MIAMIBEACH
TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY

WHAT'S IN THE PLAN?

GOALS

PUBLIC INPUT

TRAVEL MODE SHARE

MULTI-MODAL STRATEGIES, MANAGEMENT, & CORRIDORS

CONCURRENCY MANAGEMENT

PROJECT BANK

TMP

GOALS

Goals

1. **Prioritize PEDESTRIANS.**
   Encourage city residents and visitors, through safe and engaging infrastructure, to resort to walking.

2. **Improve TRANSIT service and infrastructure.**
   Develop a city-wide transit network that will have exclusively assigned road space and easy to access transfer areas. Utilize vehicular alternatives (i.e. car-sharing) for trips where transit is not convenient.

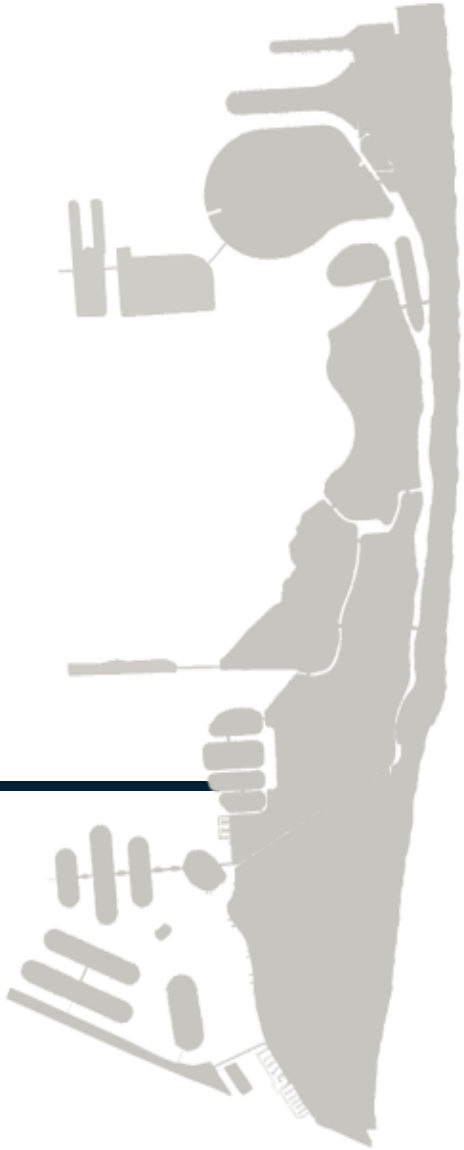
3. **Develop a BICYCLE network that is safe, connected, and consistent.**
   Promote bicycling, through well designed facilities, education, and encouragement.

4. **Provide off-street PARKING facilities that are accessible and convenient.**
   Seek opportunities for off-street parking facilities that support and encourage multi-modal activity.

5. **Plan for efficient FREIGHT mobility and delivery of goods.**
   Improve the way in which goods are delivered through the city and on which roadways.

6. **Provide POLICIES for the future.**
   Ensure that transportation policies support the projects recommended and promote multi-modal best practices.

Existing
CONDITIONS



Existing Conditions

27 Islands

13 Neighborhoods

3 Areas

Study Area

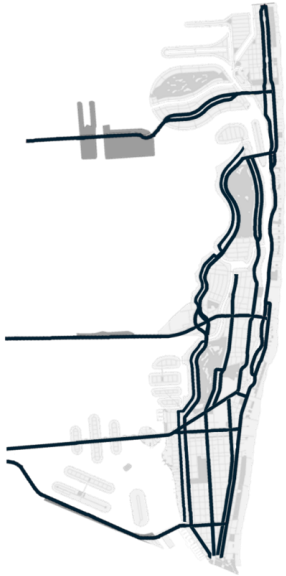
Total Resident Population: **90,588** (as of 2014)

Jobs within City: **52,621**

Average Daily Population Indicator: **205,915**

53% Male

47% Female



22.6 Miles of Arterial Roadways

8 Major Road Segments with Level of Service

E Or worse

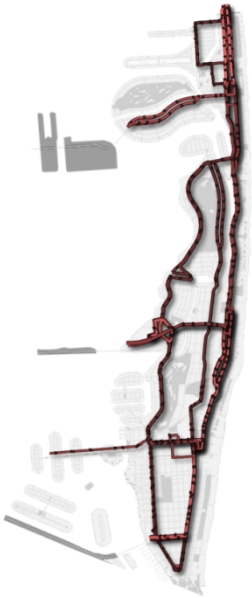
Roadway Network

Total City-wide crashes: **8,425** (from 2011-2013)

Pedestrian crashes: **310** (from 2011-2013)

Bicyclists crashes: **166** (from 2011-2013)

Existing Conditions



362
Stops

13
Regional Routes

4
Local Routes

Transit

Highest Daily Activity: **17,046** (Boardings & Alightings for Route 119 - S)

Stops Range Up to: **950** Daily Boardings

Average Speeds as Low as: **5 MPH**

29.5 MILES
of Bicycle Network

5 Only Pedestrian Bridges

Bicyclists & Pedestrians

Miles of Bicycle Lanes: **17.0**

Miles of Bicycle Routes: **7.0**

Miles of Shared Paths: **4.8**

Existing Conditions

City-wide Land Uses

(Percentages based on the City's 7.7 Square Miles of Land Area)

Single Family	Multi Family	Hotels	Commercial	Parks, Golf Courses, Beach, & Other Recreational Facilities	Other (Roads, Government Facilities, Schools, Religious, Industrial, etc.)*
30%	17%	3%	3.5%	20.5%	26%

325 upcoming developments as of 2015

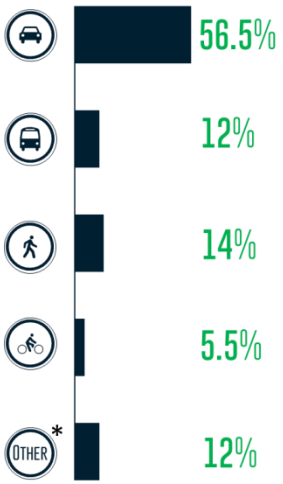
* In most Cities, Transportation facilities (Roadways, Sidewalks, Pathways, etc.) account for the majority of the land-use; however, as shown in the data, Miami Beach does not fit that mold. This serves to further indicate of the limited right-of-way available for facility widening.

Understanding
Mode Share

Understanding Mode Share

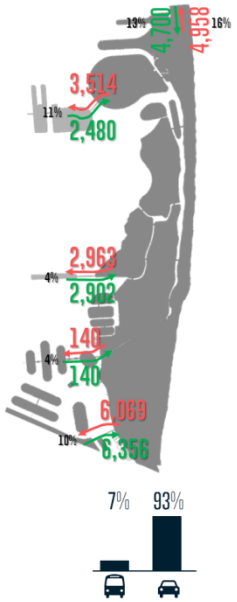
How people Travel

Residents to Work



* Taxis, Motorcycles, Mopeds, etc.

Everyone to and From the City

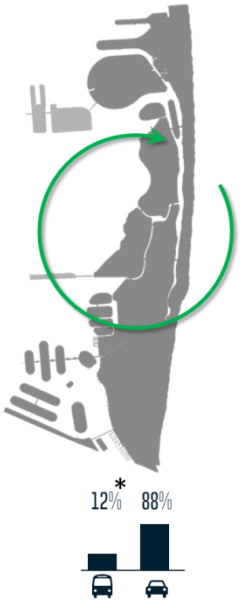


XX / XX — Number of Bus Trips Entering and Leaving the City

XX% — Transit Mode Split from Total Daily Bi-Directional Person Trips

Visitors to the City

Everyone within the City



* The total number of daily transit stop boardings within the City equal 12% of the 206,000 daily population

