

**COMPREHENSIVE PLAN – TRANSIT MASTER PLAN AND CONCURRENCY INTERMODAL  
FACILITIES**

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, AMENDING THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN OF THE CITY OF MIAMI BEACH, FLORIDA, BY OBJECTIVE 1, ENTITLED "LAND DEVELOPMENT REGULATIONS," TO ALLOW "TRANSIT INTERMODAL FACILITIES" AS A PERMITTED USE WITH IN THE FOLLOWING LAND USE CATEGORIES: ~~P~~ LOW INTENSITY COMMERCIAL CATEGORY (CD-1), MEDIUM INTENSITY COMMERCIAL CATEGORY (CD-2), HIGH INTENSITY COMMERCIAL CATEGORY (CD-3) ~~U~~BUBLIC FACILITY HOSPITAL PF (PF-HD), PUBLIC FACILITY: GOVERNMENTAL USES (PF), PARKING (P), GENERAL MIXED USE COMMERCIAL "PERFORMANCE STANDARD" CATEGORY (CPS-2), ~~T~~OWN CENTER CORE CATEGORY (TC-1), AND TOWN CENTER COMMERCIAL CATEGORY (TC-2); AMENDING THE FUTURE LAND USE ~~MAP TO MODIFY THE DESIGNATION "RECREATION OPEN SPACE" (ROS) ALONG THE JULIA TUTTLE TO "PUBLIC FACILITY" (PF); AMENDING THE PARKING (P) LAND USE CATEGORY TO ALLOW THOSE USES PERMITTED IN SURROUNDING LAND USE CATEGORIES, INCLUDING, BUT NOT LIMITED TO, RESIDENTIAL USES WHEN ASSOCIATED WITH A TRANSIT INTERMODAL FACILITY OR PARKING FACILITY; AMENDING AND UPDATING THE GOALS, OBJECTIVES, AND RELATED POLICIES OF THE TRANSPORTATION ELEMENT AS FOLLOWS: OBJECTIVE 1, ENTITLED "LEVEL OF SERVICE," TO REFLECT THE CITY'S ADOPTED MODE OF TRANSPORTATION HIERARCHY; OBJECTIVE 2, ENTITLED "COORDINATION WITH LAND USE," TO DETAIL THE NEEDS FOR TRANSIT INTERMODAL FACILITIES; OBJECTIVE 3, ENTITLED "ROADWAY PLANNING, DESIGN AND CONSTRUCTION," TO INCORPORATE ADDITIONAL MULTIMODAL TRANSPORTATION OPTIONS; OBJECTIVE 4, ENTITLED "MASS TRANSIT," TO ENCOURAGE MASS TRANSIT OPTIONS THROUGH THE 2015 TRANSPORTATION MASTER PLAN; OBJECTIVE 5A, ENTITLED "TRANSIT MODE" TO DETAIL OPTIONS FOR TRANSPORTATION INFRASTRUCTURE; OBJECTIVE 6, ENTITLED "MULTI-MODAL TRANSPORTATION AND MOBILITY OPTIONS," TO CLARIFY STRATEGIES TO IMPLEMENT MULTI-MODAL TRANSPORTATION OPTIONS; OBJECTIVE 7, ENTITLED "ENHANCE, PROTECT, AND PRESERVE THE CITY'S NEIGHBORHOODS," TO CLARIFY COORDINATING AGENCIES AND STRATEGIES; OBJECTIVE 8, ENTITLED "PARKING," TO ENCOURAGE SMART PARKING SYSTEMS; OBJECTIVE 10, ENTITLED "TRANSPORTATION COORDINATION WITH OTHER JURISDICTIONS," TO REQUIRE COORDINATION RELATING TO "TRANSIT INTERMODAL FACILITIES;" THE GLOSSARY OF TERMS TO INCLUDE THE TERM "TRANSIT INTERMODAL FACILITY" AND RELATED DEFINITIONS; AMENDING AND UPDATING THE POLICIES WITHIN THE INTERGOVERNMENTAL COORDINATION ELEMENT TO INCLUDE COORDINATION RELATING TRANSIT INTERMODAL FACILITIES; PROVIDING FOR INCLUSION IN THE COMPREHENSIVE PLAN; TRANSMITTAL; REPEALER; SEVERABILITY; AND AN EFFECTIVE DATE.~~

**WHEREAS**, the Mayor and City Commission have recognized the need to encourage the development of transit infrastructure in the City; and

**WHEREAS**, the Mayor and City Commission recognize the need to construct facilities that allow for safe and convenient transfer between various modes of transportation; and

**WHEREAS**, the Mayor and City Commission have recognized the need to coordinate the development of transit infrastructure with regional transportation plans; and

**WHEREAS**, The City of Miami Beach Planning Board, which serves as the local planning agency, transmitted the amendments to the City Commission with a favorable recommendation; and

**WHEREAS**, the City Commission held a duly noticed public hearing, at which time it voted to transmit the text amendments for review by state, regional and local agencies as required by law; and

**WHEREAS**, the City Commission after careful consideration of this matter deems it advisable and in the best interest of the general welfare of the City of Miami Beach and its inhabitants to amend the 2025 Comprehensive Plan as hereinafter set forth; and

**WHEREAS**, the amendment set forth below is necessary to accomplish all of the above objectives.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA:**

**SECTION 1.** The following amendment to the City's 2025 Comprehensive Plan Transportation Element is hereby adopted:

#### **TRANSPORTATION ELEMENT**

**Goal:** It shall be the goal of the City of Miami Beach to provide, maintain and improve a sustainable, safe, convenient and energy efficient multi-modal transportation system which:

- Is focused on the mobility of people, not merely vehicles.
- Is coordinated with the City's Land Use Element.
- Is multi-modal as it recognizes and promotes alternative modes of transportation including: automobile, public transportation, bicycle and pedestrian, as well as levels of service and parking needs, based on the City's adopted mode of transportation hierarchy, as set forth in policy 1.5.
- Is consistent with sustainable and environmentally friendly growth management principles.
- Is coordinated with the regional transportation network and other governmental agencies.
- Balances the needs of all current and future users.
- Ensures the economic vitality of the businesses within the City.

- Enhances the quality of life for the City's neighborhoods residents.

#### OBJECTIVE 1: LEVEL OF SERVICE (please see Glossary of terms)

To provide for a safe, convenient, balanced, efficient and effective multi-modal transportation system with a Level of Service (LOS) for multiple transportation modes.

