

City of Miami Beach Transportation Workshop #1



April 27, 2017

TRANSPORTATION MASTER PLAN

A PUBLIC PROCESS

BACKGROUND

✓ **Commission Workshops:**

March 18, 2015

December 16, 2015

✓ **Public Workshops:**

June 16, 2015

January 12, 2016

Adopted by Commission in concert with a Bicycle Pedestrian Master Plan and Street Design Guide

✓ April 13, 2016



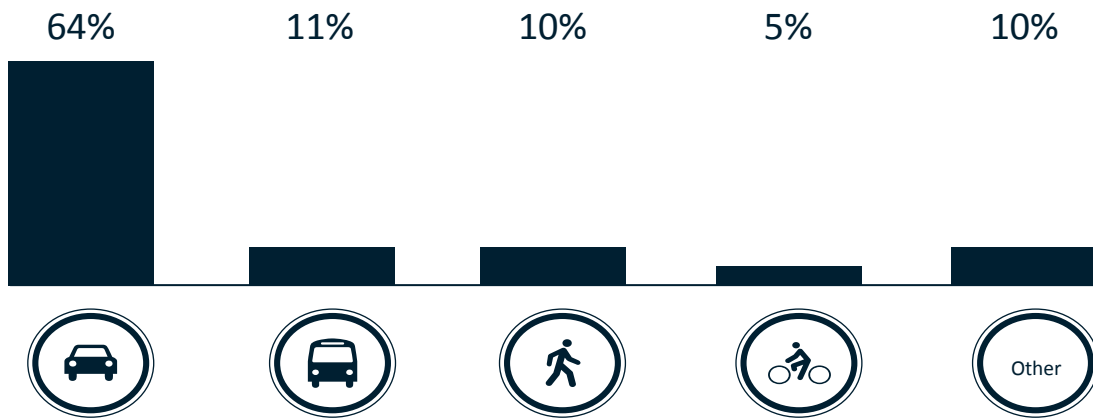
TRANSPORTATION MASTER PLAN

THE TRANSPORTATION MASTER PLAN CONTAINS STRONG GOALS TO SHIFT HOW PEOPLE TRAVEL

Goals are to prioritize pedestrians, improve transit service and infrastructure, develop a bicycle network that is safe, connected, and consistent, provide off street parking facilities that are accessible and convenient, plan for efficient freight mobility and delivery of goods, and provide policies for the future.

Existing

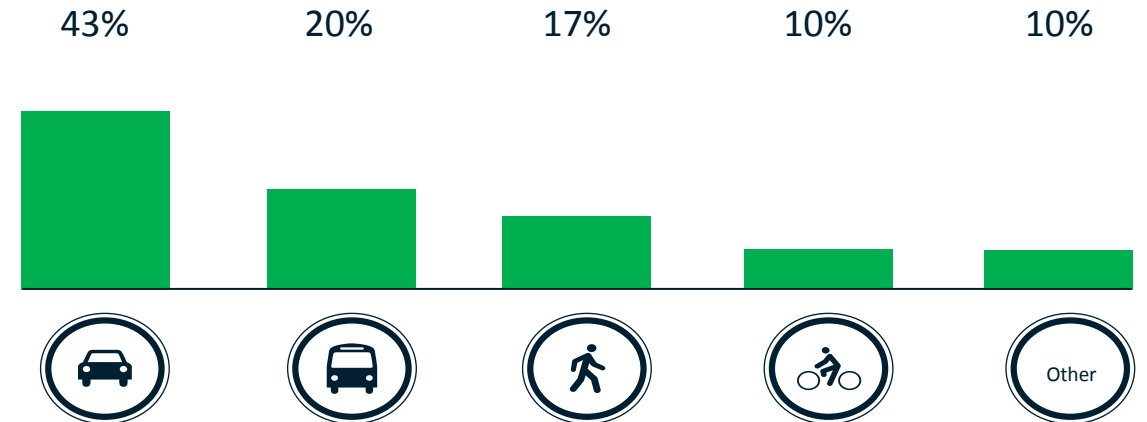
overall mode share



How people Travel (Mode Share)

2035

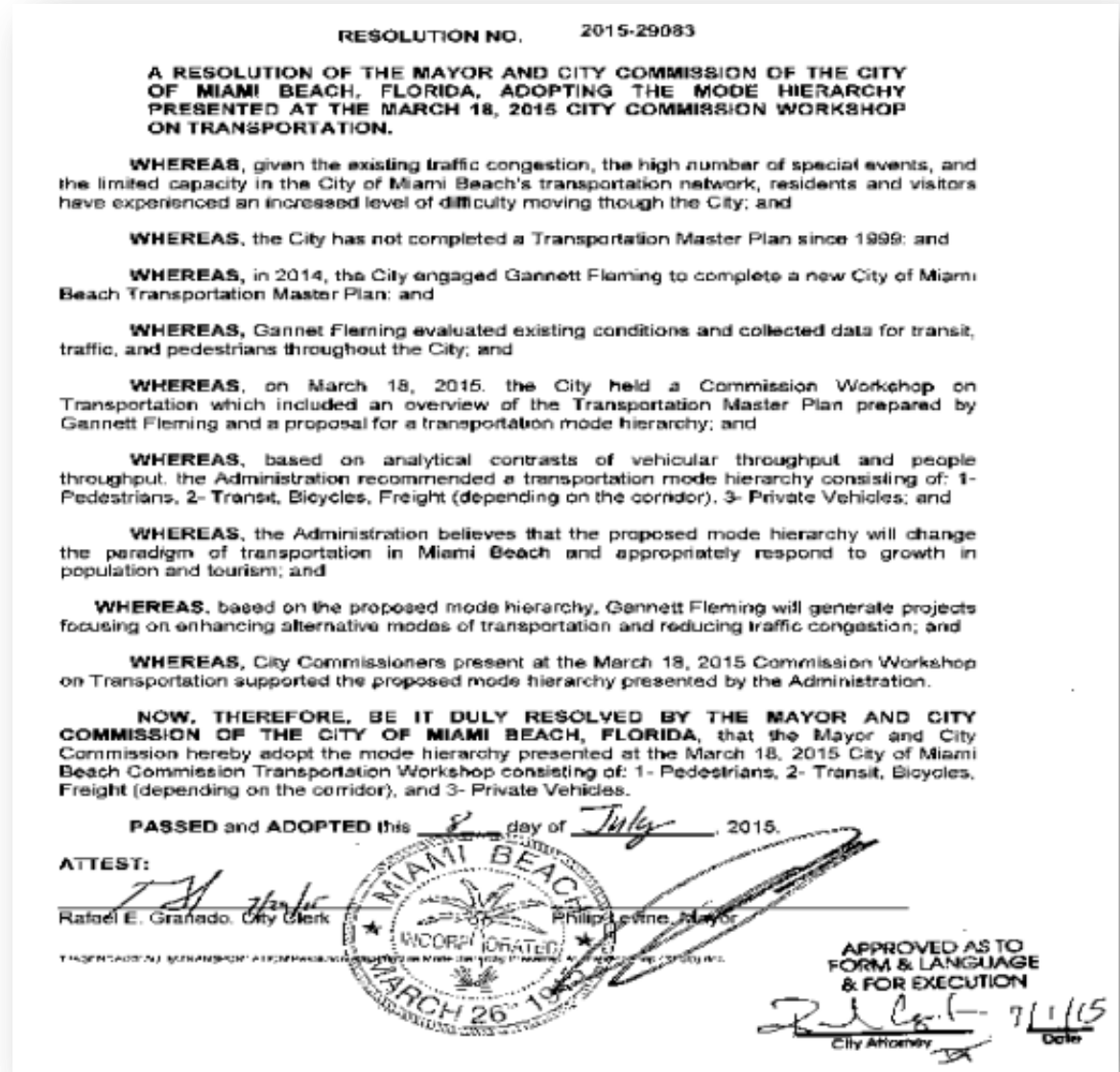
overall mode share vision



Represents a reduction of approximately **99.2 Metric Tons** of Greenhouse Gases per day

