

Attachment D

RESOLUTION NO. 2018-30408

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TO ACCELERATE ALL NECESSARY ROADWAY IMPROVEMENTS TO THE INSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY IN ORDER TO ALLOW FOR THE IMPLEMENTATION AND OPERATION OF THE MIAMI BEACH - BEACH EXPRESS NORTH BUS EXPRESS RAPID TRANSIT (BERT) SERVICE ON THE INSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY AS PART OF THE BERT NETWORK OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN; AND, FURTHER, URGING FDOT TO TEMPORARILY DISCONTINUE THE EXISTING BICYCLE LANES AND ELIMINATE THE RUMBLE STRIPS ON THE OUTSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY IN ORDER TO ALLOW FOR THE INTERIM USE OF THE OUTSIDE SHOULDERS FOR THE IMPLEMENTATION AND OPERATION OF THE MIAMI BEACH - BEACH EXPRESS NORTH BERT DEMONSTRATION PROJECT, UNTIL THE NECESSARY IMPROVEMENTS ON THE INSIDE SHOULDERS ARE COMPLETED.

WHEREAS, on February 18, 2016, the Transportation Planning Organization (TPO) adopted Resolution No.: 06-16, which established transit as the "highest priority" for Miami-Dade County; and

WHEREAS, under Resolution No.: 26-16 adopted on April 21, 2016, the TPO Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a network of nine (9) bus express rapid transit (BERT) services; and

WHEREAS, on June 22, 2017, the TPO Governing Board adopted Resolution No.: 27-17 which designated specific funds for the implementation of the SMART Plan; and

WHEREAS, on June 27, 2017, the TPO Governing Board adopted Resolution No.: 14-18 which endorsed the identification and implementation of Demonstration projects that advance elements of the SMART Plan; and

WHEREAS, the TPO Transportation and Mobility Committee (TMC) identified eleven eligible projects, including the Miami Beach-Beach Express North ("Beach Express North") for the SMART Plan Demonstration projects, and favorably recommended the endorsement of same by the full TPO Governing Board, which occurred on June 21, 2018 via Resolution No.: 29-18; and

WHEREAS, also on June 21, 2018, the TPO Governing Board approved Resolution No.: 26-18 sponsored by Mayor Gelber (see Exhibit A) which urged FDOT to accelerate necessary roadway improvements on the Julia Tuttle Causeway for the implementation of the Beach Express North BERT Demonstration Project; and

WHEREAS, implementation of the Beach Express North project will bridge current service gaps for commuters while providing greater mobility options and relieve congestion within the corridor; and

WHEREAS, success of the Beach Express North BERT project requires the use of the shoulders to ensure premium service and travel time reliability; and

WHEREAS, the inside shoulder of the Julia Tuttle Causeway does not meet the minimum width requirements and does not have structural integrity for bus operations, thereby requiring rehabilitation and lane restriping to render it operational for bus service; and

WHEREAS, the Florida Department of Transportation has estimated that the rehabilitation and striping of the inside shoulder will take at least one and a half to two years; and

WHEREAS, the MacArthur Causeway east bridge is scheduled for major structural repairs beginning as early as summer 2018 with a duration of approximately one year and with at least one lane of travel closed during construction; and

WHEREAS, closure of a lane of travel on MacArthur Causeway will have significant traffic impacts on the Julia Tuttle Causeway and will require several traffic mitigation strategies; and

WHEREAS, the outside shoulder of the Julia Tuttle Causeway is currently used for a bike lane, however, since re-opening of the Venetian Causeway in 2017, bike usage of the outside shoulder on the Julia Tuttle Causeway has declined to 188 bicyclists per week based on TPO data; and

WHEREAS, in June 2018, data collection by Miami Beach identified an average of only four (4) bicyclists, per weekday, in the morning and afternoon peak hours.