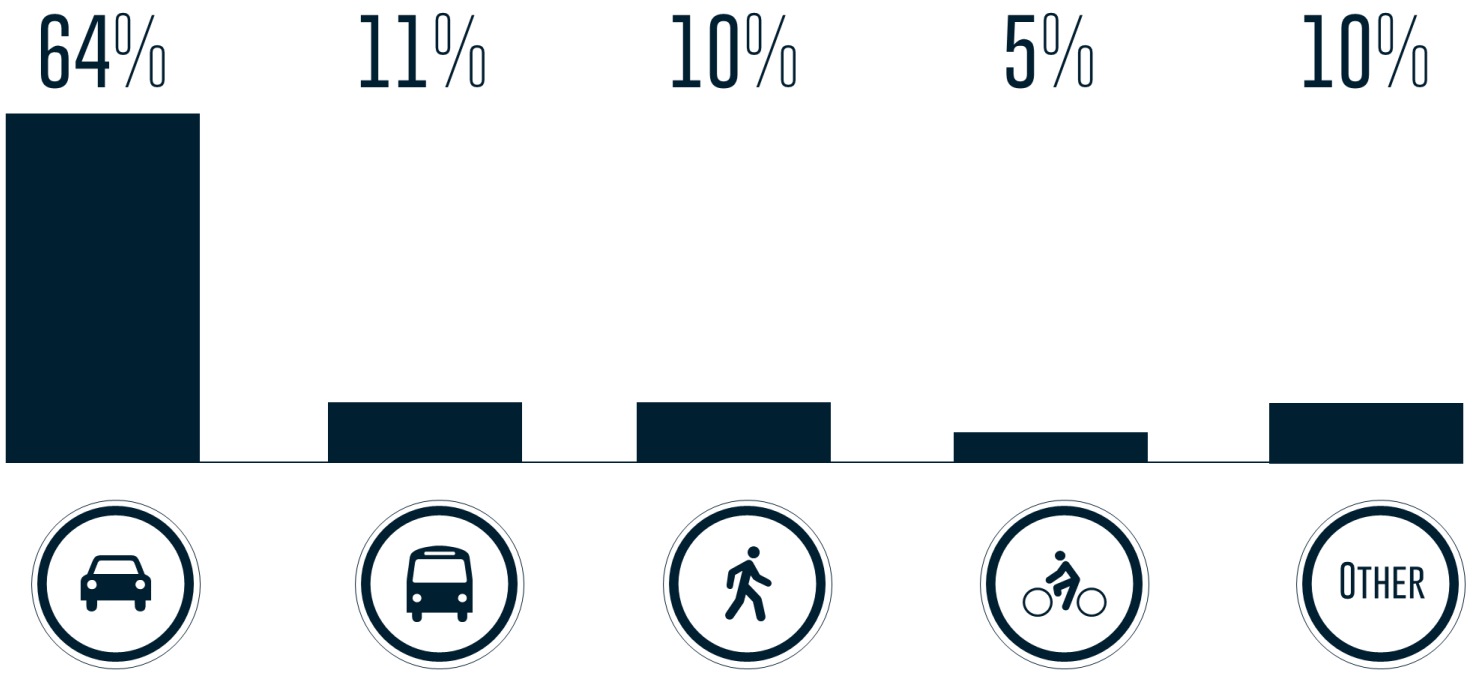
Understanding Mode Share

How Other Cities Commute

	Dade County	Denver	Vancouver, B.C.	New York City	Miami Beach
	86.5	78	54	27	56.5
	5	7	23	56	12
	3	5	17	10	14
	0.5	3	4	1	5.5
Other	5	7	2	6	12

Understanding Mode Share

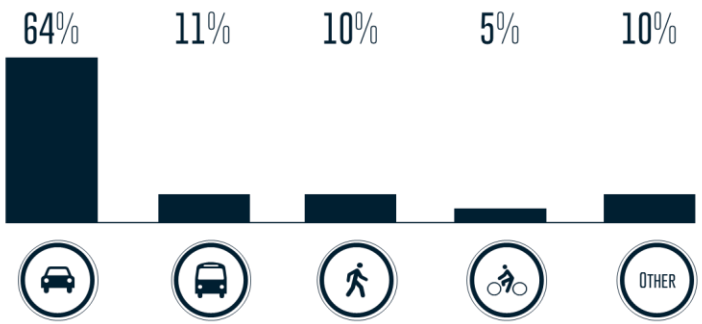
Existing overall mode share (To, From, and Within City)*



* Percentages are based on an approximate average of the existing available data gathered and overall professional judgement.

Understanding Mode Share

Existing Estimated overall mode share

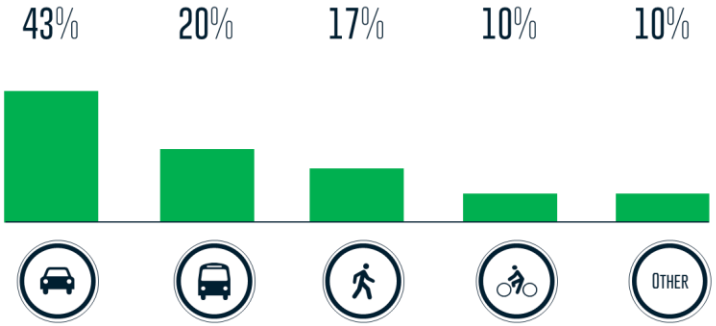


The team reviewed the following data:

- Causeway transit data
- Overnight and Non-overnight visitor data
- Transit usage within the City of Miami Beach

Based on the calculations, the team arrived at the estimated mode share shown above.

2035 overall mode share vision



Represents a reduction of approximately **99.2 Metric Tons** of Green-house Gases per day

Based on the results obtained by other cities who made commitments to multi-modal transportation, the team developed a proposed vision for modal share. This vision, as shown above, was further calibrated based on the modal impact recognized by each of the projects.

UNDERSTANDING MODE SHARE

PEDESTRIANS | TRANSIT | BICYCLISTS | FREIGHT | PRIVATE VEHICLES

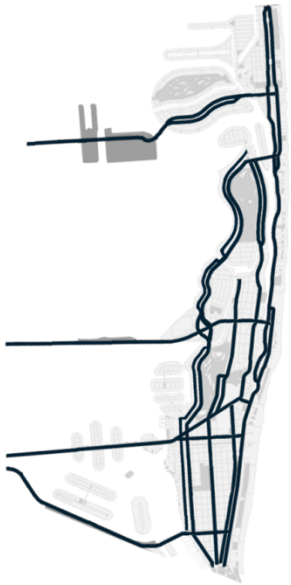
1 | 2 | 3

ONLY **CITY** IN **MIAMI-DADE COUNTY** TO ADOPT THIS MODE HIERARCHY

Prioritization Process

Corridor Prioritization

10 Major Roadways



North-South

- SR A1A / Collins Avenue (Indian Creek Drive & Harding Avenue)
- SR 907 / Alton Road – 63rd Street
- Meridian Avenue and Prairie Avenue
- Pine Tree Drive
- Washington Avenue
- West Avenue and Bay Road

East-West

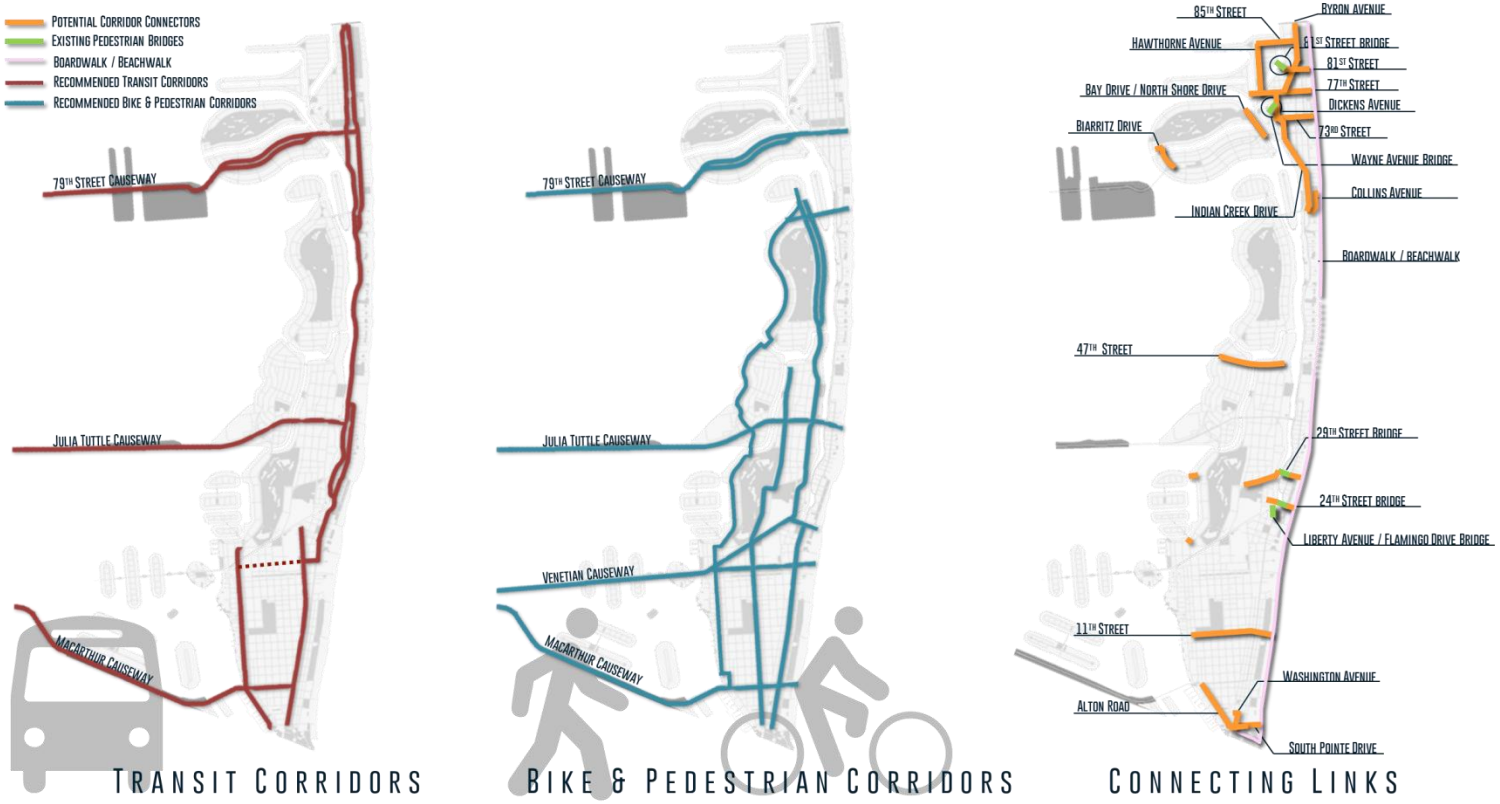
- SR A1A / MacArthur Causeway – 5th Street
- Venetian Causeway – Dade Blvd. & 17th St.
- SR 112 / Julia Tuttle Causeway – 41st Street
- SR 934 / 79th Street (Kennedy Causeway) – 71st Street