\* \* \*

##### Policy 1.1 Roadway Basic Level of Service

\* \* \*

##### Policy 1.2: Roadway Level of Service for Transportation Concurrency Management Areas

\* \* \*

##### Policy 1.3: Adhering to Level of Service

The City shall ensure that no development approvals are issued that would result in traffic volumes surpassing the cumulative allowable area-wide service volume based on the sum of the individual roadways' Level of Service Standard within the Transportation Concurrency Management Areas. However, City Commission may exempt publicly-owned facilities and Transit ~~Intermodal~~ Facilities through the Land Development regulations.

##### Policy 1.4: Modification of Functional Classification

The City shall consider the impacts of any future modification of the functional classification of various roadways on the allowable service volumes on specific roadways.

##### Policy 1.5: Multi-Modal Level of Service (please see Glossary of terms)

Roadway level of service is insufficient as a measure of multi-modal mobility in a mature city with land use intensities, mixed uses and the economic vitality such as Miami Beach. The City has undertaken an examination of total mobility by 2015 completed in 2016 in an attempt to shift from roadway capacity and level of service to an overall mobility system capacity and level of service. This will require quantifying capacities and levels of service for the physical roadway system, the transit network, the pedestrian network and the bicycle network. The results will be used as a guide for the planning and implementation of mobility improvements. The City's adopted 2015 Transportation Master Plan and adopted modal prioritization reflects the prioritization of transit through the development of exclusive transit lanes in the long term, while at the same time prioritizing bicycles and pedestrians (depending on the corridors) to promote the safety of these alternative modes and the health of the community. The mode hierarchy of the City is 1 – pedestrians, 2 – transit, bicycles, freight (depending on the corridor), and 3 – private vehicles.

## OBJECTIVE 2: COORDINATION WITH LAND USE

The City shall evaluate its transportation system as it relates to the land use element of this comprehensive plan in an effort to encourage commercial development which is mixed use, multi-modal (intermodal transit facility, transit center, or transit stop) in nature and which ultimately enhances mobility.

\*

\*

\*

### **Policy 2.2: Impact of Land Use Changes on the Multi-Modal System**

The City shall assess the impacts of future land use changes on the overall transportation system, including roadway, transit (including but not limited to light rail transit/modern streetcar, bus, trolley, rail, and marine), bicycle and pedestrian levels of service.

### **Policy 2.3: Transit Oriented Design (TOD) and Transit Intermodal Facilities, Transfer Centers and Stops (please see Glossary of terms)**

By 2015, the City shall examine the type of incentives and create design guidelines for TODs within the City. The City shall include transit intermodal facilities, transfer centers and transfer stops into Land Use and Design Guidelines to achieve context-sensitive integration with residential and commercial land uses. Locations for maintenance and storage of transit infrastructure may be incorporated into such facilities.

### **Policy 2.4 Transfer Locations**

The City shall maintain regular coordination with Miami-Dade County Department of Transportation and Public Works (DTPW) to construct transit intermodal facilities and transfer centers to serve existing and future multi-modal transportation uses. The City shall ensure success of the transit environment and transfer options to facilitate safe, efficient and convenient transfers and highest standards of passenger amenities to serve transit riders. Transfers are an essential part of an effective transit system because they maximize the coverage area and mobility options. Hence, in order to obtain a successful transit environment, it is of critical importance to provide safe, efficient and attractive transfer stops/centers to enhance mobility, provide safe and amenity-rich transit services that support the surrounding community through context-sensitive design and integration. In designing transfer locations the City shall take into consideration adjacent projects, integrate the culture of the surrounding community, and potentially venture into joint development with private land owners to create a mixed use transfer locations, as appropriate. Furthermore, the City shall ensure that potential noise, air quality, and other environmental impacts are identified and mitigated as appropriate.

\*

\*

\*

## OBJECTIVE 3: ROADWAY PLANNING, DESIGN AND CONSTRUCTION

The City shall continue to provide for a safe, convenient, efficient and effective transportation system, which sustains the city's natural, aesthetic, social and economic resources.

\*

\*

\*

### Policy 3.2: Roadway Projects

The City shall undertake necessary steps to meet the required level of service on the links and intersections included in the City's transportation network, consistent with the 2015 Transportation Master Plan, the 2015 Bicycle Pedestrian Master Plan, and the Miami Beach Street Design Guidelines (April 2016). The proposed projects are a result of the needs assessment performed as part of this Transportation Element and included in the Data, Inventory and Analysis section,

\*

\*

\*

### Policy 3.4: Sustainable Development (please see Glossary of terms)

The City shall plan, design and construct roadway projects and provide approval for commercial roadway projects that minimize consumption of non-renewable resources, limit consumption of renewable resources to sustainable yield levels, reuse and recycle its components, and minimize the use of land and production of noise. To this end, the City shall integrate multimodal transportation facilities to reduce reliance on automobiles through initiatives such as:

- Trolley system expansion.
- ~~Light Rail Transit/Modern Streetcar Transit~~ development throughout the City to enable access to longer distances without the need for a private vehicle.
- Integration of Trolley and ~~Light Rail Transit/Modern Streetcar Transit~~ service to achieve optimal connectivity.
- Exclusive Transit Lanes. As a way to incorporate the overall vision for an interconnected and reliable transit network for the City, exclusive transit lanes were considered for corridors with prioritized transit modes. The provision of a lane(s) solely dedicated to transit offers a range of operations and economic opportunities for a corridor.

Exclusive transit lanes allow for the implementation of ~~Light Rail/Modern Street Car, Bus Rapid Transit (BRT), and Enhanced bus Rapid Transit~~ systems and improve the reliability of traditional bus service. Light Rail/Modern Streetcars, Bus Rapid Transit (BRT) and Enhanced Bus systems are forms of rapid transit that combine stations, vehicles, services, and ITS elements into an integrated system. The City is studying ~~Light Rail/Modern Streetcar, BRT and Enhanced projects~~ Rapid Transit Systems to determine demand, cost, benefit, and impact.

- Concurrent flow bus lanes should allow at least two (2) adjacent general traffic lanes in the same direction of travel.
- Contra flow bus lanes should allow at least two (2) traffic lanes in the opposite direction of travel, as deemed technically feasible.
- ~~Expansion of the South Beach Local Circulator, including route changes to incorporate Belle Island and the Cultural Campus, which will further integrate multimodal transportation facilities with various neighborhoods and provide linkages to commercial centers, recreational amenities and cultural assets~~
- ~~A North Beach Circulator by continuing to work with Miami-Dade Transit to finalize the implementation of this service~~
- Expansion of the Atlantic Greenway Network by continued negotiation with property owners along the Atlantic Ocean and along Biscayne Bay.

