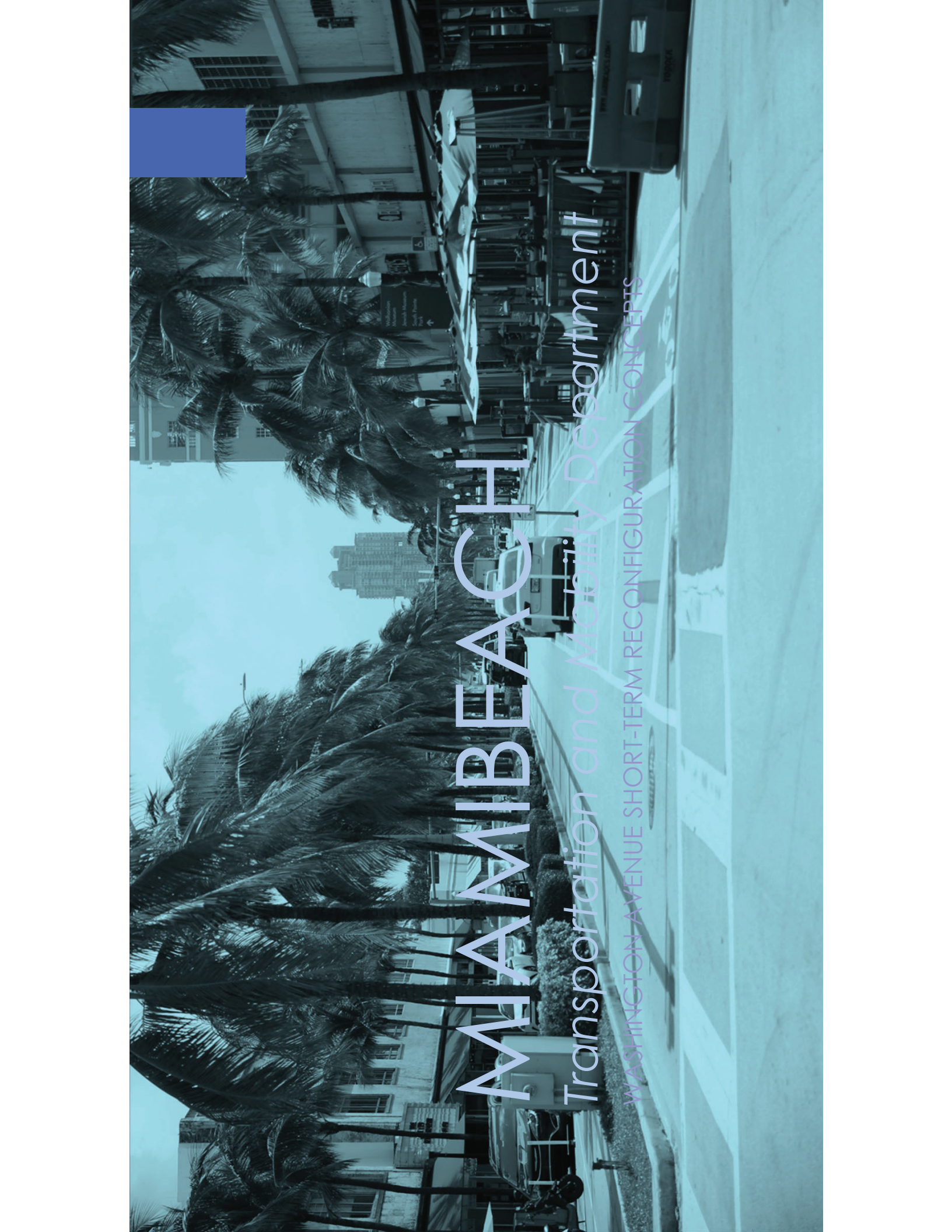




MIAMI BEACH

Transportation and Mobility Department

WASHINGTON AVENUE SHORT-TERM RECONFIGURATION CONCEPTS

Data Analysis (Pre-Covid - February 2019)