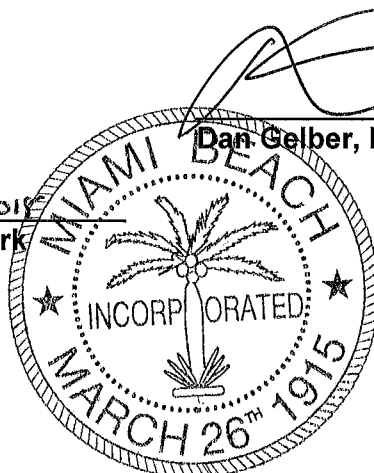
WHEREAS, in June 2018, data collection by Miami Beach identified an average of only four (4) bicyclists, per weekday, in the morning and afternoon peak hours.

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 urge the Florida Department of Transportation (FDOT) to accelerate all necessary roadway improvements to the inside shoulders of the Julia Tuttle Causeway as part of the BERT network of the Strategic Miami Area Rapid Transit (SMART) Plan; and further urge FDOT to temporarily discontinue the existing bicycle lanes and eliminate the rumble strips on the outside shoulders of the Julia Tuttle Causeway in order to allow for the interim use of the outside shoulders of the Julia Tuttle Causeway for the implementation and operation of the Miami Beach – Beach Express North BERT demonstration project, until the necessary improvements on the inside shoulders are completed.

PASSED and ADOPTED this 25th day of July, 2018

ATTEST:


AUG 6, 2018
Rafael E. Granado, City Clerk




Dan Gelber, Mayor

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

7/12/18
Date

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: July 25, 2018

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TO ACCELERATE ALL NECESSARY ROADWAY IMPROVEMENTS TO THE INSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY IN ORDER TO ALLOW FOR THE IMPLEMENTATION AND OPERATION OF THE MIAMI BEACH - BEACH EXPRESS NORTH BUS EXPRESS RAPID TRANSIT (BERT) SERVICE ON THE INSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY AS PART OF THE BERT NETWORK OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN; AND, FURTHER, URGING FDOT TO TEMPORARILY DISCONTINUE THE EXISTING BICYCLE LANES AND ELIMINATE THE RUMBLE STRIPS ON THE OUTSIDE SHOULDERS OF THE JULIA TUTTLE CAUSEWAY IN ORDER TO ALLOW FOR THE INTERIM USE OF THE OUTSIDE SHOULDERS FOR THE IMPLEMENTATION AND OPERATION OF THE MIAMI BEACH - BEACH EXPRESS NORTH BERT DEMONSTRATION PROJECT, UNTIL THE NECESSARY IMPROVEMENTS ON THE INSIDE SHOULDERS ARE COMPLETED.

RECOMMENDATION

Adopt the Resolution.

BACKGROUND

The Miami-Dade Transportation Planning Organization (TPO) adopted Resolution #06-16 on February 18, 2016, which established transit as the "highest priority" for Miami-Dade County. Under TPO Resolution #26-16 adopted on April 21, 2016, the TPO Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a network of nine (9) bus express rapid transit (BERT) services. Subsequently, the TPO Governing Board adopted Resolution #27-17 on June 22, 2017, which designated specific funds for the implementation of the SMART Plan. On April 26, 2018, the TPO Governing Board adopted Resolution #14-18, which endorsed the identification and implementation of SMART Demonstration projects that advance elements of the SMART Plan.

In response to the TPO SMART Plan Demonstration grant opportunity, on May 16, 2018, the Miami Beach City Commission adopted Resolution No. 2018-30317 authorizing the Administration to apply jointly with Miami-Dade County for 50% grant funding under the TPO SMART Plan Demonstration Program for the Beach Express North BERT Demonstration Project.

On June 21, 2018, the TPO Governing Board approved Resolution #29-18 endorsing eleven SMART Plan Demonstration Projects for 50% grant funding, including the Miami Beach-Beach Express North Bus BERT Project, as part of the TPO's SMART Plan Demonstration projects.

