenue and 34th Street Shared-Use Path project: 1) the proposed concept plan recommended in the Feasibility Study, excluding the landscaped trellis structures; 2) the proposed pedestrian and bicycle improvements at the Alton Road and North Bay Road intersection; and 3) additional traffic calming measures requested by members of the community: a) evaluating, as a first priority, the triangular circulation concepts proposed by the community for the intersection of Chase Avenue and 34th Street during the design phase of the project; b) evaluating the feasibility of a traffic circle at the intersection of 34th Street and Prairie Avenue; and c) evaluating the feasibility of a temporary traffic circle at the intersection of 34th Street and Sheridan Avenue as a demonstration project while a permanent traffic circle is designed and permitted; and

WHEREAS, in May 2021, the Office of Capital improvements ("CIP") engaged one of its rotational consultants, Miller Legg & Associates ("Miller Legg"), Inc. to provide Professional Architectural and Engineering services for the Project to include design, construction documents, and construction administration services based on the concept design approved by the City Commission in 2019, said design consisting of a 10'-0" wide shared-use path from the Alton Road/Chase Avenue intersection, proceeding along the south side of 34th Street, and narrowing to 8'-0" adjacent to the single-family residence at 3186 Prairie Avenue; and

WHEREAS, on July 22, 2021, CIP staff, Parks and Recreation Department staff, and Miller Legg met with the operator of the Miami Beach Golf Course property and the owner of the single-family residence at 3186 Prairie Avenue and it appeared that the resident supported the Project concept design;

WHEREAS, the resident requested that the coconut trees in front of his property be replaced with canopy trees and that parking be accommodated in the swale, and the conceptual design was updated to incorporate those requests; and

WHEREAS, a virtual public meeting was conducted on February 2, 2022, where CIP presented the 30% Project design to the community, and at the meeting, the Transportation and Mobility Department staff provided an update on the Bayshore Neighborhood Traffic Calming project and the Alton Road Shared-Use Path project; and

WHEREAS, the community provided favorable feedback on the Project but expressed concern with connectivity to the path prior to the construction of the Alton Road Shared-Use Path project, and the timing of the Bayshore Neighborhood Traffic Calming project; and

WHEREAS, the Transportation and Mobility Department staff advised the community that FDOT would provide connectivity to the neighborhood with the proposed Shared-Use Path along Alton Road, and that a proposed bicycle box at the intersection of Alton Road and Chase Avenue would be included as a part of that project; and

WHEREAS, on May 3, 2022, the Project was presented to the City's Design Review Board ("DRB"); and

WHEREAS, the design presented at the DRB included a 10'-0" wide asphalt shared-use path meandering within the existing landscape on the south side of Chase Avenue from Alton Road to a section of 34th Street where the path narrowed to an 8'-0" wide red concrete sidewalk, replacing the existing 5'-0" wide sidewalk, connecting to the sidewalk on Prairie Avenue; and

WHEREAS, a Letter To Commission ("LTC") was issued detailing the recommendations of the DRB which included using Louis Poulsen light fixtures along the path, using a flat profile and aluminum finish for all safety railings, using a permeable material or concrete instead of asphalt on the path surface, and concerns with unauthorized motorized vehicles potentially using the path; and

WHEREAS, On September 12, 2022, CIP staff provided an update on the status of the Project to the Transportation, Parking and Bicycle-Pedestrian Facilities Committee, which unanimously passed a motion reaffirming its support for the project and agreed that public safety of pedestrians and bicyclists is a priority; and

WHEREAS, The City applied for and was awarded an FDOT grant for the Project in the amount of \$495,075 for the implementation of a shared-use path to provide a safe link for pedestrians and bicyclists from the intersection of Alton Road and Chase Avenue (where the path would connect to a future shared-use path along the east side of Alton Road abutting the Miami Beach Golf Course), extending along the south side of Chase Avenue and 34th Street, and terminating at Prairie Avenue to provide a safe link to the existing green bike lanes on Prairie Avenue; and

WHEREAS, as a result of the FDOT grant, the Project is subject to FDOT rules, regulations, requirements, and, ultimately, FDOT review and approval; and

WHEREAS, during its review of the project, FDOT required that the width of the shared-use path be maintained at 10'-0" along the entire length of the path, or the City would have to apply for a design variation from the requirements of the applicable codes from FDOT's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways ("Green Book"); and

WHEREAS, FDOT determined that the Project did not meet the criteria under which an application for a variance could be submitted, and therefore must provide the 10'-0" width; and

WHEREAS, Miller Legg has completed the 90% construction documents which have been reviewed and approved by FDOT and are currently under review by the City of Miami Beach Building Department, Miami-Dade County Division of Environmental Resources Management ("DERM"), and Miami-Dade County Transportation and Public Works Department ("DTPW"); and

WHEREAS, the Project is also funded in the amount of \$830,000 by the City of Miami Beach 2018 General Obligation Bond ("GOB"); and