17,925 Cars



7,718 Peds



185 Bikes



493 Buses

24 Hr.
Traffic
Data



Data Analysis (Pilot - April 2021)



15,026 Cars



7,700 Peds

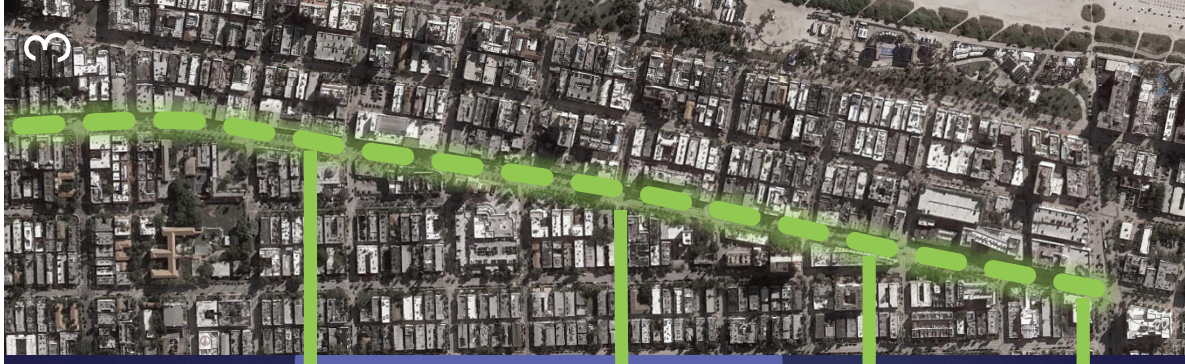


1,060 Bikes



0 Buses

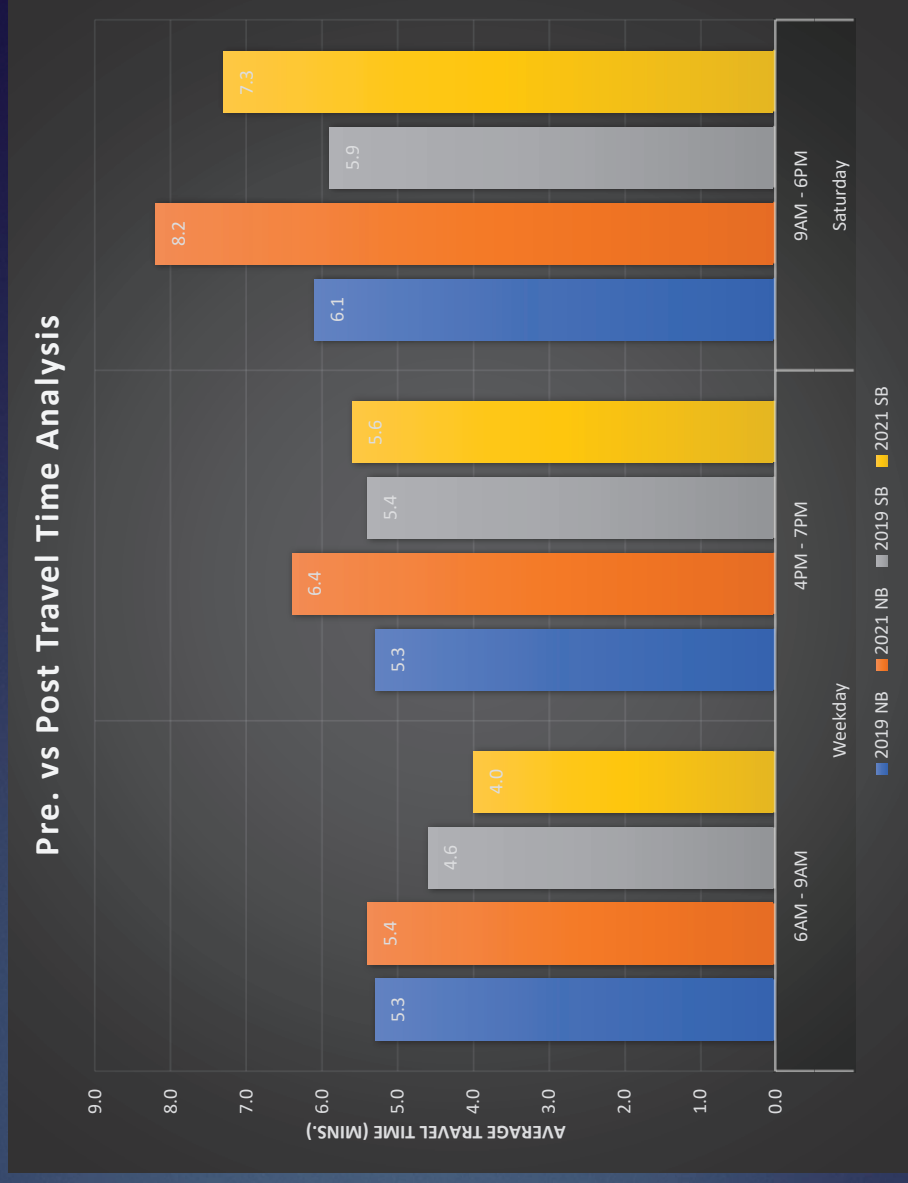
24 Hr.
Traffic
Data