Prioritized by:

- Adjacent land use
- Number of bus routes running on the corridor
- Number of transit stops
- Daily ridership per stop
- Miles of dedicated bicycle facilities
- Number of signalized intersections
- AADT volumes
- Vehicular LOS

Corridor Prioritization

Mode Prioritized Corridors



Transit Corridors | Bike & Pedestrian Corridors | Connecting Links

Menu of Improvements

Menu of Improvements

Alternate Modes of Transportation

Pedestrians

- Wide Sidewalks/Curb Extensions
- Curb Ramps & ADA Compliance
- Sidewalk Amenities (i.e. awnings, lighting, trash cans, etc.)
- Landscaping & Greenery
- Crosswalks Treatment (i.e. high-emphasis, median nose, etc.)
- Enhanced Crosswalks (i.e. R.R.F.B., LED Crosswalks, etc.)

Transit

- Curbside Bus Lanes
- Exclusive or Partially Exclusive Transit Lanes
- Center / Median Running Bus Lanes)
- Exclusive Light Rail Lanes
- Transfer Areas (Stations, Intermodal Centers, etc.)
- Enhanced Bus Shelters

Bicycles

- Bike Lanes
- Protected Bike Lanes (i.e. striping, planters, or utility strips)
- Shared Use Paths
- Bicycle Boulevards / Neighborhood Greenways
- Bicycle Parking (Short Term and Long Term)
- Bicycle Commuting Incentives (i.e. storage, showers, etc.)
- Bicycle Intersection Treatments

Menu of Improvements

Automobiles and Trucks

Capacity

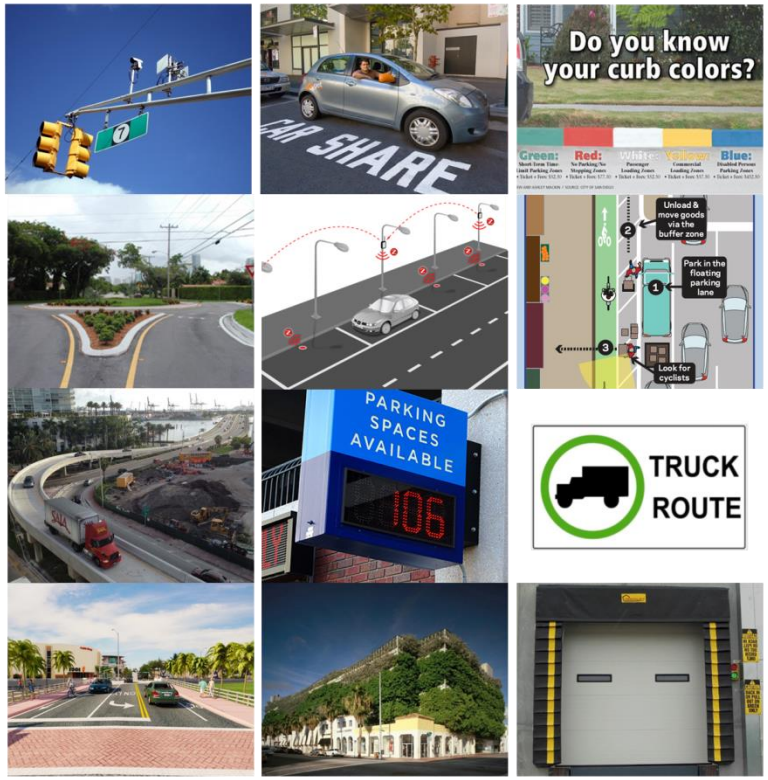
- ITS/ADAPTIVE SIGNAL CONTROLS
- TRAFFIC SIGNAL CORRIDOR OPTIMIZATION
- TURNING BAYS & QUEUE LENGTH ANALYSIS
- INTERSECTION GEOMETRY (I.E. TRAFFIC CIRCLES, SKEWED APPROACHES, ETC.)
- FLY-OVERS & UNDERPASSES
- BRIDGES & CONNECTIONS

Parking

- CAR SHARING PROGRAM
- PARKING OCCUPANCY SENSORS & REAL-TIME INFORMATION
- ELECTRONIC PARKING AVIALABILITY SIGNS & WAYFINDING
- OFF-STREET PARKING FACILITIES (I.E. PARKING LOTS AND GARAGES)
- STRATEGIC PARKING PRICING

Freight

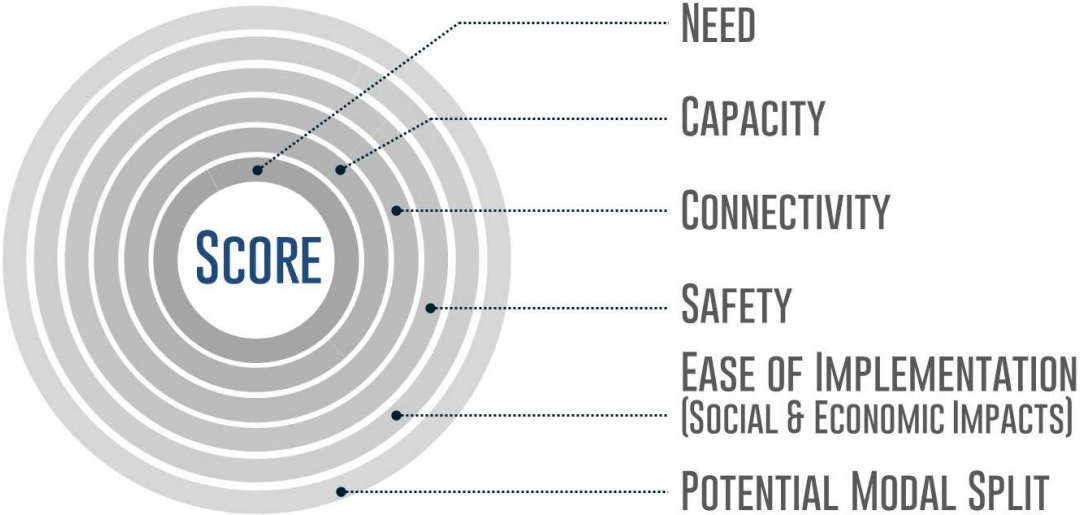
- BUILDING SIDE DOLLEYS, HANDCARTS, & TRUCKCARTS
- CURB RAMPS
- CURB COLOR PROGRAM
- LOADING & UNLOADING BUFFER ZONE
- TRUCK ROUTING
- LOADING BAYS AND AMMENITIES ON HIGH DEMAND DEVELOPMENTS
- OVERNIGHT DELIVERIES
- DELIVERY VEHICLE TYPE