- Bicycle rack installations. City will maintain the approximately 500 bicycle racks installed in 2015-2016, and continue to install additional bicycle racks as recommended in the 2015 Bicycle Pedestrian Master Plan to provide safe and secure bicycle parking for bicyclists in Miami Beach. By the end of 2015 it is estimated that approximately 500 bicycle racks will be installed in safe, convenient locations along commercial corridors, residential areas and public facilities. Bicycling as an alternative form of transportation will increase the quality of life for our community by reducing traffic congestion.
- The City will adhere to the policy governing protected bicycle lanes as contained in the 2015 Bicycle Pedestrian Master Plan.
- Bicycle rental program – The City already started this program with a proposal to install up to 85 kiosks of approximately 16 bicycles per kiosks. The benefits of this program include reduced traffic congestion, improved air quality, quieter and more livable streets and the opportunity for citizens to improve their health through exercise.
- Shared car program will allow for the short term access to vehicles by residents and visitors reducing the need for vehicle ownership and encouraging the use of alternative modes of transportation.

\*

\*

\*

#### **OBJECTIVE 4: MASS TRANSIT**

The City shall work with transportation partners, specifically Miami-Dade Transit, to provide residents and visitors with an efficient, convenient, reliable, safe, and comfortable public mass transportation system, including transit intermodal facilities, transit centers or transit stops.

##### **Policy 4.1: Meeting Transit Level of Service**

The City shall maintain consistency with the transit level of service standard of Miami-Dade County Comprehensive Plan. Within this planning period – The City will continue to perform studies which examine the use of Light Rail/Modern Streetcar, Bus Rapid Transit, street cars trolleys, preemptive traffic signals and any other technologies appropriate for Miami Beach. The City shall continue to follow the guidelines and standards as outlined in recent planning studies such as the Coastal Communities Transportation Management Plan, and the Coastal Communities Transit Study, and the 2015 Transportation Master Plan.

##### **Policy 4.1.1 Reliance on Transit Services.**

Transit services within the City of Miami Beach consist of regional and local routes operated and maintained by Miami-Dade County (MDC), and a local trolley service provided by City. The City's 2015 Transportation Master Plan prioritizes continued expansion of transit services, as there is a growing portion of the City's daily population that is reliant on these transit services to enter, travel within, and/or leave Miami Beach. The City desires to continually increase the number of persons within the City and region to use Transit Services, and for the City to provide more convenient, reliable, safe, and comfortable mobility options.

##### **Policy 4.2: Minimum Peak Hour Service Standard**

The City shall coordinate with ~~Miami-Dade Transit~~ DTPW by 2012 so that the minimum peak hour mass transit level of service standards provided by DTPW within the City shall be done with public transit service having no greater than ~~30~~ 15 minute headways and an average route spacing of ¼ mile provided that:

\*

\*

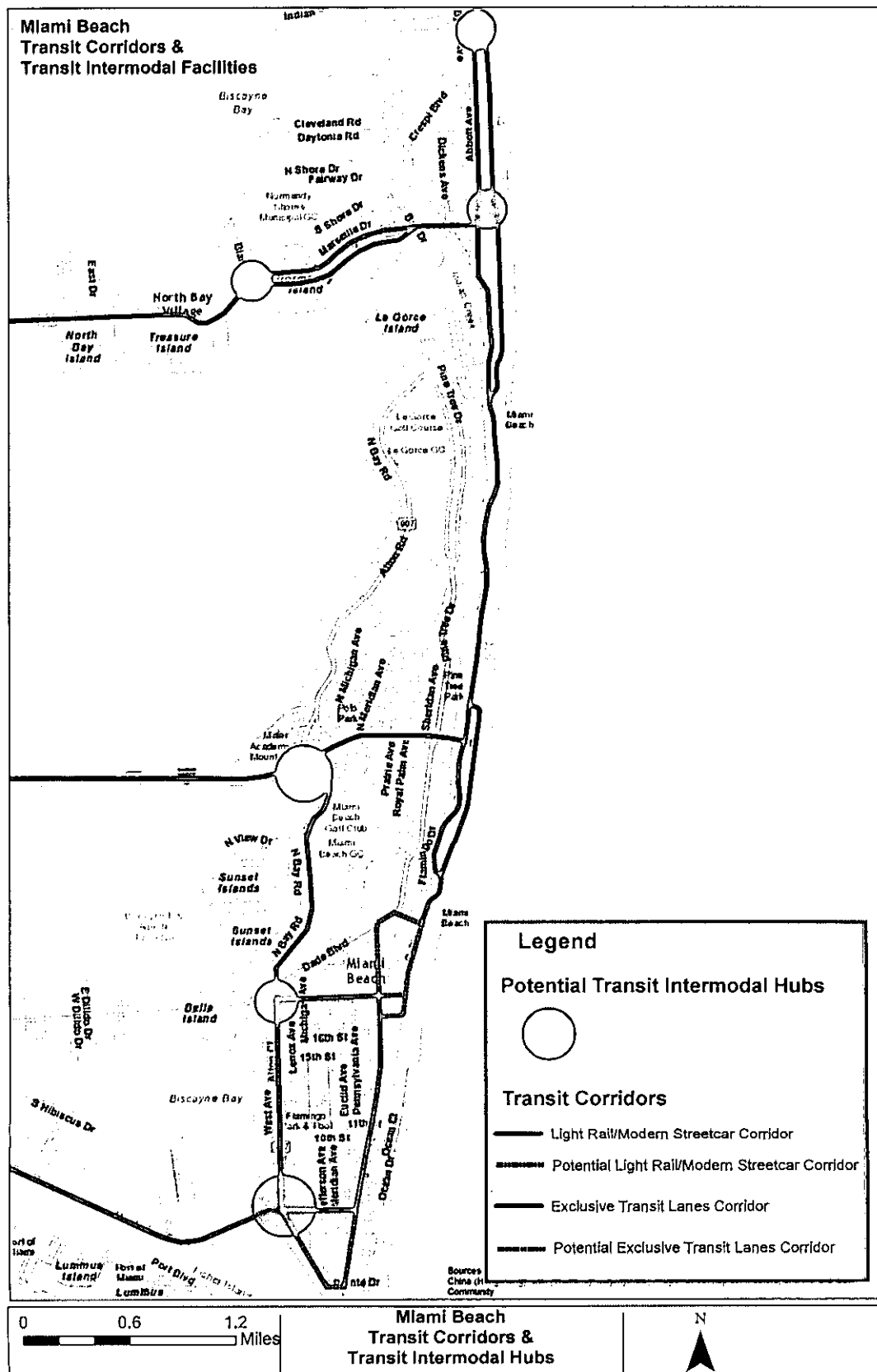
\*

#### **Policy 4.4:   Enhanced Transit Amenities**

The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as transit intermodal facilities, with integral parking and/or park-and-ride facilities, as appropriate, dedicated to transit patrons. This coordination with DTPW shall include transit centers, and transit stops bus shelters, intermodal facilities, buses, implementation of bus rapid transit (BRT) along (please see glossary of terms) selected corridors, with real time transit location information, passenger amenities, and bicycle facilities at shelters and at intermodal terminals, more comfortable bus seating, and passenger amenities, etc.

#### **Policy 4.5:   Transit Intermodal Facilities/Transfer Centers/Transit Stops.**

The City shall continue to coordinate with ~~the MDT~~ DTPW to construct transit intermodal facilities to serve transportation uses that support the future exclusive transit lanes identified in the 2015 Transportation Master Plan for **BRT or Light Rail/Modern Streetcar Rapid Transit Systems** at intercept locations entering the City and shown in the map entitled "Miami Beach Transit Corridors and Transit Intermodal Facilities". The City shall develop transfer centers and stops to ensure that longer distance travel, not readily accessible by foot or bicycle, are accommodated to provide enhanced mobility between the City of Miami Beach, Downtown Miami and beyond, ~~which shall include the South Beach Local and Miami-Dade Transit buses, and other means of transportation that may be available in the future; and the intermodal transit centers to be located in North Beach and South Beach.~~





#### **Policy 4.6: Providing Basic Transit Infrastructure**

Development approval for sites located on main thoroughfares within existing transit routes shall be required where appropriate, to construct a concrete pad and dedicate an easement to Miami Beach or Miami-Dade Transit-DTPW (or its successor agencies) for public transit uses. The dedicated easement shall be of sufficient size to allow for Americans with Disabilities Act (ADA) access to transit and for future shelter placement. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter or pad is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a sidewalk and/or the location of any existing structures. Bus routes with the highest ridership and located on an existing bicycle route will be the highest priority for facility placement.

Development approval for sites located on main thoroughfares within existing transit routes shall be required where appropriate, to ~~construct~~ incorporate transit facilities ~~a concrete pad and~~ dedicate an easement to Miami Beach or Miami-Dade Transit (or its successor agencies) for public transit ~~uses~~ amenities. The dedicated easement shall be of sufficient size to allow for 1) Americans with Disabilities Act (ADA) access to transit and 2) for future shelter placement, and 3) for future placement of shared bicycle facilities. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter, ~~or pad,~~ or shared bicycle facility is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a sidewalk and/or the location of any existing structures. ~~Bus-Transit~~ routes with the highest ridership and located on an existing bicycle route will be the highest priority for facility placement.

#### **Policy 4.7: Reserved North Beach and Middle Beach Circulators**

~~The City shall plan, design, seek funding for and implement local circulator systems in North Beach and Middle Beach.~~

#### **Policy 4.8: Coastal Communities Transit Plan**

~~The City shall work pursue with Miami-Dade Transit to implement relevant transit recommendations included in the Coastal Communities Transit 2015 Transportation Master Plan, including working with DTPW to implement recommendations requiring County participation. This study is a detailed analysis of transit ridership to recommend efforts focused on providing express service along the AIA corridor, while providing local service via circulator systems in North Beach, Middle Beach, and South Beach, all connected by intermodal transfer facilities. More specifically this study made recommendations including but not limited to as outlined below:~~

\*

\*

\*

#### **Policy 4.9: Transit Routes**

The City shall continue to coordinate with MDT DTPW to ensure that transit service within the South Beach, Middle Beach and North Beach TCMA's maximize mobility and reflects routes ~~which serve to that~~ facilitate movement within the City, while preserving the historic character of the community.

**Policy 4.10: Special Transit Services**

The City shall continue to encourage ~~Miami Dade Transit DTPW~~ to provide a more convenient, accessible, and equitable paratransit services to all eligible users within Miami Beach including the elderly, handicapped, low income and other transit dependent users.

**Policy 4.11: Beach Corridor Transit Connection Project (formerly known as Baylink)**  
**Cross Bay Transit Alternative**

The City shall continue to pursue the component of the Metropolitan Planning Organization (MPO) 2015 Beach Corridor Transit Connection Study that is located in the South Beach portion of Miami Dade (south of Dade Blvd and east of Biscayne Bay). This study provided an update to and reaffirmed the 2014 Bay Link Study which recommended a mass transit connection from downtown Miami the Miami Beach Convention Center across the MacArthur Causeway.

The City encourages ~~MDT-FDOT, DTPW, the City of Miami and the Metropolitan Planning Organization (MPO) to move forward with the recommendations of the Policy Executive Committee for the 2015 Beach Corridor Transit Connection Study to complete the Project Development and Engineering for McArthur Causeway portion of the Project as expeditiously as possible study the feasibility of a connecting Miami Beach by transit to the Airport and Downtown Miami.~~

**~~Policy 4.12: Support for Northeast Corridor~~**

~~The City supports the reprioritization of the Northeast Corridor on the Long Range Transportation Plan (LRTP) to number 1, and subsequent implementation of the Northeast Corridor transit line to improve connectivity from Miami and Miami Beach to Northeast Miami-Dade and Broward Counties.~~

\*

\*

\*

**OBJECTIVE 5A: TRANSIT MODE.**

An essential component to meet the mobility needs of Miami Beach's residents, visitors, and employees, improve and sustain the City's economic vitality, and support the growth and development of urban mixed-use centers, is providing a system of interconnected transit services.

**Policy 5A.1: Transit Serves as an Alternative to the Private Automobile.**

Transit should serve as an alternative to the private automobile in reaching the City from the mainland and be able to make longer trips to connect between many of the City's important destinations that may be too far for people to walk or bicycle. Therefore, providing high quality transit service is an important part of developing a sustainable transportation system and providing options to travel to and within the City without the need to rely on a private vehicle.