Traffic Impacts – Pre vs. Post Average Travel Time

4

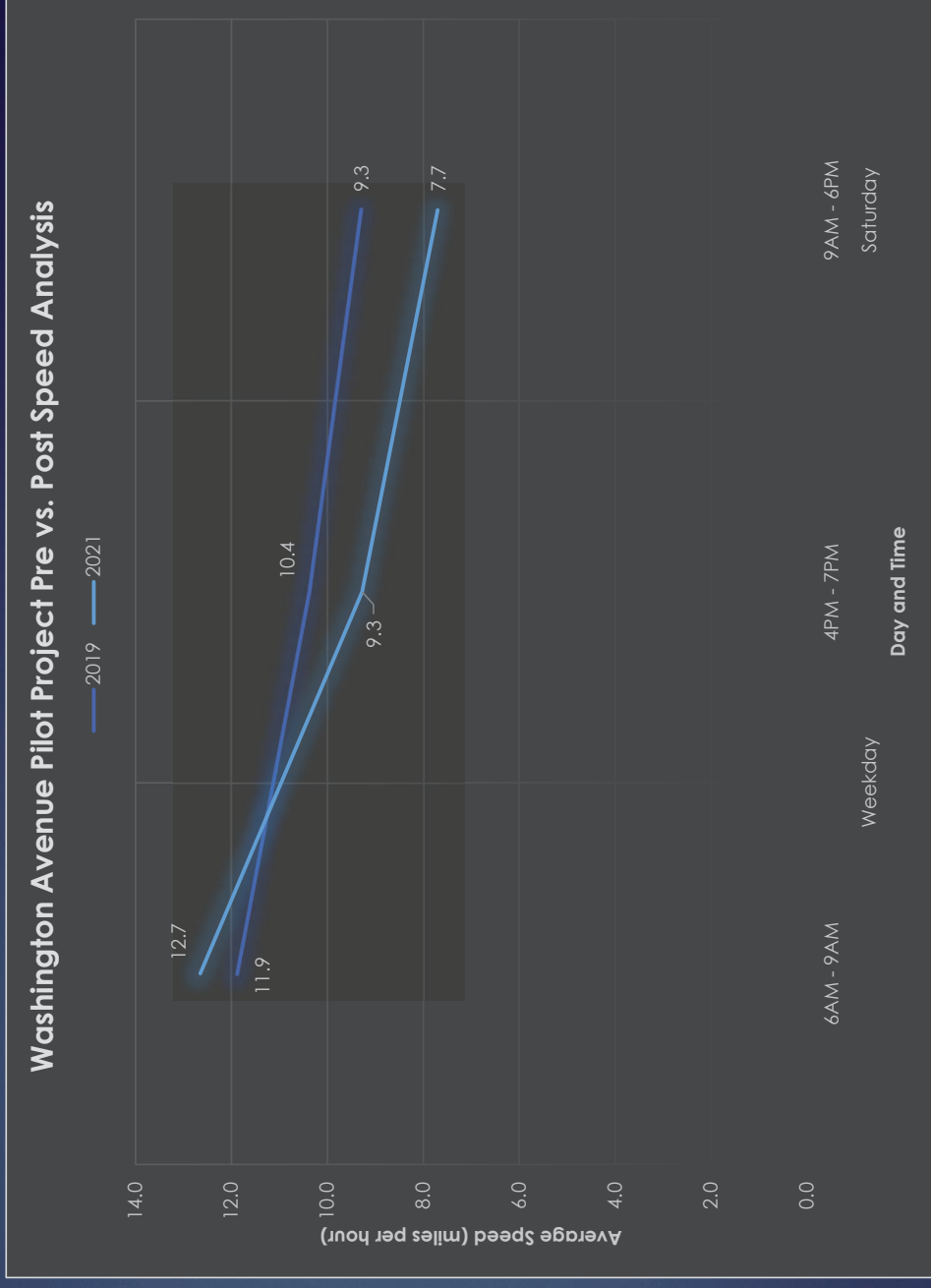
- On average, travel times have increased by just over 1 minute between 6 Street and 16 Street after implementation of pilot
- Highest average increase in travel time of 2.5 minutes occurs on Saturday between 8PM and 9PM