Developing
Projects

Developing Projects

Setting Criteria



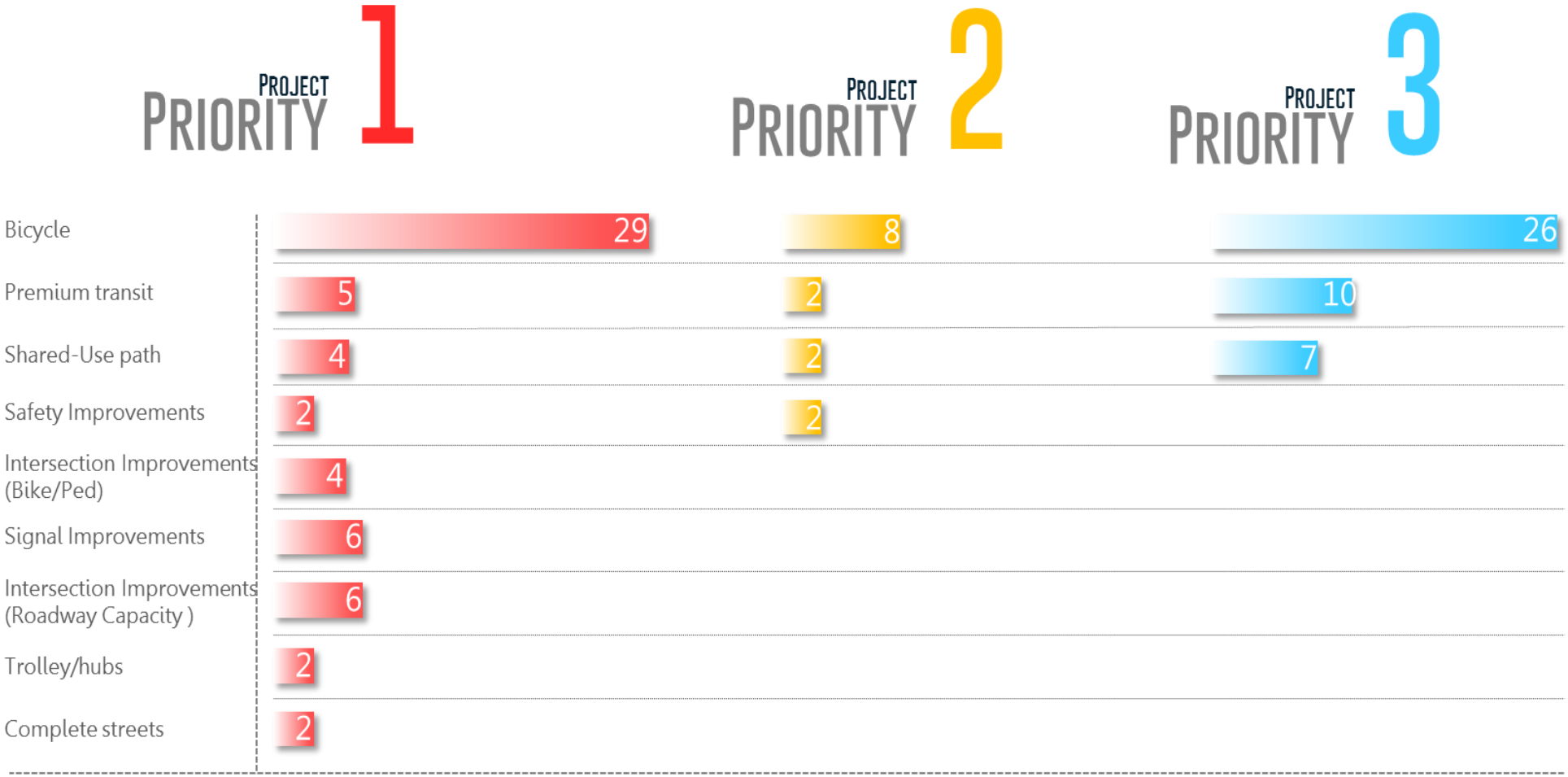
Setting Goals

Priority 1

Priority 2

Priority 3

PROJECT
BANK



58 PROJECTS TOTAL COST: **$483,000,000**

14 PROJECTS TOTAL COST: **$86,500,000**

34 PROJECTS TOTAL COST: **$450,500,000**

LEGEND:

- Roadway Segment Project
- FDOT Project
- Site Specific Project
- City of Miami Beach Project Current Initiative

PRIORITY 1

1. **SR A1A / MACARTHUR CSWY:** Dedicated Transit Lanes and Bicycle Lanes Feasibility Analysis
2. **Miami Beach Light Rail/Modern Street Car** Exclusive Transit and Projects/buffered bicycle lanes
3. **WEST AVENUE:** Protected Bicycle Lanes
4. **73rd STREET:** One-Way Protected Bicycle Lanes
5. **72ND STREET:** One-Way Protected Bicycle Lanes
6. **BYRON AVENUE:** Protected Bicycle Lanes
7. **NORTH BAY ROAD:** Neighborhood Greenway
8. **ALTON ROAD AND 17TH STREET:** Geometric Feasibility Analysis
9. **51ST STREET:** Green Bicycle Lanes
10. **63rd STREET:** Feasibility Study for Bicycle Alternatives
11. **SR 907 / ALTON ROAD:** Bicycle Alternatives
12. **DADE BOULEVARD:** Shared-Use Path
13. **EUCLID AVENUE:** Protected Bicycle Lanes
14. **MERIDIAN AVENUE:** Bicycle Facilities
15. **MERIDIAN AVENUE:** Shared Use Path
16. **PINE TREE DRIVE/LAGORCE DRIVE NORTH OF 51ST STREET:** Protected Bicycle Lanes
17. **6TH STREET/MICHIGAN AVENUE:** Bicycle Facility Geometric Analysis
18. **ALTON ROAD AND 5TH STREET:** Intersection Capacity Analysis
19. **DICKENS AVENUE AND 71ST STREET** Intersection Geometric Analysis
20. **SR A1A / MACARTHUR CAUSEWAY/5TH STREET:** Adaptive Traffic Signal Control
21. **SR 907 / ALTON ROAD:** Adaptive Traffic Signal Control
22. **23RD STREET:** Complete Streets Feasibility Analysis and Implementation
23. **SR A1A / COLLINS / INDIAN CREEK:** Traffic Safety Study
24. **SR A1A / INDIAN CREEK DRIVE:** Intersection Analysis at Indian Creek Drive and Abbott Avenue and Indian Creek and 63rd Street
25. **ALTON ROAD AND ED SULLIVAN ROAD:** Intersection Capacity and Safety Review
26. **SR 934 / 71ST / NORMANDY:** Safety Study
27. **SR 112 / JULIA TUTTLE CSWY:** Complete Streets Feasibility Analysis
28. **85TH STREET :** Neighborhood Greenway
29. **MIDDLE BEACH AND COLLINS LINK:** Trolley Routes
30. **SR A1A / COLLINS AND INDIAN CREEK:** Traffic Signal Optimization Study
31. **SR 934 / 71ST STREET:** Corridor and Capacity Analysis
32. **SR 112/JULIA TUTTLE CSWY RAMPS:** Ramps Capacity Improvement Analysis
33. **MIDDLE BEACH:** Intermodal Station
34. **SR 112/JULIA TUTTLE CSWY AND 41ST STREET:** Intersection Capacity Improvement
35. **10th Street/11TH STREET:** Neighborhood Greenway
36. **ALTON ROAD AND MICHIGAN AVENUE** Intersection Capacity Improvement
37. **Middle Beach Recreational Corridor**
38. **41ST STREET :** Intersections With Collins Avenue and Indian Creek Drive Safety Improvements
39. **81st STREET :** Neighborhood Greenway
40. **77TH STREET :** Neighborhood Greenway
41. **TATUM WATERWAY DRIVE:** Neighborhood Greenway
42. **CHASE AVENUE:** Shared-Use Path
43. **SR 907/ALTON ROAD AND LOWER NORTH BAY ROAD:** Intersection Improvements for Bicycle Traffic
44. **16TH STREET:** Bicycle Facilities Improvements/Protected Bicycle Lanes
45. **47th STREET:** Green Bicycle Lanes
46. **42nd STREET:** Green Bicycle Lanes
47. **BAY DRIVE :** Neighborhood Greenway
48. **ROYAL PALM AVENUE:** Neighborhood Greenway
49. **BAYWALK**
50. **SOUTH BEACH:** Pedestrian Priority Zone

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	**SR A1A / MacArthur Causeway Complete Streets Feasibility Study**	South	Multimodal	Downtown	Collins Avenue	3.8	Review of design alternatives for exclusive transit lanes and bicycle lanes long MacArthur Causeway (Phase I)	SR A1A/MacArthur Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
2	**Miami Beach Light Rail/Modern Street Car**	South	Multimodal	S.Pointe Drive & SR A1A/5th Street	Washington Avenue & Dade Boulevard	4.55 (Rail Lane) and 4.70 (Protected Bike Lanes)	Exclusive transit and protected/buffered bicycle lanes (Lane repurposing and/or roadway widening)	South Beach requires an improvement for regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit.
3	**West Avenue Protected Bicycle Lanes**	South	Bike/Ped	6th Street	20th Street	1.3	Protected/buffered bicycle lanes (Lane repurposing), Enhanced crosswalks	West Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
4	**73rd Street One Way Protected Bicycle Lanes**	North	Bike/Ped	Dickens Avenue	Atlantic Trail	0.35	Protected/buffered bicycle lanes (Lane repurposing), Enhanced crosswalks	73rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
5	**72nd Street One Way Protected Bicycle Lanes**	North	Bike/Ped	Dickens Avenue	Collins Avenue	0.28	Protected/buffered bicycle lanes *(Lane repurposing)*, Enhanced crosswalks	72nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
6	**Byron Avenue Protected Bicycle Lanes/Neighborhood Greenway**	North	Bike/Ped	73rd Street	Hawthorne Avenue	0.56	Protected/buffered bicycle lanes *(Lane repurposing)* from 73rd Street to 75th Street. Neighborhood Greenway from 75th Street to Hawthorne Avenue. Enhanced crosswalks	Byron Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
7	**North Bay Road Neighborhood Greenway** (Including SR 907/Alton Road connecting bridge over Surprise Waterway)	Middle	Bike/Ped	Dade Boulevard	La Gorce Drive	4.6	Neighborhood Greenway*(Boulevard Markers and Traffic Calming) Enhanced crosswalks*	North Bay Road requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	**SR 907 / Alton Road and 17th Street Intersection Improvements**	South	Bike/Ped	N/A	N/A	N/A	Review Geometry of the intersection for the addition of an additional left turn lane.	Improved vehicular operations at the Intersection of SR 907 / Alton Road *AND* 17th Street
9	**51st Street Green Bicycle Lanes**	Middle	Bike/Ped	Alton Road	Pine Tree Drive	0.4	Enhanced (green) Bicycle Lanes	51st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
10	**63rd Street: Feasibility Study for Bicycle Alternatives**	Middle	Multimodal	Alton Road	Indian Creek Drive	0.4	Multimodal Feasibility Analysis for bicycle and transit alternatives consistent with the Bicycle Pedestrian Master Plan	63rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

