

October 2nd, 2023

Via email: ColetteSatchell@miamibeachfl.gov

Ms. Colette Satchell
Senior Capital Projects Coordinator
Capital Improvement Projects Office
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Re: Miami Beach Chase Avenue and 34th Street Shared Path

Dear Colette:

The Shared Use Path, as currently presented in Option 1, has been developed to provide connectivity and improvements to encourage a variety of users while promoting safe alternative modes of transportation. It maintains a constant 10-foot width, which complies with FDOT and Florida Greenbook standards for pedestrian and bicycle facilities (Chapters 8 & 9), required for maintaining safe bi-directional bicycle/pedestrian movement. The continuous separated Shared Use Path of the current design minimizes potential conflicts between motorized vehicles and other users.

The Option 1 design harmonizes and preserves existing features which include utilities, drainage infrastructure, drainage run-off patterns, and elevations. The design also minimizes potential environmental aspects, as well as impacts to the Miami Beach Golf Course and rear yards of adjacent residential properties.

Option 3 has many of the same design considerations as Option 1 but the path does reduce in width from 10-feet to 8-feet at the corner residence. This causes constrained conditions for cyclists and pedestrians along the corner residence. Signage and approved traffic calming devices may be used at the transition. Compliance with FDOT and Florida Greenbook standards for pedestrian and bicycle facilities (Chapters 8 & 9) is not met, requiring a waiver for FDOT compliance.

Option 3A, similar to option 3, reduces the width of the path from 10-feet to 8-feet but forces the bicyclists into a sharrow condition on W. 34th Street creating an interface with motor vehicles. Signage may be used at the transition and design measures will have to be included to protect cyclists. This option is also subject to FDOT review for compliance.

For these reasons and those further enumerated on the development option exhibits, we feel Option 1 would be the preferred design alternative for the Chase Avenue and West 34th Street Shared Use Path. Options 3 and 3A though not the preferred option, are viable with appropriate signage and design measures.

Sincerely,



C. Miguel Juncal, RLA, CA

Landscape Architecture