#### **Policy 5A.2: Reliance on Transit Services.**

Transit services within the City of Miami Beach consist of regional and local routes operated and maintained by DTPW, and a local trolley service provided by City. The City should continue to expand transit services, as there is a growing proportion of the City's daily population that is reliant on these transit services to enter, travel within, and/or leave Miami Beach. The City desires to continually increase the number of persons within the City and region to use Transit Services, and for the City to provide more reliable mobility options.

#### **Policy 5A.3 Transit Infrastructure.**

The City should explore mobility benefit, cost effectiveness and design of exclusive transit lanes, including but not limited to, concurrent flow bus lanes and contra flow bus lanes.

#### **Policy 5A.4 Capacity and Operational Strategies**

The City should encourage and explore various operational strategies including:

- a. Realigned transit service schedules.
- b. Monitoring the security of transit patrons, stations, and vehicles.
- c. Enhanced transit amenities and safety.
- d. Universal fare cards for regions with multiple transit agencies.
- e. Installation of bus-priority traffic signals.
- f. Provision, if feasible, of queue-jumper lanes at intersections where there are no stops.
- g. Consolidation of stops.

#### **Policy 5A.5 Transfer Locations.**

The City shall maintain constant coordination with DTPW to construct intermodal transit facilities to serve existing and future multi-modal transportation uses. The City shall ensure success of the transit environment with proper management and transfer options to minimize delays, missed departures, long wait times, and/or bus crowding by ensuring adequate or sufficient infrastructure. Transfers are an essential part of an effective transit system because they maximize the coverage area and diversity of active transportation services. Hence, in order to obtain a successful transit environment, it is of critical importance to provide efficient and attractive transfer stops/centers to improve the quality of transit services as well as support the surrounding community. In designing transfer locations the City shall take into consideration adjacent projects, integrate the culture of the surrounding community, and potentially venture into joint development with other sectors (such as retail and/or civic spaces). Further, the City

shall ensure that the transfer locations do not contribute to unwanted noise, emissions, and potentially loitering passengers.

#### **Policy 5A.6 Transfer Stops/Center.**

Through transfer stops or centers the City seeks to improve livability, mobility, and accessibility. The City shall identify key locations based on existing transit activity, boardings and deboardings, converging transit routes, available right-of-way (ROW), existing infrastructure, surrounding neighborhoods, transportation priorities, and existing and future land use. The City shall also consider ridership data and converging transit routes locations as to where transfer stops/centers are likely to be needed within the City.

#### **Policy 5A.7 Enhanced Transit Amenities.**

The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as bus shelters, intermodal facilities, parking, park and ride amenities, transfer stations/centers, buses, implementation of bus rapid transit (BRT) along selected corridors, real time transit location information at shelters, exclusive bus lanes, and at intermodal terminals, more comfortable bus seating, and passenger amenities, etc.

#### **Policy 5A.8: Providing Basic Transit Infrastructure.**

Development approval for sites located on main thoroughfares within existing transit routes shall be required, where appropriate, to construct appropriate transit facilities and/or dedicate an easement to Miami Beach or Miami-Dade transit (or its successor agencies) for public transit uses. The dedicated easement shall be of sufficient size to allow for American with Disabilities Act (ADA) access to transit and for future shelter placement. Fair share contributions in lieu of easement dedication may be granted when an existing bus shelter or pad is located within ¼ mile from the proposed development on the same side of the roadway. Appropriate bus stop facility locations shall be determined by analyzing the existing need on established routes and assessing the existing built environment such as the width of the sidewalk, the presence of a sidewalk and/or the location of any existing structures. Bus routes with the highest ridership and located on an existing bicycle route will be the highest priority for facility placement.

#### **Policy 5A.9: North Beach and Middle Beach Circulators (Local Circulators Systems).**

The City shall plan, design, seek funding for and implement local circulator systems in North Beach and Middle Beach. The City shall continue to plan and coordinate with Miami-Dade Transit (MDT) and the Florida Department of Transportation (FDOT) to develop a connected circulator system that feeds regional routes and future rail connections.

\*

\*

\*

### **OBJECTIVE 6: MULTI-MODAL TRANSPORTATION AND MOBILITY STRATEGIES**

The City shall continue to support and promote multiple modes of transportation by considering Transportation Demand Management (TDM), Transportation Systems Management (TSM) , and other techniques.

**Policy 6.1: Transportation Systems Management** (please see Glossary of terms)

Through the site plan review process, the City shall ~~educate~~ require ~~the development community and encourage~~ appropriate TSM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to:

- Site access management and safety
- Parking facilities and programs
- The implementation of programs that support carpools, vanpools or ridesharing
- ~~Traffic management and traffic monitoring programs~~
- ~~Incident management~~
- ~~Congestion management~~
- ~~Access management~~
- ~~Parking policies which discourage single occupancy vehicles~~
- ~~The encouragement of carpools, vanpools or ridesharing~~
- ~~Programs or projects that improve traffic flow, including projects to improve signalization~~
- ~~On road bicycle lanes, bicycle parking, and bicycle amenities at commercial and residential uses~~
- ~~Improve intersections, and implement Intelligent Transportation Systems (ITS) strategies, including Pedestrian oriented intersection design strategies~~
- ~~Pedestrian countdown signals~~

**Policy 6.2: Transportation Demand Management** (please see Glossary of terms)

~~Through the site plan review process, the City shall educate the development community and encourage appropriate TDM strategies to improve the mobility systems efficiency, effectiveness and safety. These may include but are not limited to efforts to~~ The City shall develop and implement a Transportation Demand Management (TDM) program, intended to reduce the dependence on single-occupant vehicle trips, and the encouragement of the use of bicycle, pedestrian and transit modes as a means of commuting and recreational mobility. These may include, but are not limited to:

- carpools,
- van pools,
- demand response service,
- ~~paratransit services (for special needs population),~~
- public/private provision of transit service, transfer hubs, transfer stops, parking facilities dedicated to transit patrons, and carpools
- bikcycle sharing, or shared car initiatives,
- provision of short term and long term bicycle parking, showers and changing facilities,
- provision of parking for carpools,

- alternative hours of travel, including flexible work hours, staggered work shifts, compressed work weeks and telecommuting options,
- subsidy of transit fares,
- used of long term parking to be developed at City's entry points,
- shared vehicular and pedestrian access for compatible land uses, where possible,
- shared parking agreements for compatible land uses, where possible,
- ~~provision of transit amenities,~~
- ~~car share vehicle parking.~~

**Policy 6.3: Intelligent Transportation Systems** (please see Glossary of terms)

The City shall ~~coordinate with and support FDOT in the pursuit of~~ pursue implementation of Intelligent Transportation Systems (ITS), to help manage congestion on facilities within Miami Beach as well as those facilities connecting the City with the mainland transportation system. This may include using various forms of technology, not limited to cameras, and electronic signage, to inform travelers of the condition of the transportation system, roadway level of service, and availability of parking citywide.