Commission Resolution Adopting Modal Priority July 8, 2015

1. Pedestrians
2. Transit
2. Bicyclists
2. Freight
3. Private Vehicles

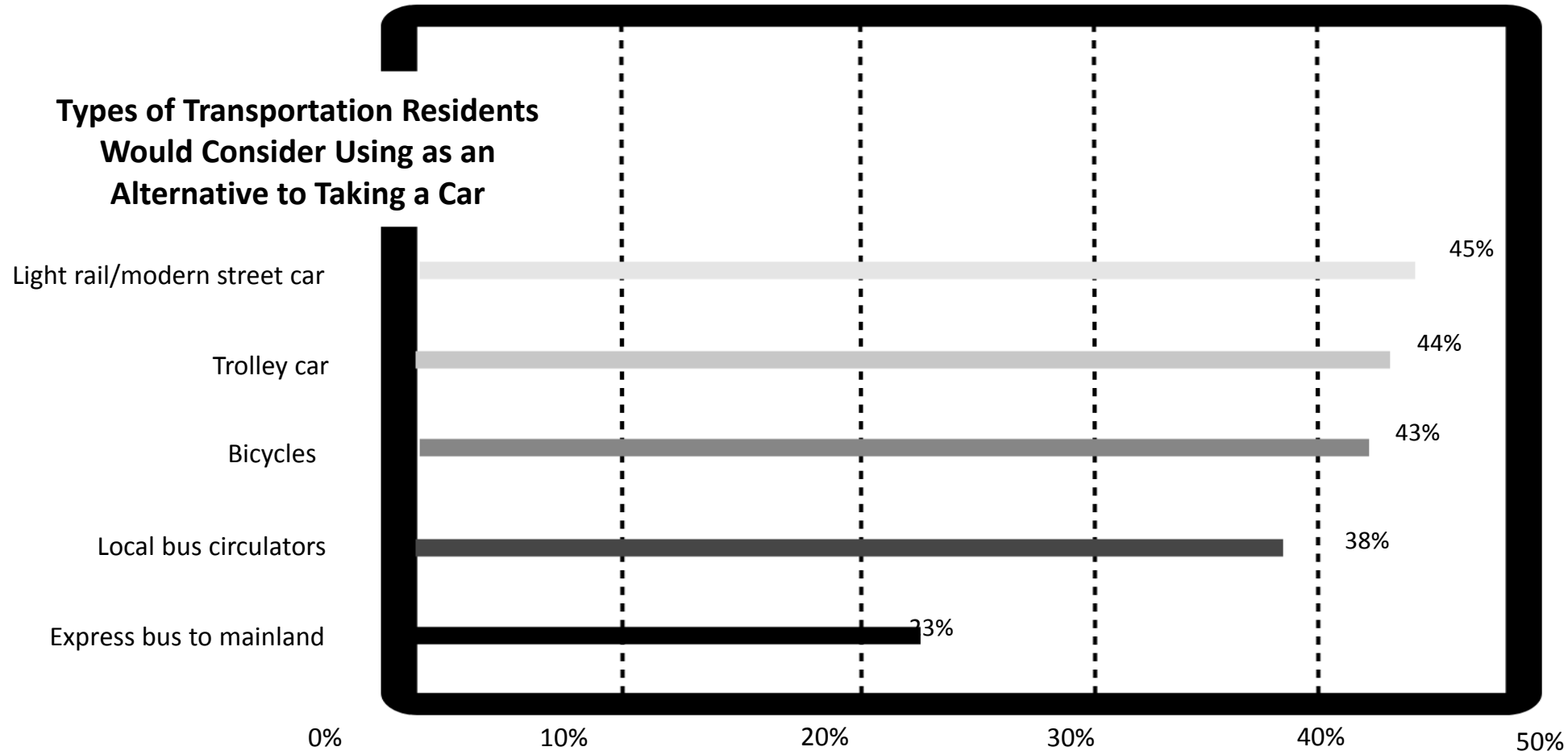


COMMUNITY FEEDBACK

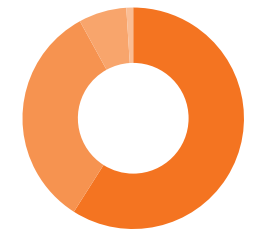
2016 RESIDENT SURVEY

1,908 residents surveyed

Types of Transportation Residents Would Consider Using as an Alternative to Taking a Car



Ratings of Traffic Flow in the City



- Poor: 59%
- Fair: 33%
- Good: 7%
- Excellent: 1%

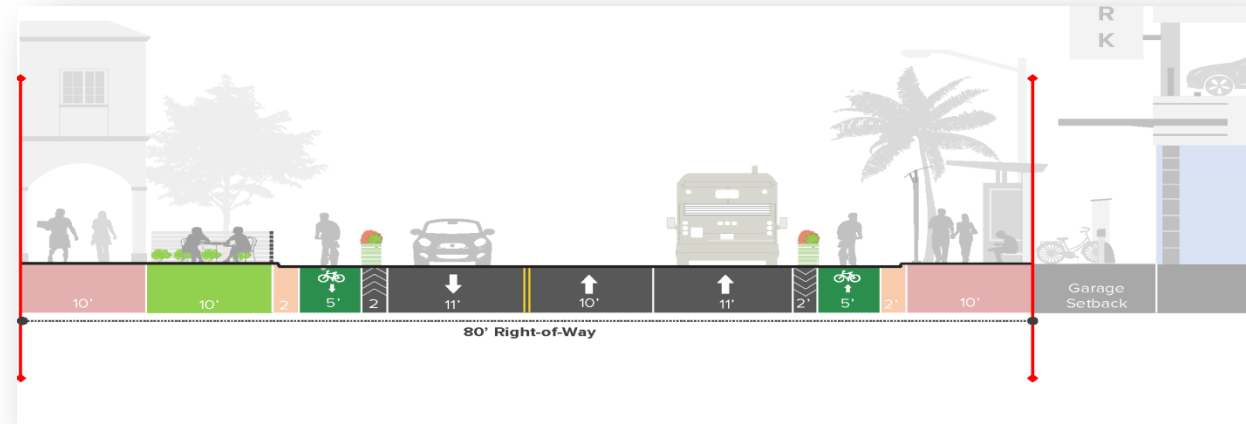
Source: ETC Institute DirectionFinder (2016 – Miami Beach, FL), 1,908 residents surveyed.

COMMUNITY FEEDBACK AND PROJECTS

WHAT INFRASTRUCTURE WOULD THEY GIVE UP?

- Would you give up a vehicular travel lane to build wider sidewalks with shade trees?
 - 59 Respondents, **69% Yes**, 31% No
- Would you give up a vehicular travel lane to build bike lanes?
 - 58 Respondents, **59% Yes**, 41% No
- Would you give up parking to build more open space?
 - 59 Respondents, **68% Yes**, 32% No
- Would you give up a vehicular travel lane to build a dedicated transit lane?
 - 59 Respondents, **81% Yes**, 19% No

Source: 2018 Beach Corridor Land Use Charrettes February 5 and 10, 2018



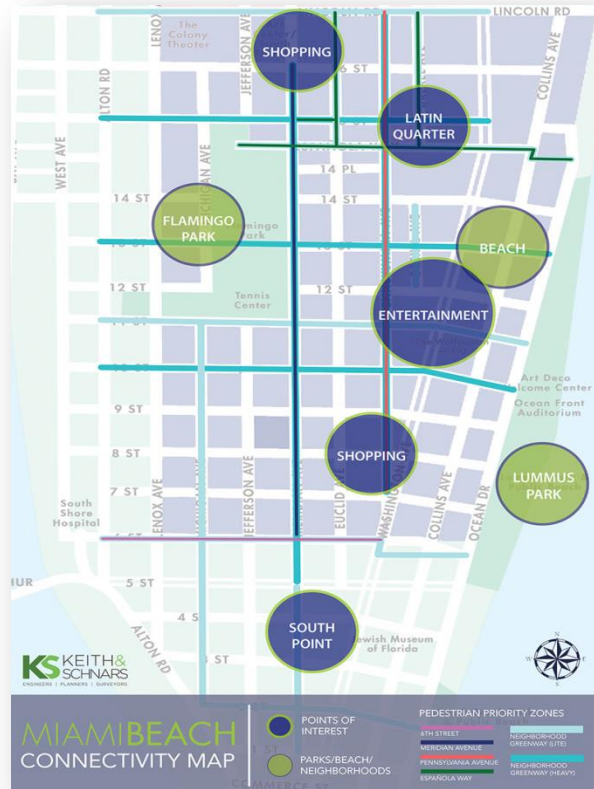
Complete Streets Projects

- Designed for all users - pedestrians, bicyclists, motorists, and transit.
- Designed for all ages and abilities.
- Make it easy and safe for people to walk to and from their destinations or bicycle to work.
- They allow buses to run on time.