Traffic Impacts – Pre vs. Post Average Speeds

5

- Average speeds have decreased between 5 Street and 16 Street during afternoon peak and throughout weekend
- Lower average speeds contribute to increased travel time
- Lowest average speed occurs on weekends during late afternoon and evening hours



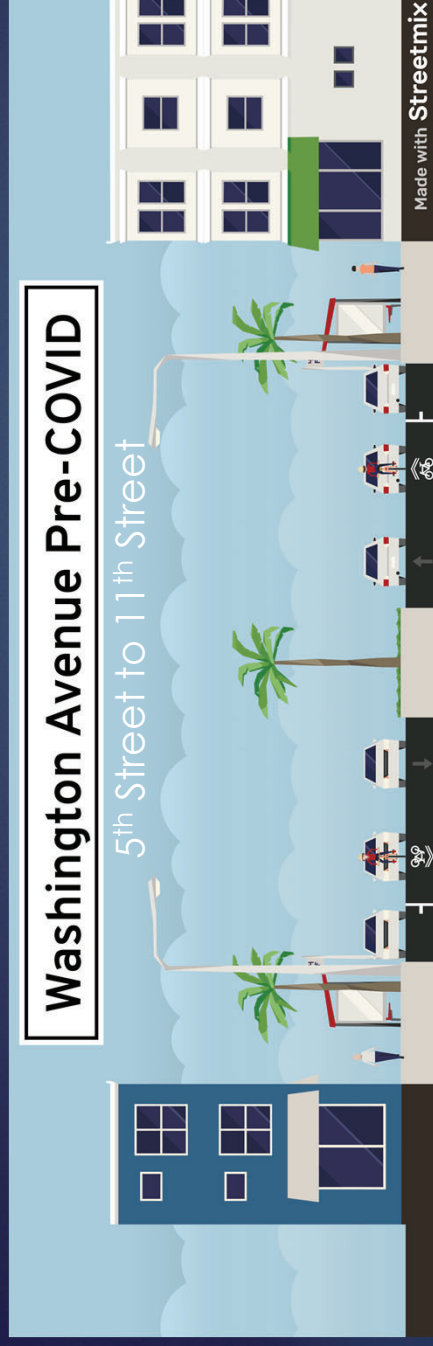
Google Traffic

- Google Maps' traffic layer was archived between April 1st and April 7th
- This animation shows traffic patterns on Saturday, April 3rd
- Congestion varies throughout the day on Washington Avenue with the peak between 6PM and 8PM
- Most congestion is created by friction – parking maneuvers, turning movements, passenger drop-offs from travel lane, unfamiliar drivers