11	**SR 907 Bicycle Alternatives Analysis and Implementation**	Middle	Bike/Ped	Michigan Avenue	Chase Avenue	0.93	Analysis and implementation of Separated or Protected Bicycle Facilities adjacent to the golf course	Alton Road requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
12	**Dade Boulevard Shared Use Path + Road Diet**	South	Bike/Ped	17th Street	Pine Tree Drive	1	Feasibility Study and Implementation of Shared Use Path Adjacent to Collins Canal with potential road diet on the eastbound approach between SR 907/Alton Road and Michigan Avenue	Dade Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
13	**Euclid Avenue Protected Bicycle Lanes**	South	Bike/Ped	2nd Avenue	16th Street	1.15	Protected Bicycle Lanes from 5th Street to 16th Street. Neighborhood Greenway from 3rd Street to 5th Street.	Dade Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	**Meridian Avenue Bicycle Facilities**	South	Bike/Ped/ Safety/ Capacity	16th Street	Dade Boulevard	0.47	Phase I of the Project includes a geometric feasibility analysis for protected bicycle lanes. The analysis also includes a capacity analysis of the Meridian Avenue and 17th Street Intersection (Priority 1A). Phase II of the project includes implementation based on the results of Phase I.	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
15	**Meridian Avenue and 28th Street Shared Use Path**	Middle	Bike/Ped	Dade Boulevard	Pine Tree Drive	0.9	Shared Uses Path *(Lane repurposing) Enhanced crosswalks*	Meridian Avenue and 28th Street require an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
16	**La Gorce Drive / Pine Tree Drive Protected/buffered bicycle lanes**	Middle	Bike&Ped	51st Street	La Gorce Circle	2.69	Protected/buffered bicycle lanes *(Lane repurposing) BPMP Page 158*	La Gorce Drive/Pine Tree Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
17	**6th Street and Michigan Avenue Bicycle Facilities Analysis**	South	Bike/Ped	West Avenue	SR A1A / 2nd Street	0.5	Phase I of the project includes a geometric analysis of the proposed section of the corridor determine what bicycle facilities are appropriate for the corridor. Phase II of the project includes implementation based on the results of Phase I.	6th Street and Michigan Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
18	**SR A1A / 5th Street and SR 907 / Alton Road Intersection Improvements**	South	Bike/Ped	N/A	N/A	N/A	Provide Enhanced Crosswalks and improved sidewalk crossings.	Improve multimodal vehicular operations will be pursued at the Intersection of SR A1A / 5th Street *AND* SR 907 / Alton Road
19	**Dickens Avenue and SR 934 / 71ST Street Geometric Modifications**	North	Roadway	N/A	N/A	N/A	Feasibility study for Geometric Modifications including an additional Southbound Lane	This site requires examination for improved capacity and functionality. Examining the potential addition of a Southbound Lane gives the area the opportunity to improve roadway traffic.
20	**SR A1A / MacArthur Causeway and SR A1A / 5th Street's Feasibility Study of Adaptive Signal Controls**	South	Roadway	Fountain Street	Washington Avenue	2	Feasibility Study of Adaptive Signal Controls	Improve multimodal vehicular operations will be pursued along the corridor of SR A1A / MacArthur Causeway / 5th Street

21	**SR 907 / Alton Road's Feasibility Study of Adaptive Signal Controls**	South	Roadway	6th Street	Michigan Avenue	1.5	Feasibility Study of Adaptive Signal Controls	Improve multimodal vehicular operations will be pursued along the corridor of SR 907 / Alton Road
22	**23rd Street's Complete Streets Feasibility Study**	South	Multimodal	Dade Boulevard	SR A1A / Collins Avenue	0.3	Feasibility Study of Complete Streets Design	23rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
23	**SR A1A / Indian Creek Drive Bicycle/Pedestrian Safety Improvements**	Middle	Roadway	26th Street	SR 112 / 41st Street	0.9	Safety Improvements	Improve multimodal vehicular operations will be pursued along the corridor of Indian Creek Drive from 26th Street to 41st Street
24	**Intersection of SR A1A / Indian Creek Drive and 63rd Street and SR A1A / Abbott Avenue's Feasibility Study of Intersection Improvements**	North	Roadway	N/A	N/A	N/A	Feasibility Study of Intersection Improvements	Improve multimodal vehicular operations will be pursued at the Intersection of SR A1A / Indian Creek Drive and 63rd Street and SR A1A / Abbott Avenue
25	**Intersection of SR 907 / Alton Road and 43rd Street/Ed Sullivan Road Feasibility Study of Intersection Improvements**	Middle	Roadway	N/A	N/A	N/A	Feasibility Study of Intersection Improvements	Improve multimodal vehicular operations will be pursued at the Intersection of SR 907 / Alton Road and 43rd Street/Ed Sullivan Road
26	**SR 934 / 71st Street / Normandy Drive Safety Improvements**	North	Roadway	N Shore Drive	SR A1A / Collins Avenue	0.5	Safety Improvements	Improve multimodal vehicular operations will be pursued along the corridor of SR 934 / 71st Street / Normandy Drive
27	**SR 112 / Julia Tuttle Causeway s Feasibility Study**	Middle	Multimodal	US-1 / Biscayne Blvd	SR 907 / Alton Road	3.18	Feasibility study for Shared Path, Protected Bike lanes, and Exclusive Bus lanes	SR 112 / Julia Tuttle Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
28	**85th Street Neighborhood Greenway**	North	Bike/Ped	Stillwater Drive	Atlantic Trail	0.5	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	85th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
29	**SR 907 / Alton Road**	Middle	Transit	Sullivan Drive (Mt. Sinai Medical Center Entrance)	SR 112 / 41st Street	6.4 (Total Distance of One Loop)	Trolley Route from Mt. Sinai Medical Center servicing Mid and South Beach	This project proposes a route which will provide the Middle Beach area of the City with a trolley system to help encourage multimodal alternatives of transportation.
	SR 112 / 41st Street			SR 907 / Alton Road	SR A1A / Indian Creek Drive / Alton Road			
	SR A1A / Indian Creek Drive / Collins Avenue			SR 112 / 41st Street	Dade Boulevard			
	Dade Boulevard Proposed Middle Beach Trolley Route			SR A1A / Indian Creek Drive	17th Street			
30	**SR A1A / Collins Avenue and Indian Creek Drive Signal Optimization Study**	North	Roadway	SR 907 / 63rd Street	SR 934 / 71st Street	0.79	Signal Optimization Feasibility Study on SR A1A	Improve multimodal vehicular operations will be pursued along the corridor of SR A1A / Collins Avenue