In development: 23rd Street Complete Street

Future Project: 41 Street – with removal of parking lanes

NEIGHBORHOOD TRAFFIC CALMING PROJECTS



Pedestrian Priority Zones

- District-wide approach to pedestrian safety
- Includes complete sidewalk network
- Robust intersections that enhance safety
- No right turn on red.

Project Locations

- South of Fifth
- Flamingo Park
- Entertainment District

Other Traffic Calming Initiative Locations
Bayshore Neighborhood
Nautilus Neighborhood

Neighborhood Greenway Projects

- Control speeds
- Limits conflicts among users
- Gives priority to bicycles
- Provides a safe and attractive environment for pedestrians.

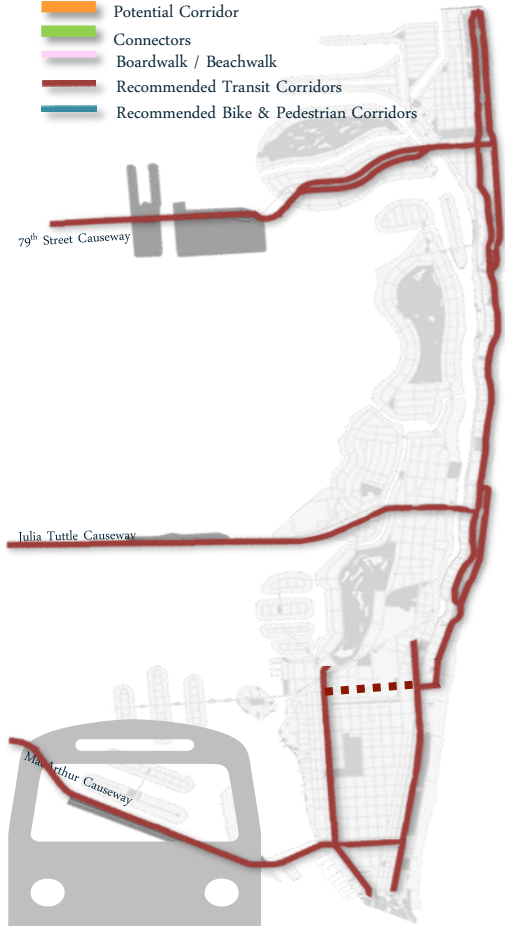
Project Locations

- 85 Street
- 81/82 Street
- 77/78 Street
- Bay Drive
- North Bay Road



PRIORITIZED CORRIDORS

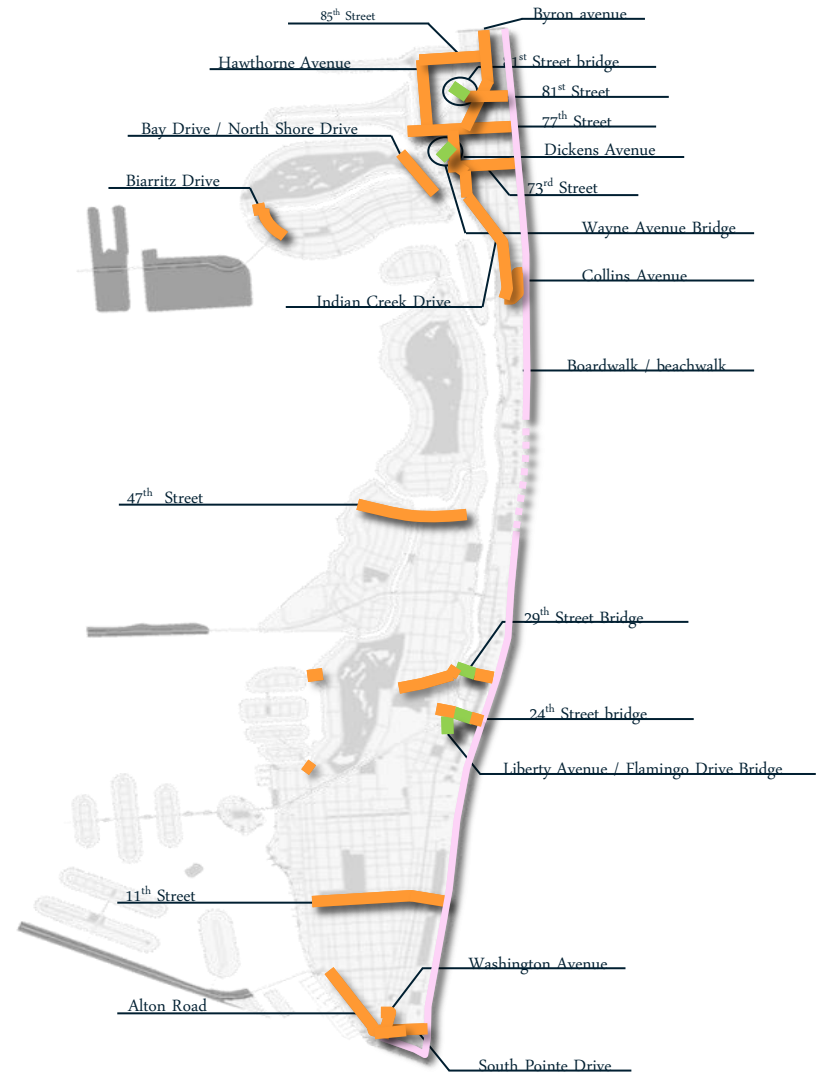
- █ Potential Corridor
- █ Connectors
- █ Boardwalk / Beachwalk
- █ Recommended Transit Corridors
- █ Recommended Bike & Pedestrian Corridors



Transit Corridors



Bike & Pedestrian Corridors



Connecting Links

BICYCLE CORRIDORS AND PROJECTS

Bicycle Facility Types

- **Protected Bicycle Lanes** are bicycle lanes that are separated from automobile traffic by a buffer lane.
- **Green Bicycle Lanes** are bicycle lanes painted green on local roads.
- **Shared Use Paths** are physically separated facility from motor vehicular traffic, and allow for mixing of non-motorized travel and pedestrians while still being separated from motorized travel lanes.

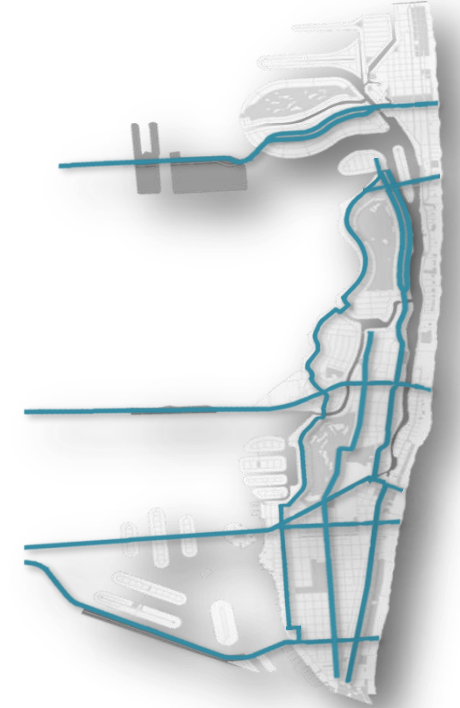
Project Locations

72/73rd Street
West Avenue
Meridian Avenue
63 Street
Alton Road Shared Use Path



Major Bicycle Priority Corridors

63rd Street
LaGorce/Pinetree
North Bay Road
West Avenue
Meridian Avenue
Euclid Avenue (parallel to Washington)
Causeways/5th Street/17th Street &
Dade/41 Street/71 St



ACHIEVEMENTS

- **Over 8 miles** of Bicycle Lanes have been painted since 2016.
- **Silver Award in May 2017** from the League of American Bicyclists. The highest award in South Florida.