**Policy 6.4: Balancing Modal Split**

The City shall attempt to better balance the mode split between automobiles and alternative modes of transportation, such as bicycling and transit, particularly in the morning, afternoon and evening peak hour periods. In the meantime, the City will use the MPO's regional model to establish the modal split within the City. The City shall create transit hubs, transit centers and stops to integrate the various modes at one location according to modal priority.

**Policy 6.5: Mode Split Analysis**

The City's goal is to achieve its 2035 vision of a minimum transportation mode split of 43% private vehicles, 20% mass transit, 17% walking, 10% bicycling, and 10% other modes through support of and implementation of multimodal transportation improvements. By 2015, the City shall undertake an analysis that determines the baseline mode split, then set a target mode split to be achieved in a certain period of time.

**Policy 6.6: Funding Multimodal Improvements**

The City's transportation is funded from a portion of the Quality of Life Resort Tax. The City shall examine the feasibility of ~~developing~~ expanding sources of revenue for a transportation trust fund in which to invest its revenue generated via taxes or development fees, etc. and which will be earmarked towards the implementation of scheduled transportation improvements, in coordination with long-term master planning efforts.

**Policy 6.7: Prioritizing Multimodal Improvements**

~~As a method of achieving a balance between an efficient and effective level of service and an adequate mode split, by 2015, the City shall continue implementation of prioritized multimodal improvements, as documented in the 2015 Transportation Master Plan (TMP), examine placing a higher priority on the development and implementation of alternative mode projects, than it would on physical capacity projects. A method of doing so may be to spend an increased percentage of City transportation funds, taken from all sources, on transit or alternative mode projects in lieu of physical capacity projects.~~

**Policy 6.8: Multimodalism as a Condition of Development Approval**

As part of the plan review and approval process, the City shall negotiate with applicants for necessary improvements and enhancements on the private property, such as, but not limited to, dedications or easements for transit bus stops as part of the City's multimodal network.

**Policy 6.9: Reducing Modal Conflict**

The City will work to reduce conflicts among various modes of transportation. This shall be done through:

- a. Establishment of enhanced intersections with more pedestrian-friendly and safe crosswalks with enhanced signage;
- b. The development of bicycle paths and lanes with bollards and raised islands to increase safety at intersections by preventing vehicles from entering special lanes.
- c. Develop transit hubs, centers and stops to ensure user safety and convenience.
- d. Adopt new pavement markings, presented in the 2016 Bicycle-Pedestrian Master Plan (i.e. Bicycle boulevard pavement marking), and continue to implement colored bicycle boxes at intersections, points of conflicts, and other recommended locations citywide.

\*

\*

\*

**Policy 6.12: Reserved Multimodal Options**

~~The City shall promote alternate transportation modes and implement the transit, pedestrian, bicycle and other modes of transportation pursuant to F.A.C. 9J-5 in Transportation Concurrency Management Areas as follows:~~

- a. ~~Continue implementing the projects in the "Bike Master Plan" in the Capital Improvement Program (CIP) prioritizing those projects where there are gaps on the bicycle and pedestrian network. Current priority CIP funded projects include the Beach Walk Phase II, and Middle Beach Recreation Corridor – Phase I Pedestrian Bike Path.~~
- b. ~~Continue supplementing the MMP Project Bank with projects from "Coastal Communities Transit Master Plan" These, upon approval, would be added to the CIP.~~

- c. ~~Continue coordination with Miami-Dade Transit to implement the Middle and North Beach Circulators. Current priority CIP funded projects include the North Beach Intermodal Center.~~
- d. ~~Continue improving multimodal infrastructure including pedestrian and bicycle pathways, secure bicycle parking, transit shelters, and transit amenities including bike racks on buses. Through the land development code and site plan review process, the City will continue providing amenities and incentives to alternate modes of transportation. Current priority CIP funded projects include the installation of crosswalks, curb ramp installation/maintenance and pedestrian countdown signals in various locations throughout Miami Beach.~~
- e. ~~Implementing projects that accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.~~

**Policy 6.13: Reserved Coastal Communities Transportation Master Plan**

~~The City shall coordinate with the Florida Department of Transportation and Miami-Dade County, to implement relevant recommendations of the Coastal Communities Transportation Master Plan. This study is a sub-regional multi-modal transportation master plan, which used extensive public involvement combined with a state of the art origin and destination study to recommend efforts in the areas of capacity, corridors, alternative modes and policies, in short term, mid-term and long term time frames.~~

**Policy 6.14: Transportation Planning**

~~The City shall treat its Municipal Mobility Plan, its Coastal Communities Transportation Master Plan, and its AGN as living documents, which should be updated on a regular basis. The City is currently using the Municipal Mobility Plan and the Coastal Communities 2015 Transportation Master Plan as a basis for capital budgeting and transportation planning efforts. In the next five years the City shall initiate a transportation master plan that will be a living document, updated on a regular basis, and will guide all capital budgeting and transportation planning efforts. The City shall treat its Municipal Mobility Plan, its Transportation Master Plan, and Bicycle Pedestrian Master Plan as living documents, which should be updated on a regular basis. The City should update the Transportation Master Plan every five years.~~

**Policy 6.15: Transit Intermodal Feasibility Facilities Plan**

~~The City shall undertake an intermodal feasibility study to locate intermodal connectivity, parking and transfer facilities to connect the future transit system as described in the Coastal Communities Transit Plan and Coastal Communities Transportation Master Plan.~~

~~The City should pursue the implantation of **Intermodal** Transit Facilities in association with the implementation of the exclusive transit lanes in the 2015 Transportation Master Plan.~~

The 2015 TMP identified transfers as an essential part of an effective transit system because they maximize the coverage area and diversity of active transportation services. Hence, in order to obtain a successful transit environment, it is of critical importance to provide efficient and



attractive transfer stops/centers to improve the quality of transit services as well as support the surrounding community. Transfer stops, transfer center/stations, and park-and-rides (intercept garages) are all defined in the TMP as different types of transit infrastructure. The City should pursue intercept parking as part of **intermodal transit and** transfer facilities to reduce vehicles coming onto Miami Beach.