Also on June 21, 2018, the TPO Governing Board approved Resolution #26-18 sponsored by Mayor Gelber (see attached) which urged FDOT to accelerate necessary roadway improvement on the Julia Tuttle Causeway for the implementation on the Beach Express North BERT Demonstration Project. Based on recent conversations with FDOT leadership, FDOT has requested that the City Commission adopt a similar resolution.

ANALYSIS

The adopted Miami-Dade County SMART Plan includes a network of BERT routes on dedicated lanes including shoulders. Implementation of the Beach Express North BERT Demonstration project is important because it will bridge current service gaps for commuters while providing greater mobility options and relieve congestion within the corridor. Success of the Beach Express North BERT project, however, requires the use of the shoulders of the Julia Tuttle Causeway as a dedicated lane of travel to ensure premium express service and travel time reliability.

The existing inside shoulders of the Julia Tuttle Causeway, however, do not meet the minimum width requirements and structural integrity to allow for bus-on-shoulder operations. The Florida Department of Transportation (FDOT) has advised that bus-on-shoulder operation will require rehabilitation of the inside shoulder and lane restriping to render it operational for the proposed Beach Express North BERT service. Further, FDOT has estimated that the rehabilitation and striping work will take at least 1.5 to 2 years to complete.

During this time, the MacArthur Causeway east bridge is scheduled for major structural repairs by FDOT beginning as early as summer 2018. The project is scheduled to last approximately two (2) years with at least one (1) lane of travel closed in each direction during construction for approximately one (1) year. Closure of a travel lane on the MacArthur Causeway will have significant traffic impacts on both the MacArthur Causeway and the Julia Tuttle Causeway and will require various traffic mitigation strategies.

One of those traffic mitigation strategies could be the implementation of the proposed Beach Express North BERT Demonstration Service using the outside shoulders of the Julia Tuttle Causeway by the end of 2018 as projected by the County; however, the outside shoulders are currently used for bicycle lanes and have rumble strips along the length of the causeway. The usage of the bicycle lanes on the Julia Tuttle Causeway has declined since the re-opening of the Venetian Causeway in 2017 after a 9-month full closure due to emergency repairs to the west bascule bridge. The TPO estimates that the usage of the bicycle lanes declined to 188 bicyclists per week in May/June 2017. In June 2018, Miami Beach Transportation Department staff conducted recent data collection of morning and afternoon peak period usage of the bicycle lanes on the outside shoulders of the Julia Tuttle Causeway, and, based on the analysis, an average of only four (4) bicyclists per weekday were observed during the morning and afternoon peak hours.

CONCLUSION

Commission adoption of a Resolution urging FDOT to expedite the necessary work on the inside shoulders of the Julia Tuttle Causeway and, in the interim, to temporarily discontinue the existing bike lanes and remove the rumble strips on the outside shoulders is essential in order to allow for bus-on-shoulder operation of the Beach Express North BERT Demonstration Service anticipated by the County to begin by the end of 2018.

KEY INTENDED OUTCOMES SUPPORTED

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

Legislative Tracking

Transportation

Sponsor

Mayor Dan Gelber

ATTACHMENTS:

Description

- Mayor Gelber's TPO Resolution
- Resolution

TPO RESOLUTION #26-18

RESOLUTION URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION TO ACCELERATE NECESSARY ROADWAY IMPROVEMENTS ON THE JULIA TUTTLE CAUSEWAY FOR THE IMPLEMENTATION OF THE MIAMI BEACH-BEACH EXPRESS NORTH AS PART OF THE BUS EXPRESS RAPID TRANSIT (BERT) NETWORK OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN

WHEREAS, the Transportation Planning Organization (TPO), on February 18, 2016, adopted Resolution #06-16, which established transit as the “highest priority” for Miami-Dade County; and

WHEREAS, under Resolution #26-16, the TPO Governing Board endorsed the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a network of nine (9) bus express rapid transit (BERT) services; and

WHEREAS, the TPO Governing Board adopted Resolution #27-17, which designated specific funds for the implementation of the SMART Plan; and