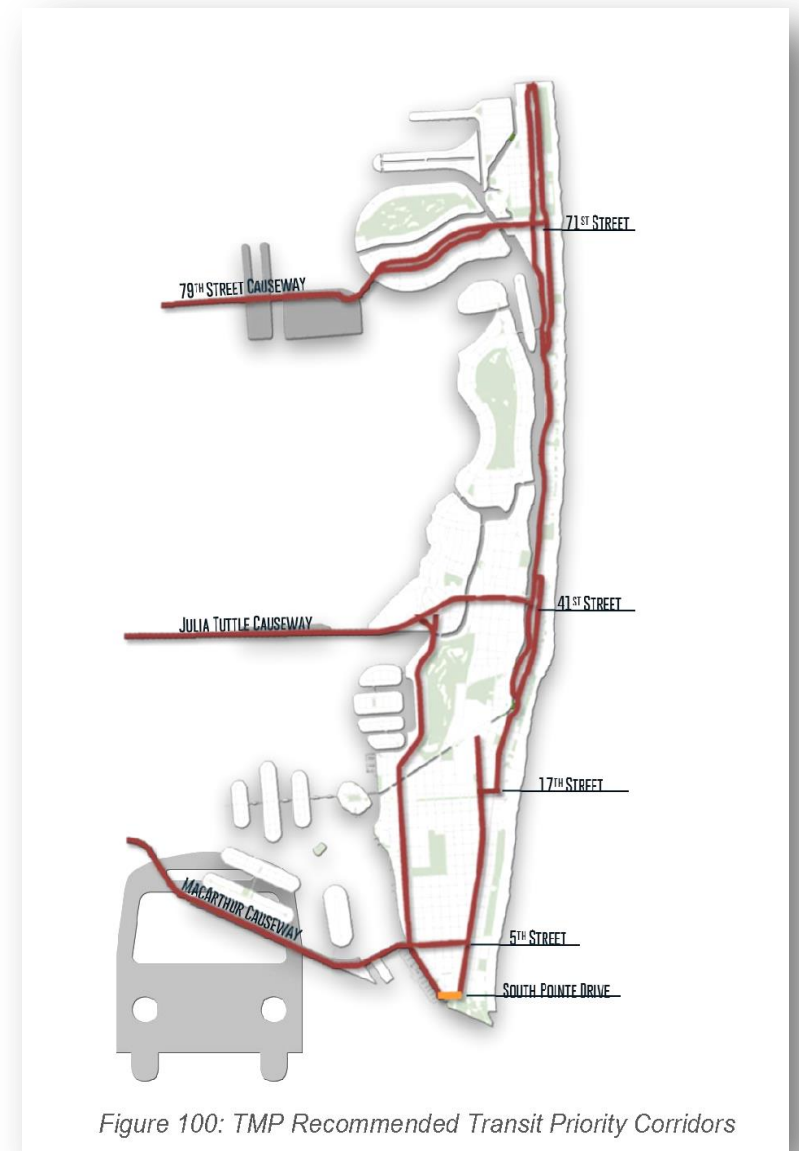
TRANSIT PRIORITIZED CORRIDORS

Transit Priority Corridors are planned to provide **exclusive right-of-way for transit** and provide full and continuous multimodal connectivity and include:

- 5th Street
- Washington Avenue
- 41st Street
- Indian Creek/Collins Avenue – North of 17th Street
- Harding/Abbot
- Alton Road
- 71st Street/Normandy Drive
- All Causeways

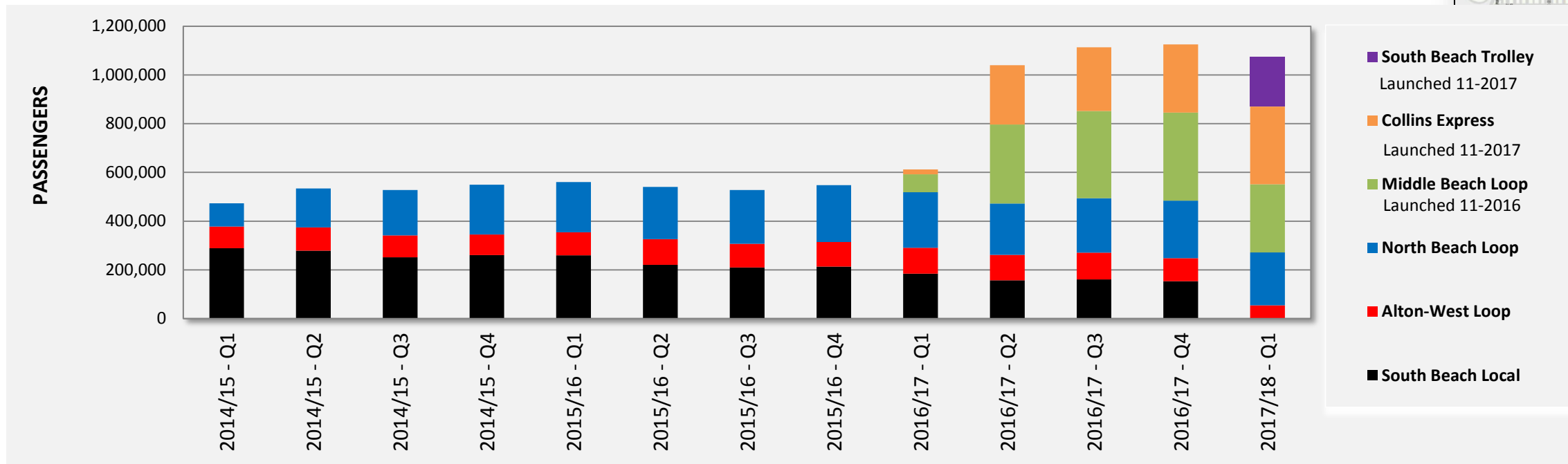
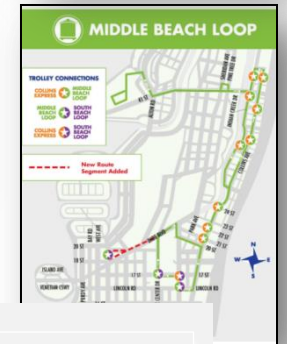
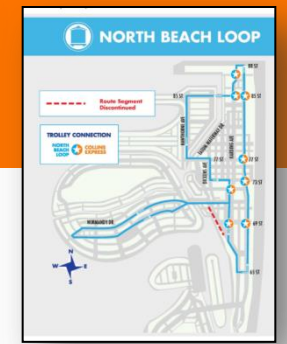
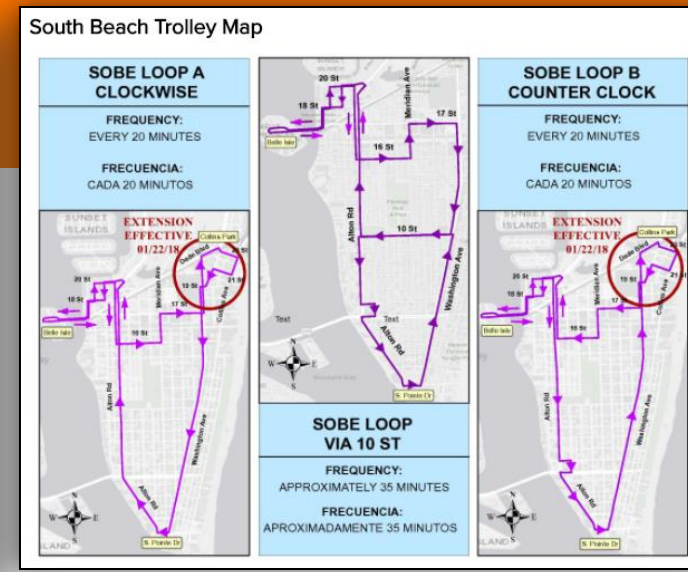
There is a large market for commuter transit service:

- There are 19,000 transit trips per day on the causeways.
- 40,000 workers commute into Miami Beach per day
- 26,000 workers commute out of Miami Beach per day



TROLLEY RIDERSHIP

New Miami Beach Trolley routes are consistent with Transportation Master Plan to promote availability of non-vehicular transportation alternatives



TRANSIT INTERMODAL CENTER

The need for **Intermodal Transit Facilities** in North, Middle, and South Beach is well documented.