\*

\*

\*

**Policy 6.17: Reserved Collins / Harding, Two Way Pair**

~~The City shall work with FDOT and the County to reevaluate the feasibility of creating the Collins/Harding corridor between the northern city limit and the 72<sup>nd</sup>-Street area, as a pair of bi-directional roadways.~~

**Policy 6.18: Corridor Safety**

The City shall undertake an evaluation of the existing transportation corridors in an attempt to enhance safety and optimize mobility for all modes of transportation. In addition, the City should encourage the development of an intersection safety program in which intersections with skewed geometries or high crash intensities are specifically reviewed and analyzed by a traffic engineer to improve safety for all modes of transportation.

\*

\*

\*

**OBJECTIVE 7: ENHANCE, PROTECT, AND PRESERVE THE CITY'S NEIGHBORHOODS**

To provide a safe and attractive transportation system throughout the City that meets the needs of the users of the right-of-way, the neighborhoods, the neighboring communities, and the environment.

\*

\*

\*

**Policy 7.2: Neighborhood Protection**

The City shall strive to protect the residential neighborhoods from unnecessary traffic intrusion through ~~an~~ the evaluation and implementation of ~~and implementation of the various~~ traffic calming, regulatory or operational alternatives identified in the adopted Street-Design Guidelines which would provide incentives for non-local traffic to remain on the designated arterial network.

**Policy 7.3: Discourage Cut-through Traffic**

~~The City Public Works Department~~ will work with Miami-Dade County and FDOT to recommend changes to its engineering design criteria to provide appropriate access management techniques to discourage neighborhood cut-through traffic. These may include but shall not be limited to:

- Access on the highest-classified street where City or FDOT standards can be met;
- Joint access, cross access, and shared access;
- Raised median diverters;

- ~~Angled entrances and exits and other driveway configurations which channel traffic away from the neighborhood;~~
- ~~Enforceable signs ("do not enter", "no thru traffic," etc.);~~
- ~~Building orientation away from the neighborhood, including drive-through windows;~~
- ~~Internal traffic circulation to discourage use of adjacent side streets;~~
- Pedestrian access to encourage walking, rather than driving, short distances;
- Transit orientation, including safe and convenient pedestrian routes to the nearest bus stop;
- Speed tables

#### **Policy 7.4: Traffic Calming**

The City will continue to maintain a traffic calming program to provide for safe and viable neighborhoods and discourage speeding and cut-through traffic. It shall put together a menu of preferred traffic calming ~~devices~~ methods. This will detail their purpose, ideal implementation scenario, effectiveness and cost. This can be used as a menu to guide and streamline the process. To the extent possible the City shall maintain local control over the implementation of traffic calming measures.

#### **Policy 7.5: Roadway Safety**

The City will coordinate with ~~Miami-Dade County Public Work Departments (MDPWD) and Miami-Dade Transit-DPTW and FDOT~~ to ensure that short-term and maintenance of traffic signals and signage are continuously monitored and updated. ~~A yearly short-term improvement program will be implemented to improve the safety of the road transportation network by:~~

1. ~~Replacing missing road signs,~~
2. ~~Repairing malfunctioning signal heads,~~
3. ~~Removing or trimming roadside shrubbery that blocks visibility,~~
4. ~~Repairing pedestrian signal heads and pedestrian signage~~
5. ~~Providing maintenance of pavement markings for pedestrian, vehicular, transit and bicycle modes,~~
6. ~~Minor drainage system replacements, and~~
7. ~~Repair guardrail, transit amenities and street furniture.~~

\*

\*

\*

#### **Policy 7.7: Access Management**

The City shall work with FDOT and ~~MDPWD-DTPW~~ to impose access location requirements onto City, County and State streets through the implementation of its Public Works Manual, in order to reduce existing or potential congestion and safety problems. The City shall coordinate with other agencies to ensure connectivity impacts to the adjacent transportation system are properly mitigated, adjacent land uses are properly connected, and that mobility needs are met for all modes of transportation. The City, at its own discretion, may require a transportation impact study to aid in the decision on the location and design of the access to serve a land development.

### **Policy 7.8: Safe Roadway Designs**

The City shall use design review procedures in the land development regulations to control roadway access points in conjunction with development. Such procedures shall include provisions requiring that all access points on state roads be approved by the Florida Department of Transportation, that all access points on county roads be approved by the MDCPW DTPW and that all other access points be in accordance with the best professional standards consistent with the protection of property rights. ~~The City shall eliminate or minimize roadway designs which lead to hazardous conditions by:~~

- ~~1. requiring the provision of adequate off-street queuing areas;~~
- ~~2. prohibiting hazardous access from driveways and traffic lanes through safe systems of ingress and egress; (i.e. turn-lane policies);~~
- ~~3. requiring the installation of acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;~~
- ~~4. requiring the elimination or the minimization of conflicts between roadway, bicycle and pedestrian traffic by reasonable separation of vehicles, bicycles and pedestrians, particularly near schools, parks and other areas where children are concentrated;~~
- ~~5. Requiring adequate capacity for emergency evacuation or emergency response vehicles;~~
- ~~6. Requiring adequate accessibility for delivery vehicles and service vehicles.~~

\*

\*

\*

### **Policy 7.9: Evaluating Crash Data to Improve Intersection Safety**

The City ~~shall~~ of Miami Beach Police Department shall prepare annual accident frequency reports for all collector and arterial roads and coordinate with the FDOT's Traffic Operations Department to mitigate problems at high crash locations.

### **Policy 7.10: New Connections to the Roadway Network**

The City of Miami Beach ~~Public Works Department~~, the ~~MDPWD-DTPW~~ or FDOT, depending on jurisdiction, will monitor all new connections and access points to roadways to ensure safe design. All new connections shall comply with the City's, County's and FDOT's access management standards.