WHEREAS, based on construction cost estimates provided by Miller Legg in December 2022, the total project cost is estimated at \$2,270,441, thus there is a funding gap of approximately \$945,366 to fully fund the Project at this time; and

WHEREAS, on December 14, 2022, the City Commission adopted Resolution No. 2022-32449 directing the City Administration to provide quarterly reports to the Public Safety and Neighborhood Quality of Life Committee ("PSNQLC" or "Committee") on the status of

implementing the Central Bayshore Neighborhood Traffic Calming project, to be developed in parallel with the Chase Avenue and 34th Street Shared-Use Path project; and

WHEREAS, in May 2023, the owner of the single-family residence located at 3186 Prairie Avenue expressed concern with the proximity of the shared-use path to his residence, and at its May 23, 2023 meeting, the PSNQLC requested that the Administration explore alternatives to the layout of the shared-use path, as currently proposed, in front of the private residence at 3186 Prairie Avenue due to some safety concerns with the proximity of the shared-use path; and

WHEREAS, in addition, the Committee requested that the Administration confirm with FDOT as to how any changes in the design of the shared-use path could potentially affect its approval and the FDOT grant funding; and

WHEREAS, during the July 12, 2023 PSNQLC meeting, CIP staff explained that the Committee's request to alter the proposed design of the shared-use path would require that the design be revised to remove bicyclists from the shared-use path in front of the private residence; and

WHEREAS, CIP staff also explained that FDOT would require that revised plans detailing the changes in the design be submitted for review; and

WHEREAS, upon review of the revised permit documents, FDOT would determine if/how the design changes would potentially affect the grant funds (which expire on June 30, 2024) and the project schedule; and

WHEREAS, the Committee discussed options for the layout of the path including some that were suggested to Committee members by the community; and

WHEREAS, the Committee requested that the City Administration bring an item to the September 13, 2023 City Commission meeting after evaluating options for the layout of the path in front of the private residence at 3186 Prairie Avenue, and provide a final recommendation to the City Commission regarding the preferred option for the design of the shared-use path; and

WHEREAS, CIP and the Transportation and Mobility Department staff recently met with Miller Legg and requested that Miller Legg review the current design and the options presented during the July PSNQLC meeting, relevant to the safety concerns presented due to its proximity to the single-family residence at 3186 Prairie Avenue; and

WHEREAS, the cost associated with Miller Legg's review is estimated at \$10,500; and

WHEREAS, all options were reviewed and coordinated with the traffic calming improvements proposed in the Bayshore Neighborhood Traffic Calming project; and

WHEREAS, Miller Legg has provided a summary of its review of the various design options as follows:

- **Option 1: CURRENT DESIGN**

The current design includes a continuous 10'-0" wide shared-use path along 34th street from Chase Avenue to the existing bicycle lanes on Prairie Avenue (Exhibit A). This option provides safe separation between bicycles, pedestrians and motorized vehicles; minimizes impact to canopy trees; complies with FDOT and Green Book Design rules; allows for safe bi-directional

movement of bicycles; and minimizes the impact on the Project schedule. This option requires that bicyclists dismount on the shared-use path prior to arriving to the sidewalk on Prairie Avenue.

- **Option 2: DEDICATED GREEN BIKE LANES**

This option terminates the 10'-0" wide shared-use path near the intersection of 34th Street and Chase Avenue, directing bicyclists onto short dedicated green bike lanes and sharrows (i.e. on-roadway shared vehicle/bicycle lanes) while pedestrian traffic would continue along the existing sidewalks to connect to Prairie Avenue (Exhibit B). This layout shifts bicyclists away from the single-family residence at 3186 Prairie Avenue and onto dedicated bike lanes along the roadway on 34th Street. As a result, the roadway would need to be widened by at least 10'-0" to accommodate the bicycle lanes and sharrows on both sides of the street. Existing shade trees on Chase Avenue may be impacted with the increased pavement width and reduced swales, and a revision of the construction documents with associated fees and additional permitting would be required. The revised layout would impact the Project schedule with a possible delay of approximately six (6) months or more, requires FDOT approval of the design changes, and could potentially affect grant funding subject to FDOT's review and approval. This option is not recommended as the the green bike lane segments are not sufficiently long to be effective. In addition, sharrows are not considered a desirable facility for bicyclists as compared to dedicated bike lanes or a separated shared-use path.