Proposed Locations Include:

- North Beach at 72nd and 73rd Street
- Middle Beach 41ST Street Entrance Area
- South Beach at 5th Street

TRAFFIC MANAGEMENT INITIATIVES



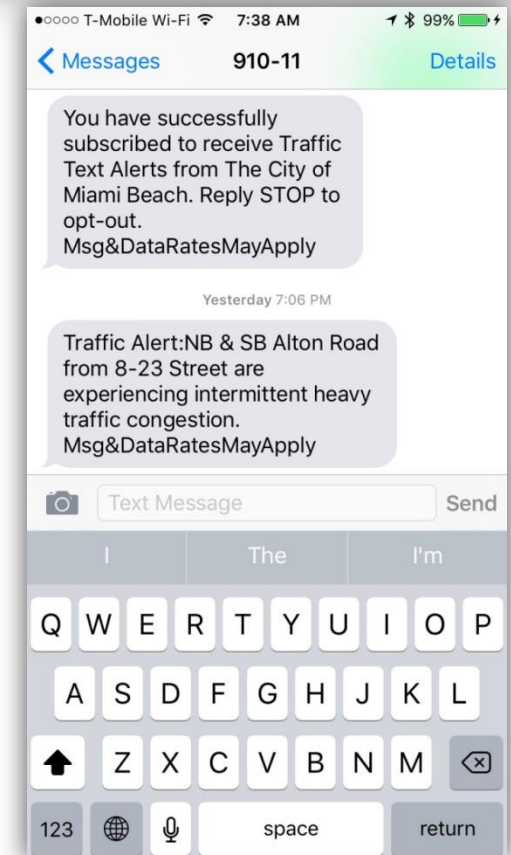
EXISTING

- Traffic Light Timing for Special Events
- VMS Messaging Regarding Traffic Conditions
- Real Time Traffic Monitoring via Cameras
- Traffic Signal Engineer with remote capabilities
- Traffic Text Alerts



PLANNED

- Transportation Demand Management Strategy
- Complete Intelligent Transportation System (ITS)
- Smart Parking Systems
- Signal Optimization along Major Corridors
- Adaptive Traffic Signal Control



TRANSIT INTERMODAL CENTER

Miami Beach has a robust internal transportation system in place or underway, including:

- Trolleys
- Traffic Management
- Complete Streets in Development

Next Focus: Regional Connections.

RECENT REGIONAL TRANSIT RESOLUTIONS

December 14, 2016 Resolution 2016-29690

- Directed Administration to advance short-term transit initiatives such as BERT service and long-term for a light rail/modern streetcar connection across the MacArthur Causeway
- Suspend approval of an Interim Agreement with the top-ranked Proposer until Miami-Dade County takes formal action on commitment to the Beach Corridor Project (across the MacArthur Causeway);
- Pursue federal, state and local funding for the Miami Beach Project; and
- Require approval of any final Comprehensive Agreement for the rail project by a majority of the voters voting in a City-wide referendum.

Pursuant to the above direction, Transportation staff is participating in the County's Beach Corridor project and coordinating with regarding BERT Service.

July 28, 2017 Resolution 2017-30008

- City staff and FDOT staff met several times regarding a solution to improve accessibility between the I-95 Express Lanes and the Julia Tuttle Causeway.
- The best short-term solution provides southbound access from the I-95 Express Lanes to the Julia Tuttle Causeway via a Texas U-Turn. FDOT staff believes this could be accomplished in a 2-3 year timeframe.
- City Commission strongly supported the Texas U-turn effort in July of 2017.

RECENT REGIONAL TRANSIT RESOLUTIONS

February 14, 2018 Resolution 2018-30179

- Supports the SMART Plan
- Supports smart transit between downtown Miami and Miami Beach
- Urges the TPO and Miami-Dade County to find creative funding solutions to implement rapid transit efforts.

February 14, 2018 Resolution 30180

- Supports the SMART Plan
- Urges the TPO to additionally consider the Julia Tuttle Causeway for the Beach Corridor
- Urges use of real world data on Bus Rapid Transit

February 14, 2018 Resolution 2018-30192

- Urges the City of Miami to support the Beach's efforts to secure services from Miami-Dade County for the reinstatement of the route and service plan for county bus route "A" that was in effect prior to the venetian causeway bridge restrictions went into effect.

RECENT REGIONAL TRANSIT RESOLUTIONS

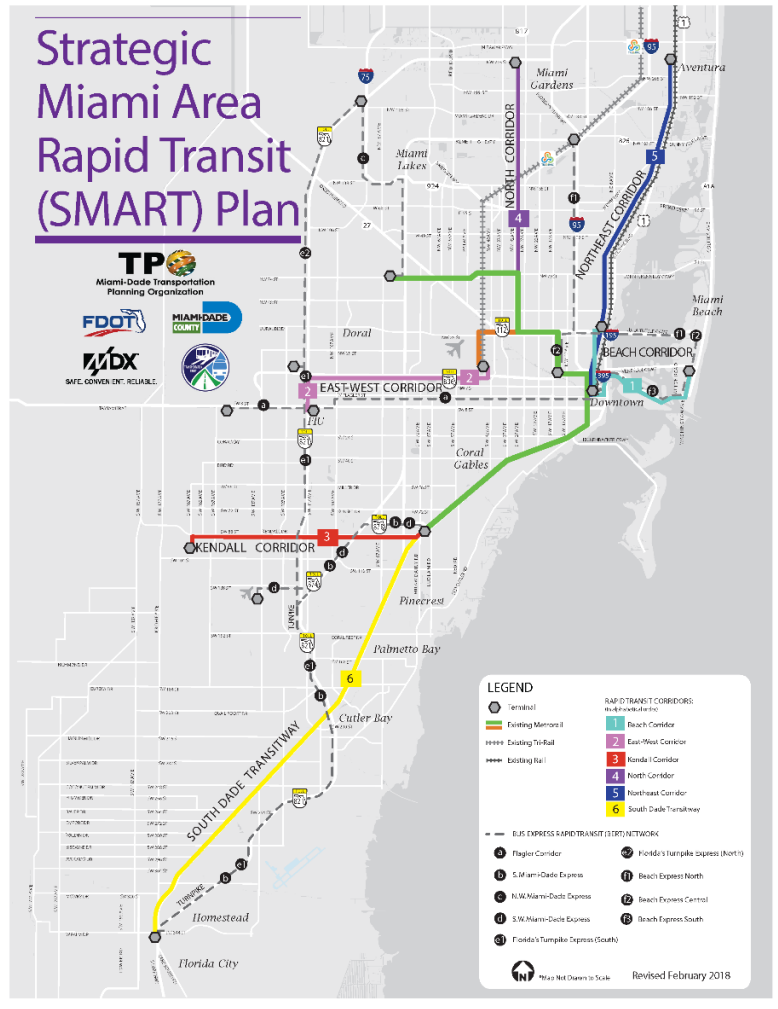
April 11, 2018 Resolution Number Pending

- Supports the SMART Plan and Bus Express Rapid Transit Service
- Work with Miami-Dade County to identify potential terminal/turnaround sites

SMART PLAN

(STRATEGIC MIAMI AREA RAPID TRANSIT PLAN)

The SMART Plan intends to advance six of the PTP's rapid transit corridors, along with a network system of Bus Express Rapid Transit (BERT) service, in order to implement mass transit projects in Miami-Dade County.