\*

\*

\*

### **Policy 7.13: Reserved Context Sensitive Design** (please see Glossary of terms)

~~The City shall provide CSD by integrating projects into the built environment in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. All CSD in coordination with FDOT and MDPWD within the City shall promote six key principles:~~

- ~~1. Balance safety, mobility, community, and environmental goals in all projects.~~
- ~~2. Involve the public and affected agencies early and continuously.~~

3. ~~Use an interdisciplinary team tailored to project needs.~~
4. ~~Address all modes of travel.~~
5. ~~Apply flexibility inherent in design standards.~~
6. ~~Incorporate aesthetics as an integral part of good design.~~

\*

\*

\*

**Policy 7.15: ~~Aesthetically Pleasing Roadways~~ Landscaping, Lighting and Signage**

When new facilities are planned, their design shall be aesthetically compatible with the surrounding community, whenever practical. The City of Miami Beach shall continue to landscape and improve entrances to the City. It shall also continue implementing programs to landscape and maintain existing median strips and rights-of-way.

\*

\*

\*

**OBJECTIVE 8: PARKING**

The City shall provide clean, safe, and affordable parking, by continuing to explore and implement creative and technologically advanced methods of parking provision and management to satisfy the need.

**Policy 8.1: Continued Development of Parking**

The City shall continue with the acquisition, construction and improvements to municipal parking facilities as may be needed. The City shall also continue to monitor parking demand, and assess feasibility, where applicable, of potentially responsive strategies.

\*

\*

\*

**Policy 8.8: Incentivizing Transit through Parking**

The City shall encourage long-term daily parking and use of the ~~South Beach Local or other~~ local circulators as a way of minimizing internal trips within the various neighborhood districts.

**Policy 8.9: Reserved ~~Monitoring Supply and Demand~~**

~~The City shall continuously monitor and update the parking requirements in the Land Development Regulations to result in a better ratio of supply to demand which implements innovative parking strategies in commercial areas to promote multimodalism.~~

**Policy 8.9: Public Access to Parking**

The City shall continue to maximize optimal use of ~~public access to~~ parking spaces in all areas, by promoting shared parking programs, wayfinding to parking facilities, and use of Smart Parking Systems (SPS) to identify locations of available parking.

\*

\*

\*

## OBJECTIVE 10: TRANSPORTATION COORDINATION WITH OTHER JURISDICTIONS

Transportation efforts in the City will be coordinated with the plans and programs of other state and local jurisdictions including; the Miami-Dade Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), Miami-Dade County Public Works (MDCPW), and Miami Dade Transit (MDT), and other local jurisdictions.

\* \* \*

### Policy 10.2: ~~Coordinate with Miami-Dade-Transit~~ County

The City shall review the annual versions of the ~~Miami-Dade~~ MDC Transit Service Development Plan to coordinate this element with the plans of the MDT.

\* \* \*

### Policy 10.6: Multimodal Components of Roadway Projects

During the design stages of roadway improvements, the location of transit facilities such as transit intermodal facilities, transit centers, transit stops, turn-out bays, transit amenities and transit shelter locations, shall be included in the roadway design proposal. These improvements shall be coordinated with the agency(ies) that have jurisdiction over the facilities being designed.

\* \* \*

## GLOSSARY OF TERMS

\* \* \*

- **Transportation Demand Management: (TDM):** is a general term for strategies that result in more efficient use of our transportation system and that markets alternative forms of transportation for commuters, in order to reduce traffic congestion and air pollution and to increase efficiency of the transportation system.
  
- **Transit Intermodal Facilities:** are transfer facility that provides convenient connections between streetcars, bus rapid transit (BRT), or another public transit mode such as busways, bus lines, while offering some pedestrian and bicycle amenities and services; provides access to more than two (2) buses or light rail/streetcars; provides accessory parking spaces at intercept locations, generally between 75 and 500 spaces; and may include amenities such as retail, restrooms and lounge areas.

\* \* \*

## List of Acronyms

- CSS: Context Sensitive Solutions
- DTPW: Miami-Dade County Department of Transportation and Public Works

\*

\*

\*

- LRTP: Long Range Transportation Plan
- MDC: Miami-Dade County

\*

\*

\*

- TIP: Transportation Improvement Program
- TMP: Transportation Master Plan

**SECTION 2.** The following amendment to the City's 2025 Comprehensive Plan Intergovernmental Coordination Element is hereby adopted:

**Policy 1.10**

The City shall coordinate the planning and development of **Intermodal** Transit Facilities with Miami-Dade County, the Miami-Dade Metropolitan Planning Organization (MPO), and surrounding municipalities, as applicable.

**SECTION 3.** The following amendment to the City's Future Land Use Map designations for the property described herein is hereby approved and adopted and the Planning Director is hereby directed to make the appropriate changes to the Future Land Use Map of the City:

Lots along the Julia Tuttle Causeway/Interstate 195 and the Alton Road Interchange, and west of Alton Road; approximately 26 acres; as indicated in "Exhibit A;" from the current Future Land Use Category of "Recreation and Open Space (ROS)," to the Future Land Use category of "Public Facility: Governmental Uses (PF)."

**SECTION 4. REPEALER.**

All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

**SECTION 5. SEVERABILITY.**

If any section, subsection, clause or provision of this Ordinance is held invalid, the remainder shall not be affected by such invalidity.

**SECTION 6. CODIFICATION.**

It is the intention of the City Commission that this Ordinance be entered into the Comprehensive Plan, and it is hereby ordained that the sections of this Ordinance may be

renumbered or relettered to accomplish such intention; and that the word "ordinance" may be changed to "section" or other appropriate word. The Exhibits to this Ordinance shall not be codified, but shall be kept on file with this Ordinance in the City Clerk's Office.

**SECTION 7. TRANSMITTAL.**

The Planning Director is hereby directed to transmit this ordinance to the appropriate state, regional and county agencies as required by applicable law.

**SECTION 8. EFFECTIVE DATE.**

This ordinance shall take effect 31 days after the state land planning agency notifies the City that the plan amendment package is complete pursuant to Section 163.3184(3), Florida Statutes.

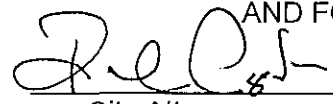
**PASSED and ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_ 2017.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM  
AND LANGUAGE  
AND FOR EXECUTION

 1-25-17  
\_\_\_\_\_  
City Attorney Date

First Reading/Transmittal: February 8, 2017  
Second Reading/Adoption: March 1, 2017

Verified By: \_\_\_\_\_  
Thomas R. Mooney, AICP  
Planning Director

Underline = new language

~~Strikethrough~~ = deleted language

**BOLD ~~Strikethrough~~ and Double Underscore** = modified language for New First Reading