Pre-COVID Configuration

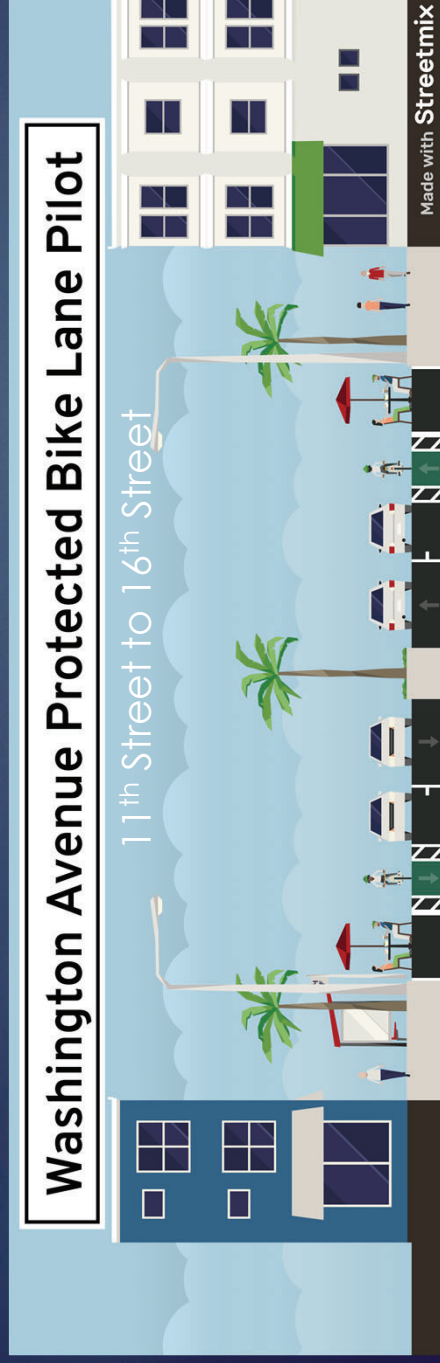
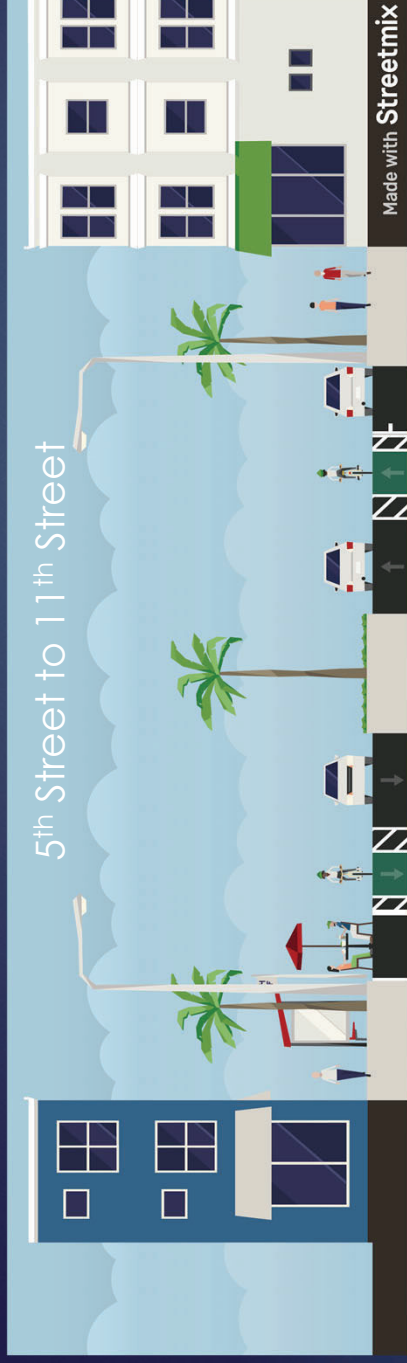
7