City of Miami Beach Commission Transportation Workshop

Strategic Miami Area Rapid Transit “SMART” Plan

Aileen Bouclé, AICP
Executive Director, Miami-Dade TPO

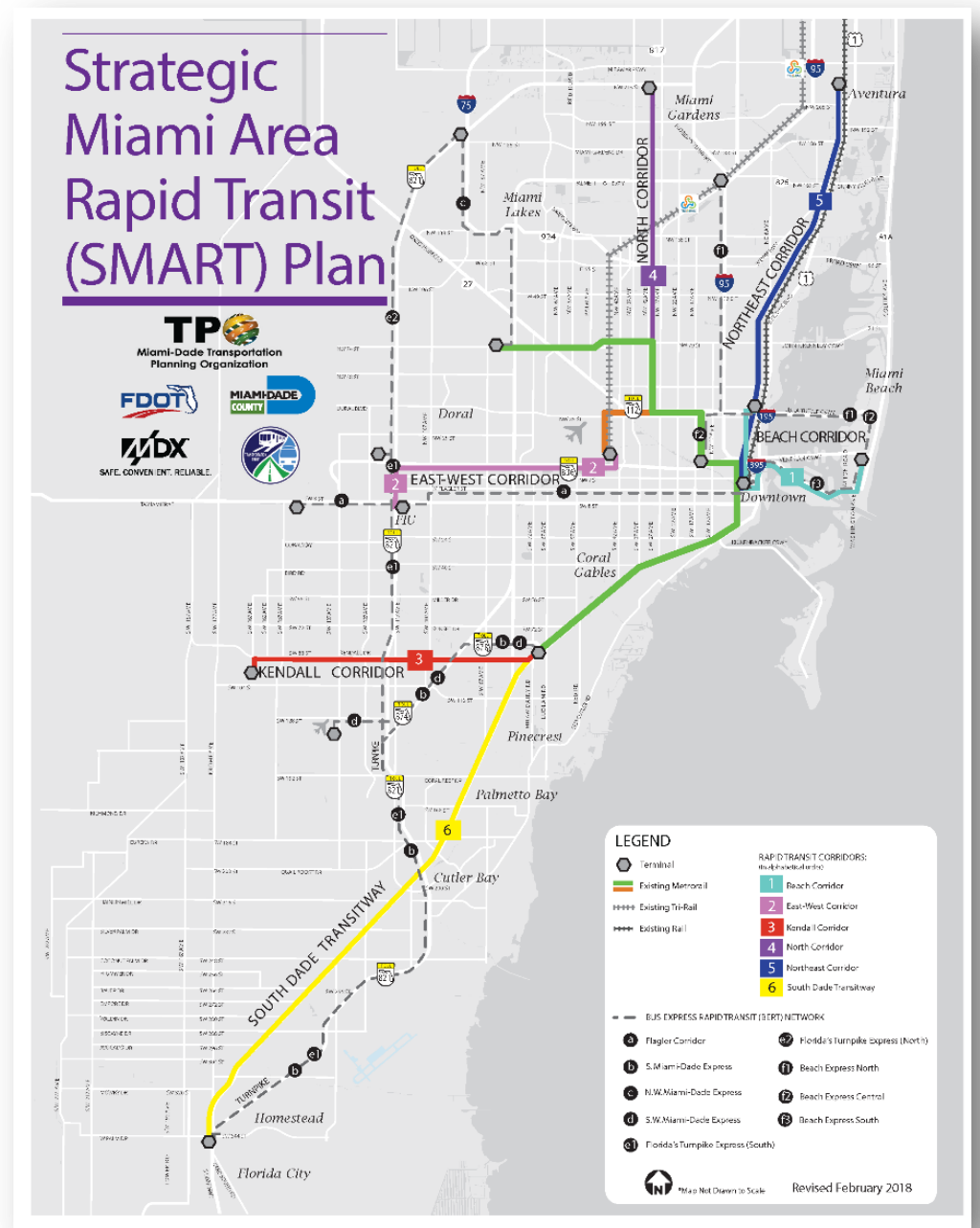
SMART Plan/ SMART Region

Strategic Miami Area Rapid Transit

- **Six (6) Rapid Transit Corridors**
 - ✓ Beach
 - ✓ East-West
 - ✓ Kendall
 - ✓ North
 - ✓ Northeast
 - ✓ South

(1) Project Development & Environment Phase
(2) Implementation Plan for each corridor
- **Six (6) Bus Express Rapid Transit Corridors**
 - ✓ Beach Express
 - ✓ Flagler Street
 - ✓ Florida Turnpike
 - ✓ NW Miami-Dade Express
 - ✓ S Miami-Dade Express
 - ✓ SW Miami-Dade Express

Over 90 miles of express bus network
- **Supported by the TPO Governing Board, Miami-Dade County, Municipalities, State and multiple entities**



Milestone: TPO Program Priorities

June 22, 2017

TPO Federal SU Funds

Prioritized:

- \$75M between FY 2020 to FY 2022
- \$30M/Year FY 2023 to FY 2053 (30 years)

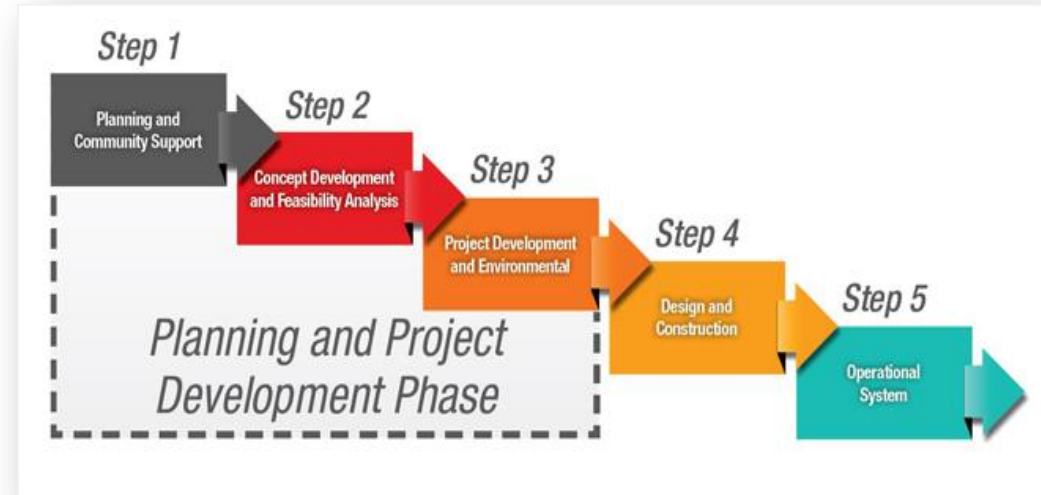
State Funding Request for Bus Express Rapid Transit (BERT) Environmental Phase

MIAMI-DADE TPO PRIORITY PROJECTS				
#	PROJECT NAME	DESCRIPTION	ALLOCATIONS	
			PREVIOUS YEARS	FY 2023
1	SMART Plan Priority I Program of Projects	<p>Federal Urban Fund allocation for SMART Plan as follows:</p> <ul style="list-style-type: none"> • Flex: Federal SU/SA to Federal Transit Administration for Miami-Dade Transit federal eligible capital projects • Pledge: Miami-Dade County to allocate equivalent funding commitment from the People's Transportation Plan (PTP) to be allocated for qualifying local match per year (Pro Forma) • Match: FDOT New Start/Small Starts state fund match 	<ul style="list-style-type: none"> • FY 2020: \$17,122,918 • FY 2021: \$24,733,336 • FY 2022: \$32,814,766 <p>FDOT New Start/Small Starts State Fund Match:</p> <ul style="list-style-type: none"> • FY 2020: \$17,122,918 • FY 2021: \$24,733,336 • FY 2022: \$32,814,766 	<ul style="list-style-type: none"> • FY 2023: \$30,000,000 <p>FDOT New Start/Small Starts State Fund Match:</p> <ul style="list-style-type: none"> • FY 2023: \$30,000,000 <p>Recurring annual allocation starting FY 2023 through FY 2053</p>
2	SMART Plan Bus Express Rapid Transit (BERT) Network	<ul style="list-style-type: none"> • Flagler Corridor • S. Miami-Dade Express • N.W. Miami-Dade Express • S.W. Miami-Dade Express • Florida Turnpike Express • Beach Express 	<ul style="list-style-type: none"> • Flagler Express PD&E underway under FDOT lead • Rest of the BERT Routes under development by DTPW • State and Local Funding • No Federal funds 	<ul style="list-style-type: none"> • No Federal funds • Request State funds to support the PD&Es in the amount of \$2,000,000 in FY 2018

Simultaneous Outreach Activities

Project Development and Environment (PD&E) Studies Public Meetings

Evaluating the implementation of a cost-effective, premium transit system with a focus on providing improvements through an evaluation of transit options – mode, alignment, station stop locations, etc.