- **Option 3: REDUCE THE WIDTH OF SHARED-USE PATH AT CORNER RESIDENCE**

This option would maintain the shared-use path in front of the single-family residence at 3186 Prairie Avenue, however, it would reduce the width of the path from 10'-0" to 8'-0" as approved in City Commission Resolution No. 2019-31036. The design consultant will evaluate appropriate measures to safely transition the path from 10' to 8', including signage and other measures. In addition, and subject to FDOT approval, this option may include physical devices on the path surface to slow down bicyclists and compel bicyclists to dismount as they approach the private residence. The intent is for bicyclists to dismount prior to reaching the Prairie Avenue sidewalk (Exhibit C). The reduced width of the shared-use path may slow bicyclists, however, it may also create conflicts between bicyclists and pedestrians as the transition forces both modes onto a more narrow path. In addition, a revision of the construction documents with associated fees and additional permitting would be required. A reduction in the width of the share-use path would require a design variance to the requirements of the Green Book, subject to review and approval by FDOT, after the preparation, submission and review of revised construction documents. The revised layout would impact the Project schedule with a possible delay of approximately six (6) months or more.

The City Administration has received confirmation from FDOT that it is amenable to reviewing a formal request for a design variance from the requirement in the applicable code, upon approval by the City Commission (via Resolution) of said design variation request. The effects on grant funding, if any, would be evaluated by FDOT staff once the actual delay to the Project schedule is determined.

- **Option 4: ROUTE THE SHARED-USE PATH THROUGH MIAMI BEACH GOLF COURSE**

This option routes the 10'-0" wide shared-use path from the intersection of Chase Avenue and 34th Street through the east side of Miami Beach Golf Course to connect with the existing dedicated green bike lanes at Prairie Avenue and 31st Street. This option would allow pedestrians to utilize the existing sidewalk on 34th Street to connect to Prairie Avenue (Exhibit D). While the path would no longer run adjacent to the single-family property at 3186 Prairie Avenue under this option, the shared-use path would be adjacent to and impact the rear of ten (10) single-family residences along Prairie Avenue. Furthermore, this option would impact the golf course by

requiring a reconfiguration of the golf cart path, expand the area of the Project requiring soil remediation, increase the exposure of path users to errant golf balls, and require alterations to driveways and landscaping at residences on W. 31st Street, (including possible removal of encroachments). This option is anticipated to impact the Project schedule by approximately 12-15 months to address extensive redesign and permitting and would increase the Project budget significantly as it would increase the length of the shared-use path. This option is not recommended as relocating the shared-use path behind residences would create a greater impact to property owners and introduce quality-of-life concerns such as light and noise from bicyclists and pedestrians.

- **Option 5: SHARROWS ON W. 34TH STREET**

This option truncates the 10'-0" wide shared-use path along W. 34th Street to a point west of the property line of the single-family residence at 3186 Prairie Avenue, where bicyclists would be directed onto sharrows on W. 34th Street prior to reaching the intersection at Prairie Avenue. Pedestrians would remain on the existing sidewalk to connect to Prairie Avenue (Exhibit E). This option would require a revision of the construction documents with associated fees, additional permitting, and FDOT review and approval of the design changes. The revised layout would impact the Project schedule with a possible delay of approximately six (6) months or more and may potentially jeopardize grant funding, subject to FDOT's review and approval. This option is not recommended as sharrows are not considered a desirable facility for bicyclists as compared to dedicated bicycle lanes or a separated shared-use path. In addition, there is a safety concern with westbound bicyclists making a left turn from a sharrow lane to enter the shared-use path and proceed west; and

WHEREAS, the Transportation and Mobility Department engaged one of its transportation planning consultants (Alta Planning and Design) with expertise in the planning and design of bicycle/pedestrian facilities to conduct an independent review of the above options and provide a recommendation; and

WHEREAS, the CIP and Transportation and Mobility departments, in conjunction with their respective consultants, have corroborated and provided input and direction on this matter and based on a review of the above options by both CIP and the Transportation and Mobility Department, and taking into consideration the recommendations by Miller Legg (Exhibit F) and Alta Planning and Design, the City Administration supports the current design (Option 1) as the preferred option as it provides the safest path for pedestrians and bicyclists by providing a 10'-0" wide shared-use path, separated from vehicular traffic; and

WHEREAS, the current design has already been approved by FDOT which requested that a 10'-0" width be maintained to allow sufficient width for the different users. In addition, the design has received favorable input from DTPW. The construction documents are nearly 100% complete, and the City is prepared to commence the procurement phase. In the alternative, the Administration also supports Option 3 as a second choice for implementation, as it also provides a safe path for pedestrians and bicyclists separated from vehicular traffic; and

WHEREAS, the Administration recommends approval of the design and layout of the Chase Avenue and W. 34th Street Shared-Use Path project as described in Option 1, or Option 3 as a second choice, allowing the Administration to proceed with the procurement and construction phases of the Project.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby approve the Option ____ Design of the Chase Avenue and W. 34th Street Shared-Use Path Project, and authorize the administration to proceed with the invitation to bid and construction phases, subject to and contingent upon an appropriation of funds by the City Commission.

PASSED and ADOPTED this ____ day of _____, 2023.

Dan Gelber, Mayor

ATTEST:

Rafael E. Granado, City Clerk

**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**

Heinso (Signature) 9/11/2023
For City Attorney Date