- ▲ Prioritizes vehicles with capacity exceeding demand by double
- ▲ Bicycle LOS is F with less than 200 bike trips per day
- ▲ Transit operates in mixed traffic and competes with illegal parking/loading
- ▲ Emergency vehicles operate in mixed traffic
- ▲ No parklets

Existing Pilot Configuration

8



▲ Prioritizes outdoor dining and provides protected bicycle facilities

▲ Bicycle LOS A with an increase of 875 bike trips/day

▲ While vehicle volumes can be accommodated under ideal conditions, friction is created by parking maneuvers, turning movements, and distracted driving

▲ Corridor operates at LOS D overall but degrades to LOS F during peak hours

▲ One travel lane is not conducive to emergency vehicles

▲ Delays transit operations and affects passenger boarding/alighting conditions



-

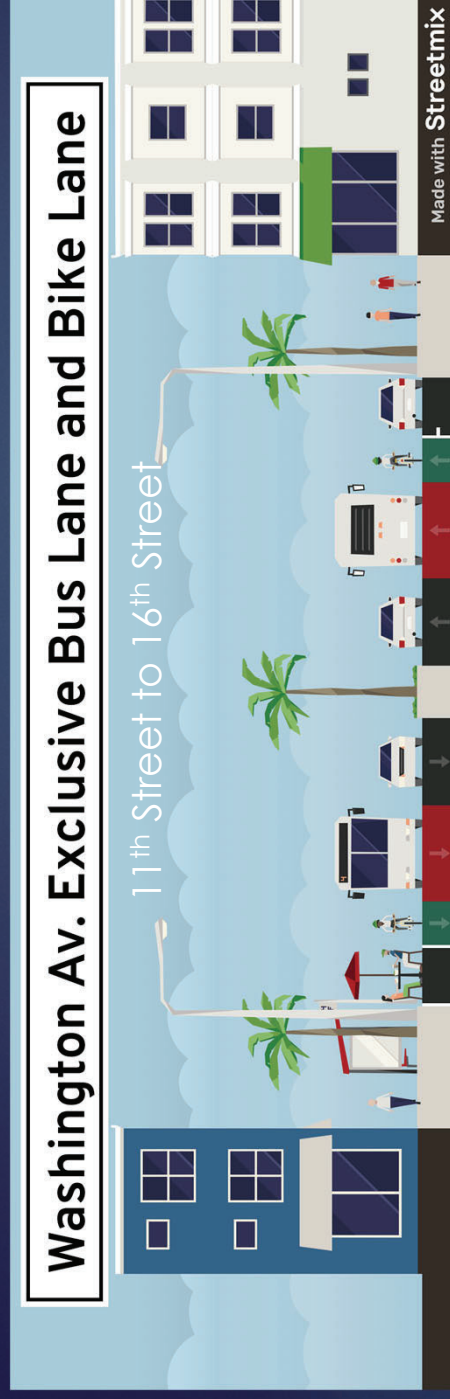
-

- 

-

Reconfiguration Option 1

10



- ▲ Complete street section with parklets and dedicated lanes for transit and bikes
- ▲ Transit LOS A and bike LOS would also improve over pre-COVID conditions
- ▲ Transit lane is available for use by emergency vehicles
- ▲ Some of the friction is eliminated because parking returns to the curb