Land Use Scenario & Visioning Planning Charrettes

Complements the PD&E process by providing the vision for the development of a transit supportive Land Use Scenario Plan for each of the six SMART Plan corridors.



SMART Plan Supporters

Questions & Discussion



Miami-Dade Transportation
Planning Organization

AILEEN BOUCLÉ, EXECUTIVE DIRECTOR

www.miamidadetpo.org

 #MiamiSMARTPlan

Beach Corridor Rapid Transit Project

April 27, 2018 City of Miami Beach workshop

Department of Transportation and Public Works

Presentation Overview

- Beach Corridor Project Goals
- Beach Corridor – Process
- Beach Corridor – Study Area
- Tier 1- Technologies Evaluated
- Tier 2 Scope of Work
- Study Schedule
- Bus Express Rapid Transit (BERT) Implementation
- Project Team Contact

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Beach Corridor Project Goals

- Provide direct, convenient and comfortable rapid transit service
- Provide enhanced intermodal connections
- Promote pedestrian and bicycle-friendly solutions

Beach Corridor - Process

City of Miami Beach & Public Input
Throughout project process

Planning

Identify long range transportation goals, define purpose and need, consider potential environmental issues, conduct screening of options, conduct work meetings with local governments, and initiate public involvement.

Project Development & Environment (PD&E)

Refine the purpose and need, develop alternatives to meet the needs, evaluate environmental impacts, evaluate cost estimates, consider input from the public, and identify the Locally Preferred Alternative.

← **We are here**

Design

Prepare construction plans, and identify right of way requirement.

Right of Way

Acquire the needed property, and provide relocation assistance when needed.

Construction

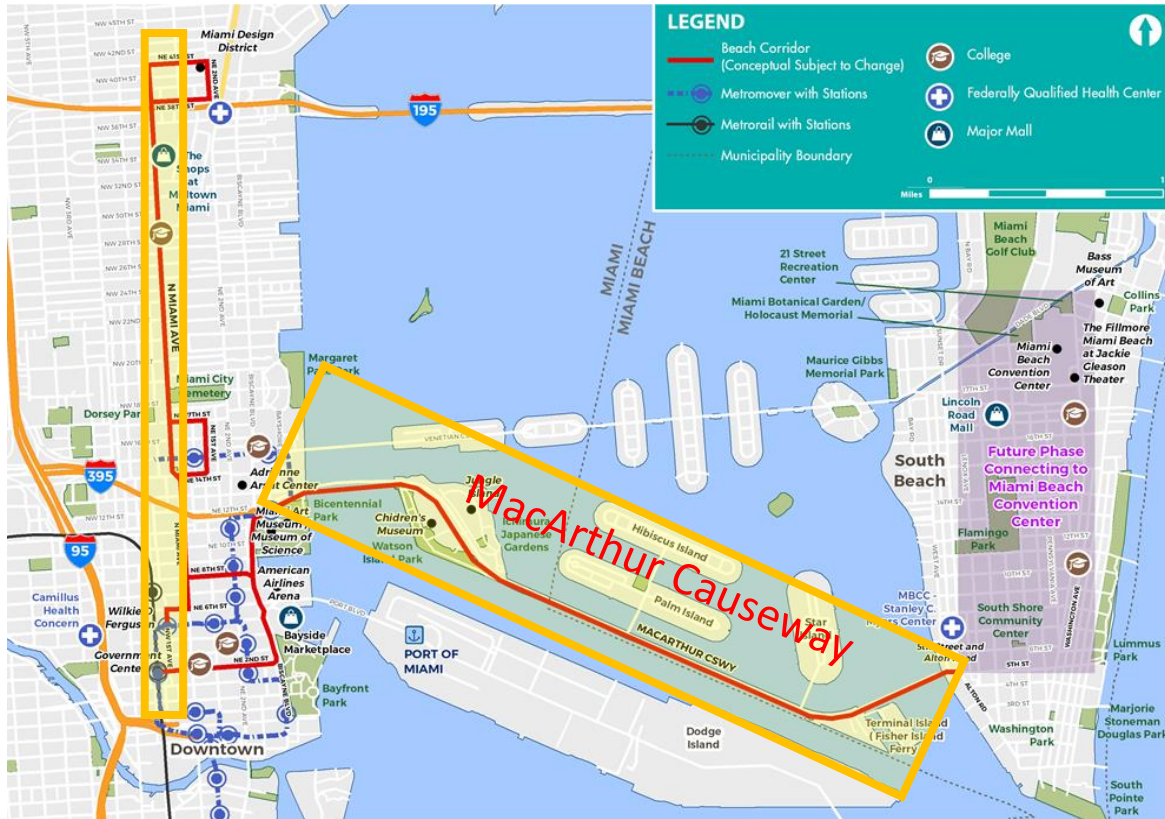
Oversee project construction, conduct inspection of materials, and manage impact to minimize disruption of traffic.

Revenue Service

Begin revenue service operations and maintain facility lighting, pavement, bridges, signs, etc

Beach Corridor - Study Area

- Tier 1- Design District to Alton Road and 5th Street



- Tier 2 - Limits Expanded



Tier 1 - Technologies Evaluated



Automated People Mover Vehicle (APM)



Light Rail Transit (LRT)



Autonomous Vehicle



Bus Rapid Transit (BRT)



Heavy Rail Transit (HRT)



Monorail



Aerial Cable Transit (ACT)

- All Study Segments

- Design District
- Bay Crossings
- Miami Beach

- All Study Segments

- I-95
- Bay Crossings
- Miami Beach Washington Ave and Alton Rd

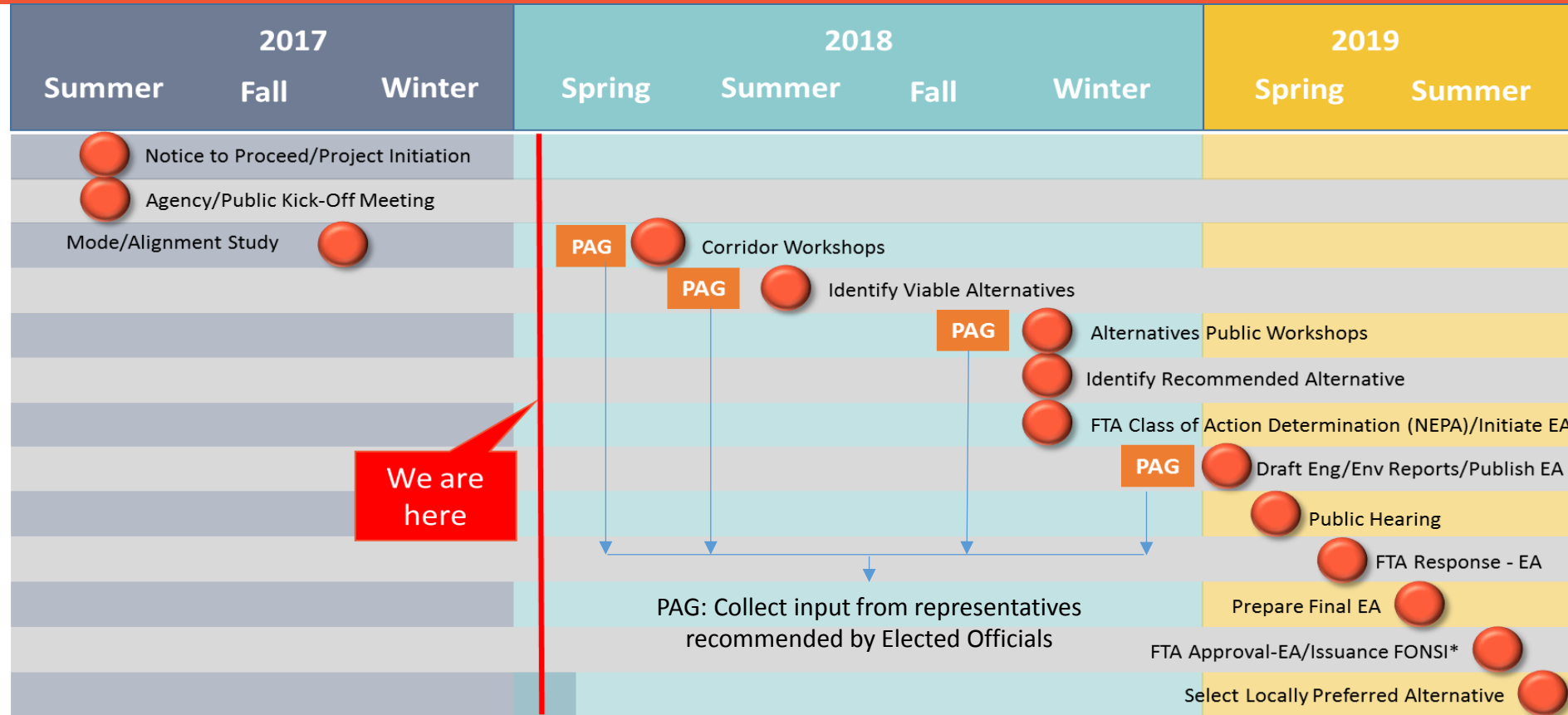
- Design District
- Downtown
- Bay Crossings