31	**SR 934 / 71st Street Feasibility Study**	North	Roadway	Carlyle Avenue	SR A1A / Collins Avenue	1.02	Feasibility Study for removing existing dedicated left turns along 71st Street and review the feasibility of adding an additional westbound lane.	This section of SR 934 / 71st Street stands a chance of improving capacity and functionality by examine the efficiencies of Left turn lanes and their alternatives.
32	**SR 112 / 41st Street and SR 907 / Alton Road Auxiliary Turn / Shoulder Lane Study**	Middle	Roadway	N/A	N\A	N/A	Feasibility Study for Auxiliary Turn / Shoulder Lane	Improve multimodal vehicular operations will be pursued at the Intersection of SR 112 / 41st Street and SR 907 / Alton Road
33	**Middle Beach Intermodal Station**	Middle	Multimodal	N/A	N/A	N/A	Develop an Intermodal Station to provide multi-modal transfers	This site specific improvement will reach beyond just its immediate area. This station is being designed with the hopes of
34	**SR 112 / Julia Tuttle Cswy Westbound Ramp**	Middle	Roadway	Mount Sinai Hospital	SR 112 / Julia Tuttle Causeway	0.25	Westbound on ramp to SR 112 / Julia Tuttle from Mount Sinai Hospital	This project's focus is to helping improving roadway functionality and capacity but providing mitigation of traffic generation from Mount Sinai Hospital
35	**10th Street/11th Street Neighborhood Greenway**	South	Bike/Ped	West Avenue	SR A1A / Collins Avenue	0.52	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	10th or 11th Street require an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
36	**SR 907 / Alton Road and Michigan Avenue's Intersection Improvements**	Middle	Bike/Ped	N/A	N/A	N/A	Provide Enhanced Crosswalks. FDOT Project	Improve multimodal vehicular operations will be pursued at the Intersection of SR 907 / Alton Road *AND* Michigan Avenue
37	**Middle Beach Recreational Corridor**	Middle	Bike/Ped	SR A1A / Collins Avenue BLK 4700	SR A1A / Collins Avenue BLK 5400	0.8	Connect the North and South existing Beachwalk segments	The Middle Beach Recreational Corridor has the potential to function as a pedestrian and bicyclist only environment which full connects the North and South portions of the City of Miami Beach. This is the last section of the route that remains as an inconsistent experience for travelers.
38	**SR A1A / Collins Avenue / Indian Creek Drive and SR 112 / 41st Street's Intersection Safety Study and Improvements**	Middle	Roadway	N/A	N/A	N/A	Intersection Safety Study and Improvements	Improve multimodal vehicular operations will be pursued at the Intersection of A1A / Collins Avenue / Indian Creek Drive *AND* SR 112 / 41st Street
39	**81st Street Neighborhood Greenway**	North	Bike/Ped	Crespi Boulevard	Atlantic Trail	0.36	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	81st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

40	**77th Street Neighborhood Greenway**	North	Bike/Ped	Dickens Avenue	Collins Avenue	0.28	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	77th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
41	**Tatum Waterway Drive Neighborhood Greenway**	North	Bike/Ped	77th Street	81st Street	0.34	Neighborhood Greenway (Boulevard Markers and Traffic Calming) Enhanced crosswalks	Tatum Waterway Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
42	**Chase Avenue Shared-Use Path Feasibility Study**	Middle	Bike/Ped	Alton Road	34th Street	0.23	Phase I of this project includes a feasibility analysis for a shared-use path adjacent to the golf course. Various constructability concerns were found during the master planning exercise, thus the need for a feasibility analysis. This analysis will also include the intersection Alton Road and Chase Avenue. Phase II of the project will consist of the implementation phase.	Chase Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
43	**Alton Road and North Bay Road Intersection Bicycle Improvements**	Middle	Bike/Ped	Intersection Project	N/A	N/A	Intersection Safety Improvements	The intersection requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
44	**16th Street Bicycle Facilities Improvements**	South	Bike/Ped	Bay Road	Collins Avenue	0.83	Phase I of the project proposes the improvement of the existing Bicycle Lanes by painting them green. Phase II of the project includes the implementation of Protected Bicycle Lanes along the corridor.	16th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
45	**47th Street Enhanced Bicycle Lane**	Middle	Bike/Ped	North Bay Road	Pine Tree Drive	0.66	Enhanced (Green) Bike Lane for the corridor, including the portion between Alton Road and North Bay Road.	47th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
46	**42nd Street Enhance Bicycle Lanes**	Middle	Bike/Ped	Prairie Avenue	Pine Tree Drive	0.25	Enhanced (Green) Bike Lane for the corridor.	42nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
47	**Bay Drive Neighborhood Greenway**	North	Bike/Ped	West 71st Street	East 71st Street	1.3	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Bay Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
48	**Royal Palm Avenue Neighborhood Greenway**	Middle	Bike/Ped	28th Street	41st Street	0.55	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Royal Palm Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
49	**Baywalk**	South	Bike/Ped	5th Street	15th Street	1.05	Feasibility Study and Implementation of Shared Use Path	Baywalk requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
50	**South Beach Pedestrian Priority Zones**	South	Bike/Ped	N/A	N/A	N/A	Designation and formalization of Pedestrian Priority Zones (PPZ)	Phase I of the project includes analysis and implementation of PPZs for the South of 5th Street Neighborhood and the West Avenue Neighborhood. Phase II includes analysis and implementation of the Flamingo Park Neighborhood.

SAMPLE
PROJECTS

SR A1A/MACARTHUR CSWY

Exclusive Bus Lanes and Bicycle Lanes

1

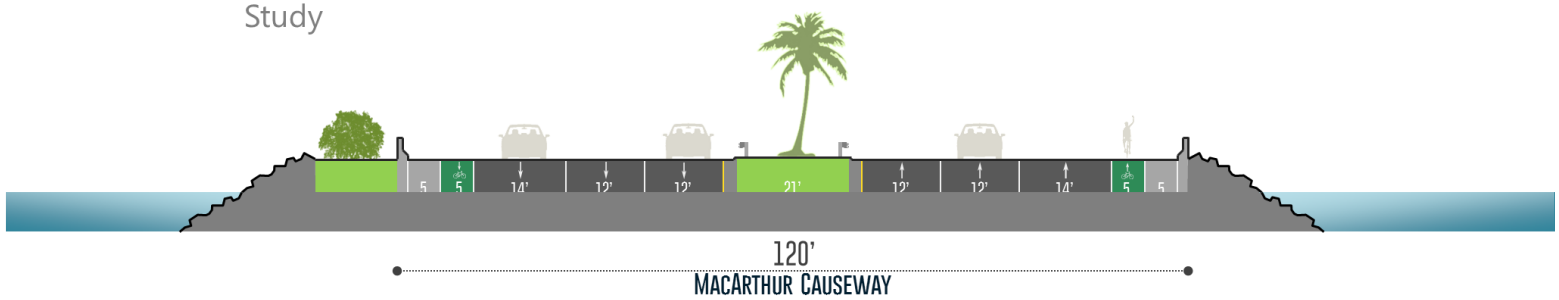
Limits: US-1 / Biscayne Blvd --- Washington Ave

Type:

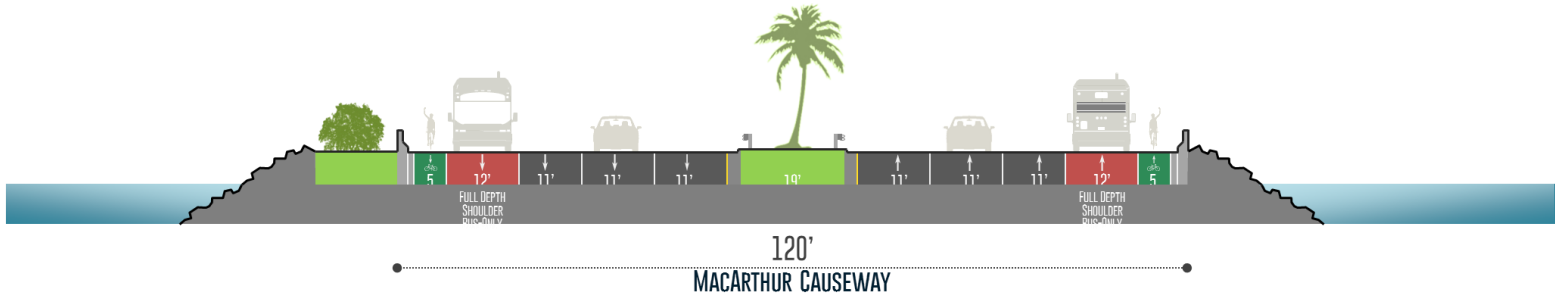
Objective: Complete Streets Feasibility Study

Cost: $ 20,513,000

Existing



Proposed



Miami Beach Light Rail/ Modern Street Car

Light Rail & Protected Bike Lanes

2

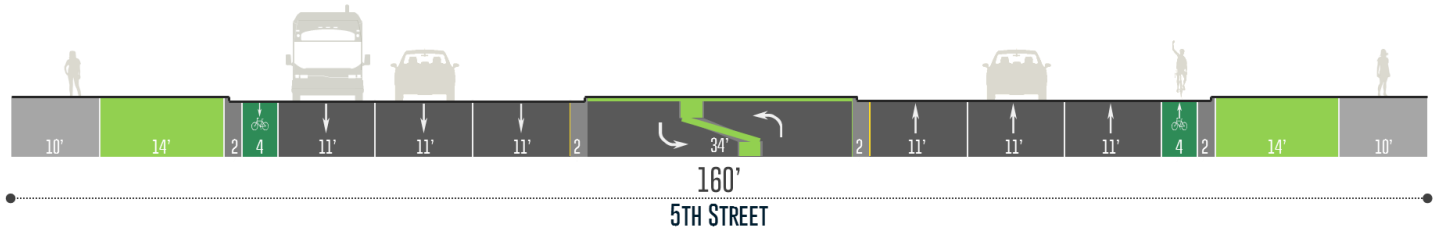
Limits: 1st Street --- SR A`1A/Collins Avenue
SR A1A/5th Street --- Dade Boulevard

Objective: Protected Bike Lanes and Exclusive Light Rail Lanes

Type:

Cost: $ 360,000,000

Existing



Proposed

Miami Beach Light Rail/ Modern Street Car

Light Rail & Protected Bike Lanes

2

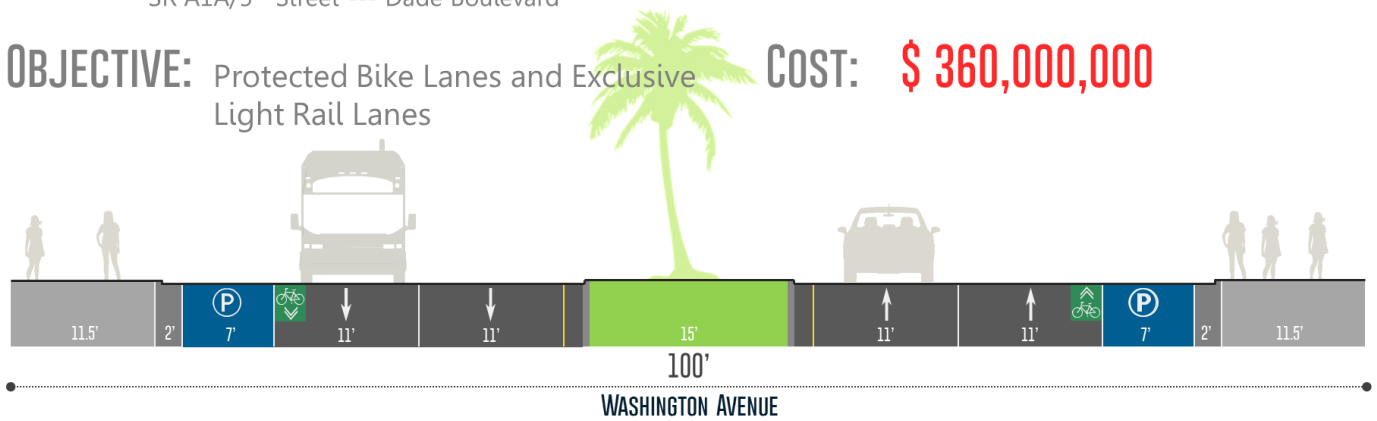
Limits: 1st Street --- SR A`1A/Collins Avenue
SR A1A/5th Street --- Dade Boulevard

Type:

Objective: Protected Bike Lanes and Exclusive Light Rail Lanes

Cost: $ 360,000,000

Existing



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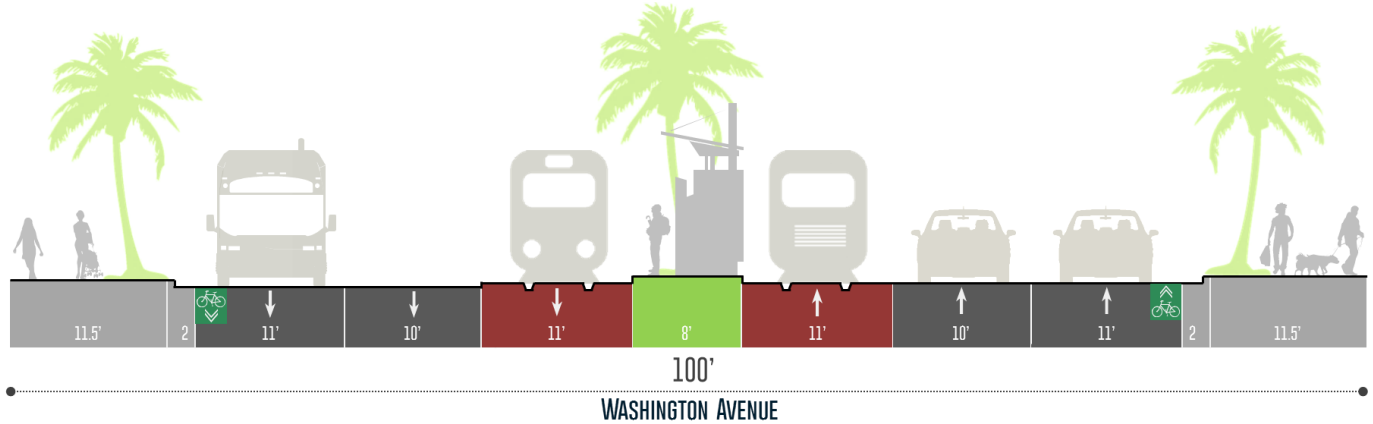


Miami Beach Light Rail/ Modern Street Car

Light Rail & Protected Bike Lanes

2

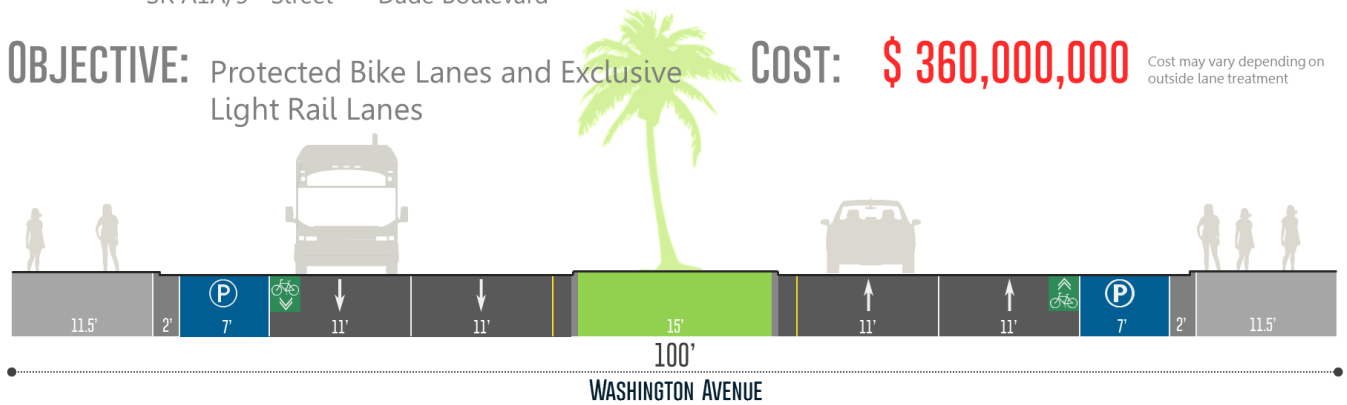
Limits: 1st Street --- SR A`1A/Collins Avenue
SR A1A/5th Street --- Dade Boulevard

Type:

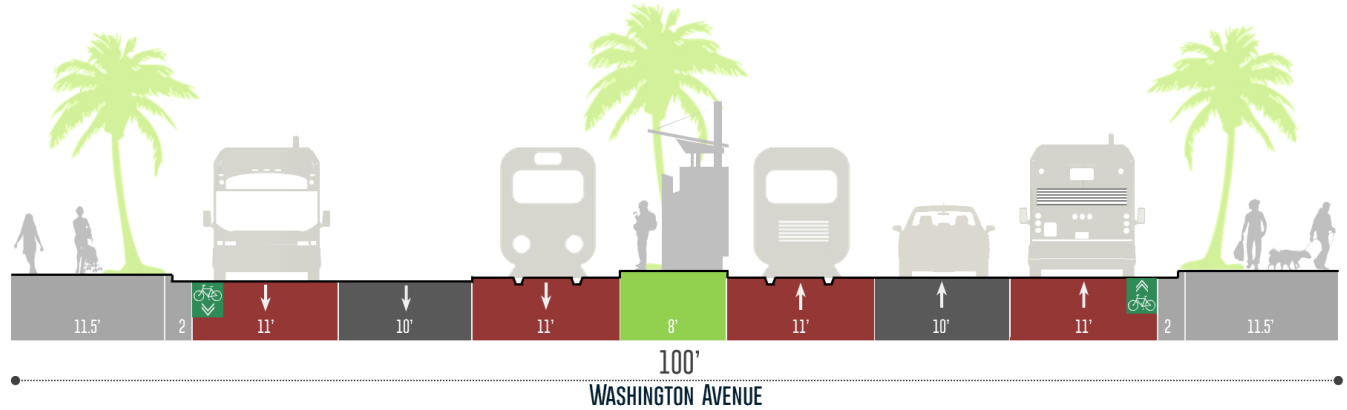
Objective: Protected Bike Lanes and Exclusive Light Rail Lanes