Preliminary Cost for Option 1

- ▶ Preliminary Cost*
 - ▶ Design: \$72,000 - \$180,500
 - ▶ Construction: \$375,000 - \$949,500
 - ▶ Contingency: \$89,000 – \$226,000
 - ▶ Maintenance and Post Analysis - \$50,000 per year

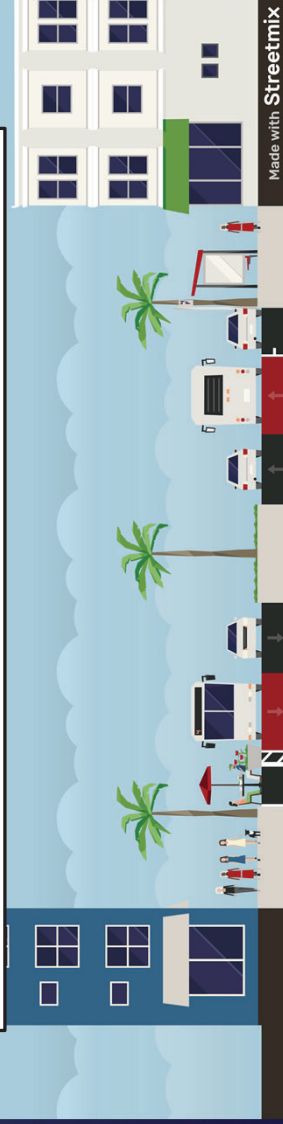
** Cost depends on the quantity of red striping on the shared bus-bike lane/dedicated transit lane*

Reconfiguration Option 2

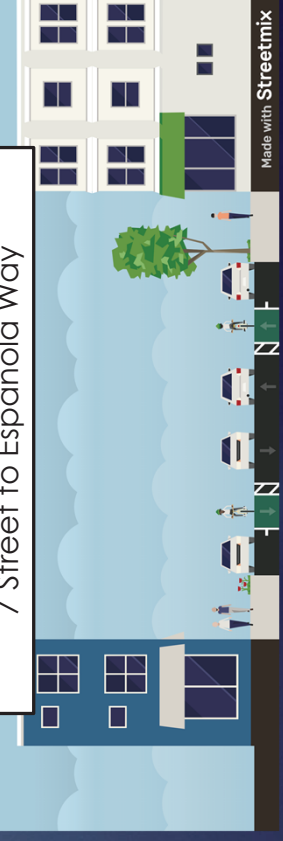
12



Washington Avenue TMP Recommendation



Pennsylvania Ave. Interim Bike Lane
7 Street to Española Way



Reconfiguration Option 2

- ▲ Creates new buffered bike lanes on Pennsylvania Avenue in lieu of Washington Avenue
 - ▲ Final design plans under County review for approval
 - ▲ Construction funding for pilot recommended in FY 2022 Budget
- ▲ Side street bicycle connections to/from Washington Avenue via either
 - ▲ Shared-Lane Markings at 8 Street, 10 Street, and 13 Street; or
 - ▲ Dedicated bicycle lanes at 8 Street 10 Street, and 13 Street (requires removal of some on-street parking)
- ▲ Dedicated transit lanes on Washington Avenue for use by emergency vehicles



Colored Bike Lanes - Color along Bikeway Bikeway Corridor

Signing & Marking

Preliminary Cost for Option 2

- ▶ Preliminary Cost*
 - ▶ Design: \$65,000 - \$139,000
 - ▶ Construction: \$339,000 - \$732,000
 - ▶ Contingency: \$80,000 – \$175,000
 - ▶ Maintenance and Post Analysis - \$50,000 per year

** Cost depends on the quantity of red striping on the dedicated transit lane*

Key Dates

15

- ▶ September 9 – Washington Avenue BID Meeting
- ▶ September 20 – NQLC Discussion
- ▶ September 23 – Ocean Drive and Washington Avenue Workshop





Questions