Tier 2 Scope of Work

- Expanded study limits:
 - From Alton Rd & 5th St. to Miami Beach Convention Center (MBCC)
 - I-195 corridor added for Rapid Transit evaluation
- Personal Rapid Transit (PRT) added for evaluation in all segments
- Tier 2 Goals:
 - Identify Mode(s)
 - Select Locally Preferred Alternative (LPA)
 - Complete NEPA



Study Schedule

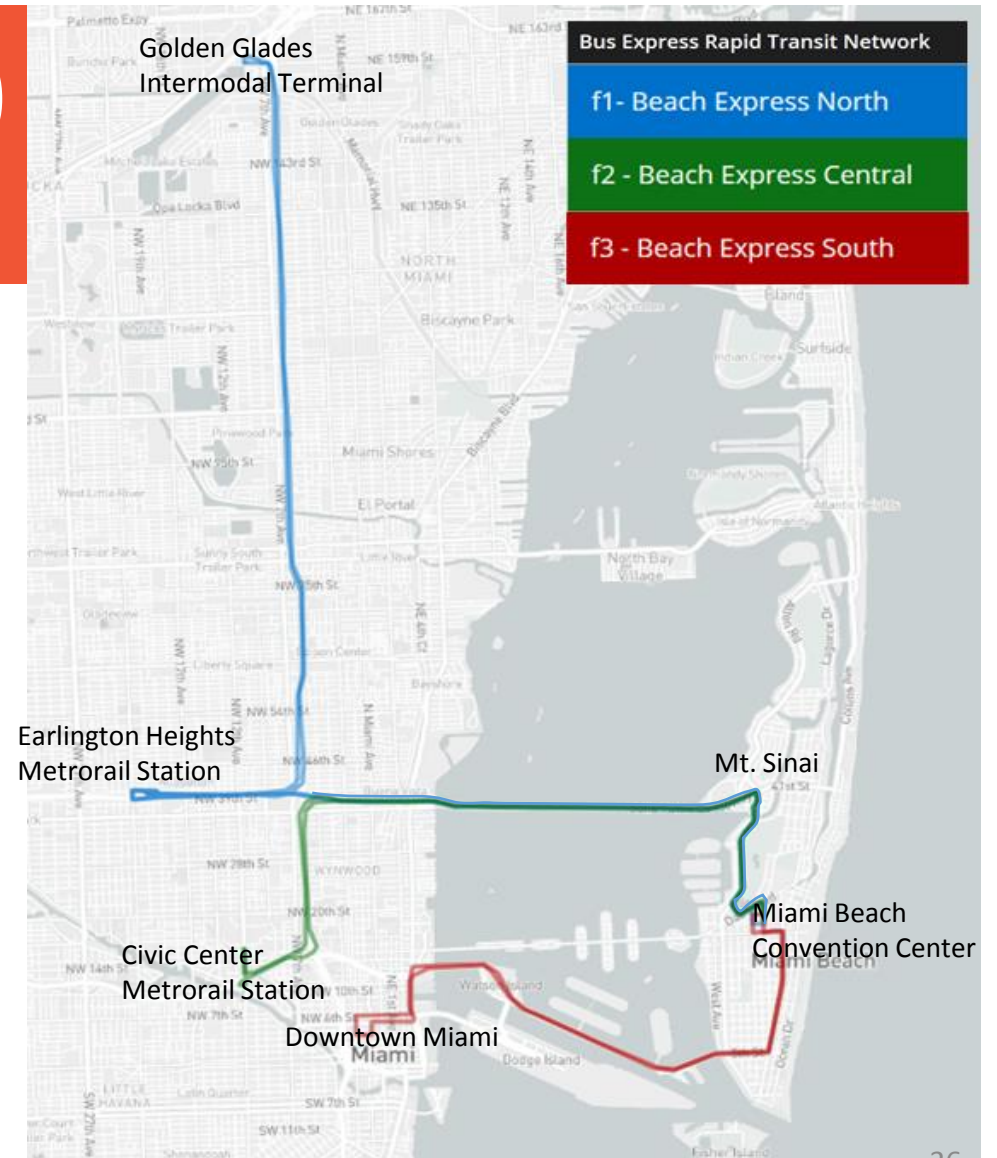


* Environmental Assessment (EA) and a 30-day FTA review period assumed for the schedule.

Bus Express Rapid Transit (BERT) Implementation

- Three BERT routes proposed to serve Miami Beach
 - **f1 Beach Express North:** Golden Glades to MBCC (intermediary stops at Earlington Heights Metrorail Station and in the area of Mt. Sinai)
 - **f2 Beach Express Central:** Civic Center Metrorail Station to MBCC (intermediary stop in the area of Mt. Sinai)
 - **f3 Beach Express South:** Downtown Intermodal to MBCC

BERT Study will be initiated by DTPW in Summer 2018. Service plans will be developed in coordination with the City of Miami Beach.



BERT Implementation (Cont.)

BERT Routes	Limits	2018*	2019-2023
f1. Beach Express North	GGI - MBCC	Begin Express Bus Service <i>Intermediary Stop at Earlington Heights Metrorail Station</i>	Terminal Development in the area of Mt. Sinai
f2. Beach Express Central	Civic Center - MBCC	Begin Express Bus Service	Terminal Development in the area of Mt. Sinai
f3. Beach Express South	Downtown - MBCC	Begin Express Bus Service	

*Implementation is contingent upon City of Miami Beach providing terminal locations

New CNG Buses



Project Team Contact

For more information:

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Yvette Holt, Consultant Public Information Officer (PIO)

Ph.: 305-335-0924

Email: Yvette@Holtcommunications.net

Discussion / DecisionPoints

Discussion / Decision Points:

- Intermodal Center on or around 41st Street
 - Enhanced Trolley Services
- Bus Rapid Transit on Julia Tuttle Causeway in Short Term
 - Input on Routes/Airport Connection
 - Bus on Shoulders
 - Look of Systems/Buses

DISCUSSION

Discussion

NEXT STEPS

Next Steps

Fall 2018 – Short Term BERT Coordination and Review with Miami Beach

Fall 2018 – Miami Beach Transportation Workshop #2

December 2018 - Short Term BERT Implementation

Winter 2018 – Beach Corridor Rapid Transit Tier 2 Public Outreach

Spring 2019 - Beach Corridor Rapid Transit Tier 2 Public Hearing

Summer 2019 – Beach Corridor Rapid Transit Tier 2 Select Locally Preferred Alternative