WHEREAS, the TPO Governing Board adopted Resolution #14-18, which endorsed the identification and implementation of Demonstration projects that advance elements of the SMART Plan; and

WHEREAS, the TPO Transportation and Mobility Committee (TMC) identified eleven eligible projects, including the Miami Beach-Beach Express North (“Beach Express North”) for the SMART Plan Demonstration projects, and recommended favorably the endorsement of same; and

WHEREAS, implementation of the Beach Express North project will bridge current service gaps for commuters while providing greater mobility options and relieve congestion within the corridor; and

WHEREAS, success of the Beach Express North BERT project requires the use of the shoulders to ensure premium service and travel time reliability; and

WHEREAS, the inside shoulder does not meet the minimum width requirements and does not have structural integrity for bus operations, thereby requiring rehabilitation and lane restriping to render it operational for bus service; and

WHEREAS, the Florida Department of Transportation has estimated that the rehabilitation and striping of the inside shoulder will take at least 1.5 to 2 years; and

WHEREAS, the MacArthur Causeway east bridge is scheduled for major structural repairs beginning as early as summer 2018 with a duration of approximately 1 year and with at least one lane of travel closed during construction; and

WHEREAS, closure of a lane of travel on MacArthur Causeway will have significant traffic impacts on the Julia Tuttle Causeway and will require several traffic mitigation strategies; and

WHEREAS, the outside shoulder of the Julia Tuttle Causeway is currently used for a bike lane, however, since re-opening of the Venetian Causeway in 2017, bike usage of the outside shoulder on the Julia Tuttle Causeway has declined to 188 bicyclists per week based on TPO data,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION PLANNING ORGANIZATION IN ITS ROLE AS THE MPO FOR THE MIAMI URBANIZED AREA, that this Board urges the Florida Department of Transportation (FDOT) to accelerate necessary roadway improvements on the Julia Tuttle Causeway to allow bus operations on the inside shoulder and allow use of the outside shoulder until those improvements are in place, thereby providing for the implementation of the Miami Beach-Beach Express North as part of the Bus Express Rapid Transit (BERT) network of the Strategic Miami Area Rapid Transit (SMART) Plan within the next six (6) months.

The adoption of the foregoing resolution was sponsored by Board Member Dan Gelber and co-sponsored by Chairman Esteban L. Bovo, Jr., and Board Members: Sally A. Heyman, Audrey M. Edmonson, and Smith Joseph. The resolution was moved by Board Member Sally A. Heyman and was seconded by Board Member Rebeca Sosa, and upon being put to a vote, the vote was as follows:

Chairman Esteban L. Bovo, Jr.-Aye
 Vice Chairman Francis Suarez-Absent

Board Member Juan Carlos Bermudez	-Aye	Board Member Vince Lago	-Aye
Board Member Jose "Pepe" Diaz	-Aye	Board Member Daniella Levine Cava	-Aye
Board Member Audrey M. Edmonson	-Aye	Board Member Roberto Martell	-Aye
Board Member Dan Gelber	-Aye	Board Member Joe A. Martinez	-Absent
Board Member Oliver G. Gilbert, III	-Aye	Board Member Jean Monestime	-Aye
Board Member Perla T. Hantman	-Absent	Board Member Dennis C. Moss	-Aye
Board Member Carlos Hernandez	-Aye	Board Member Jeff Porter	-Aye
Board Member Sally A. Heyman	-Aye	Board Member Rebeca Sosa	-Aye
Board Member Barbara J. Jordan	-Absent	Board Member Javier D. Souto	-Absent
Board Member Smith Joseph	-Aye	Board Member Xavier L. Suarez	-Aye

The Chairperson thereupon declared the resolution duly passed and approved this day of 21st day of June, 2018.

TRANSPORTATION PLANNING ORGANIZATION

By

Zainab Salim

Zainab Salim, Clerk
 Miami-Dade TPO