Cost: $ 360,000,000 Cost may vary depending on outside lane treatment

Existing



Proposed



Miami Beach Light Rail/ Modern Street Car

Light Rail & Protected Bike Lanes

2

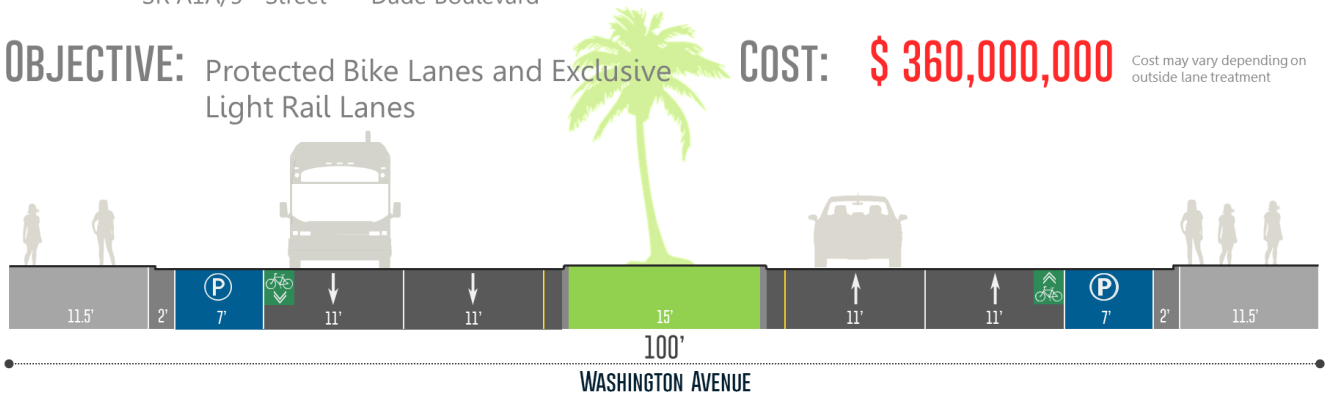
Limits: 1st Street --- SR A`1A/Collins Avenue
SR A1A/5th Street --- Dade Boulevard

Type:

Objective: Protected Bike Lanes and Exclusive Light Rail Lanes

Cost: $ 360,000,000 Cost may vary depending on outside lane treatment

Existing



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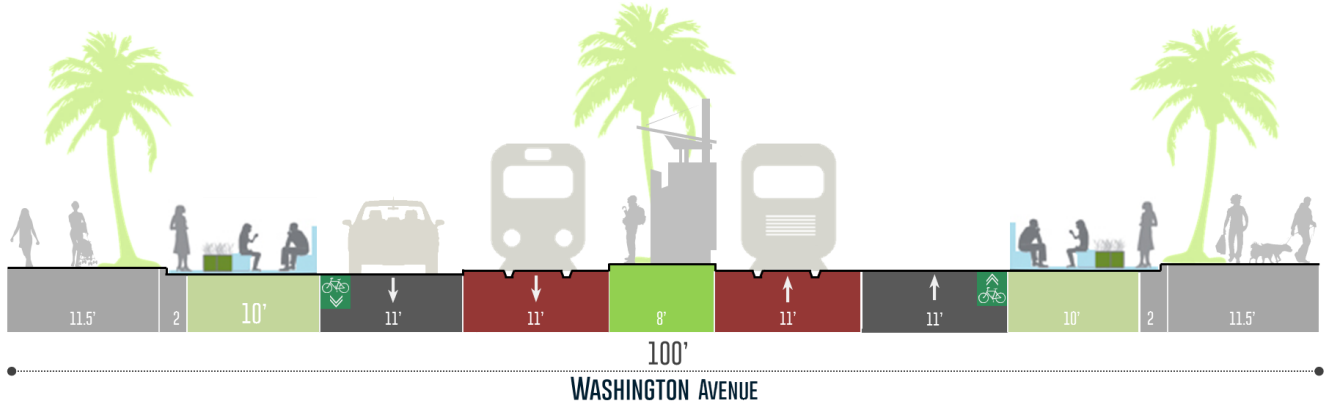


West Avenue Protected Bike Lanes

3

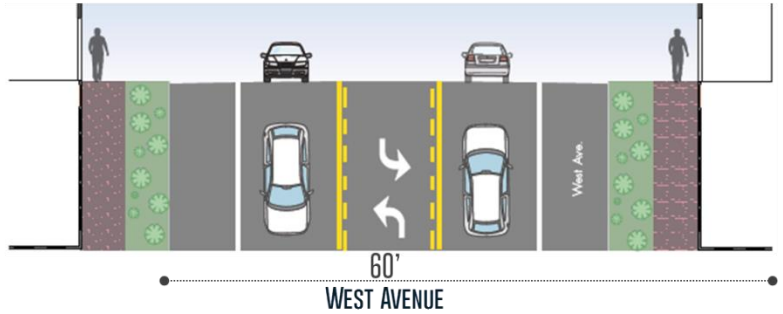
Limits: 6th Street --- 20th Street

Objective: Exclusive Light Rail Lanes & Bus Lanes

Type:

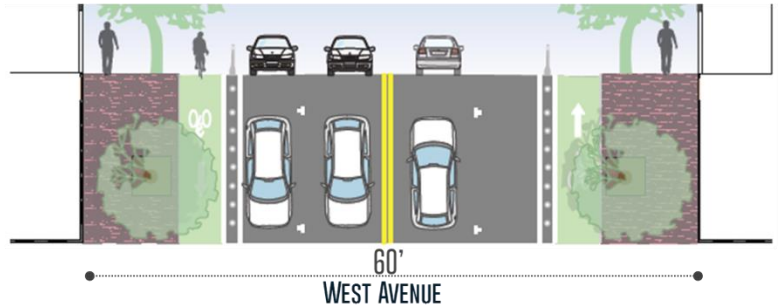
Cost: $ 530,000

Existing



Source: BPMP

Proposed



Source: BPMP

73RD STREET PROTECTED BICYCLE LANE (BPMP)

4

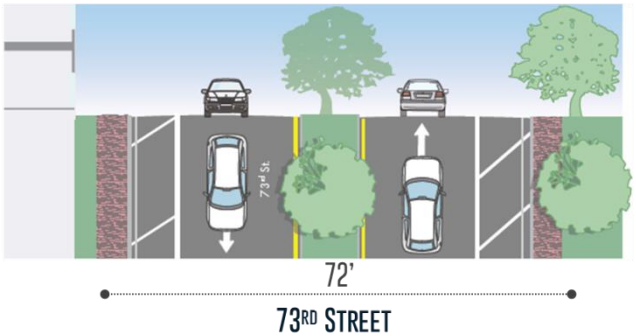
LIMITS: Collins Avenue to Dickens Avenue

TYPE:

OBJECTIVE: Protected Bike Lanes

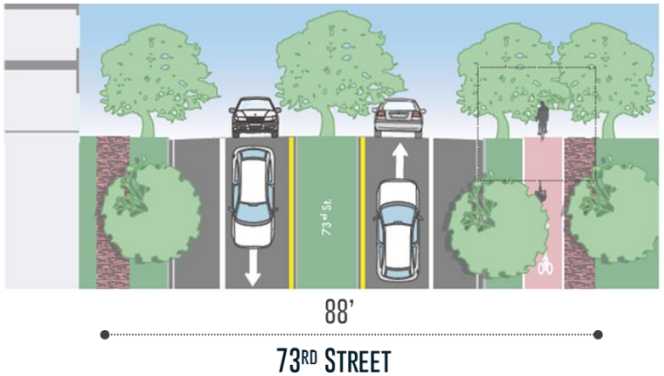
COST: $ 4,059,000

EXISTING



Source: BPMP

PROPOSED



Source: BPMP

72ND STREET PROTECTED BICYCLE LANE (BPMP)

5

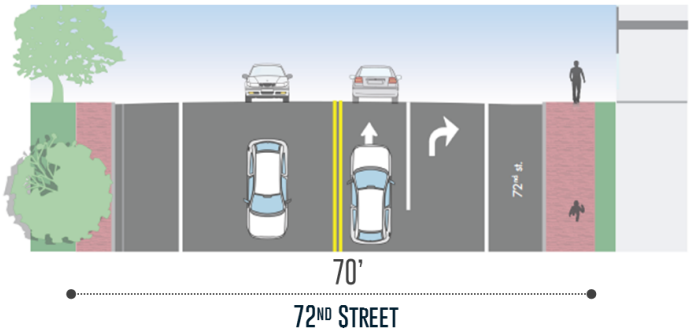
LIMITS: Collins Avenue to Dickens Avenue

TYPE:

OBJECTIVE: Protected Bike Lanes

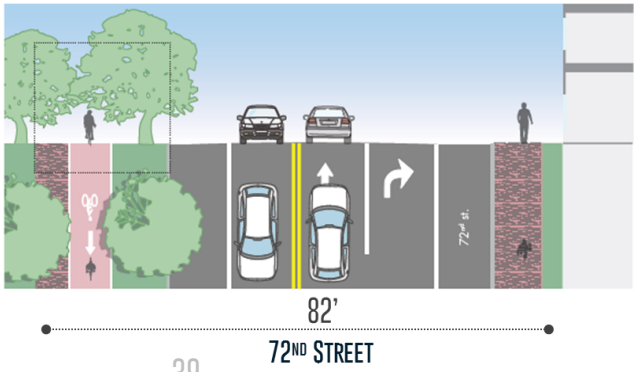
COST: $ 4,059,000

EXISTING



Source: BPMP

PROPOSED



Source: BPMP

North Bay Road Neighborhood Greenway (BPMP)

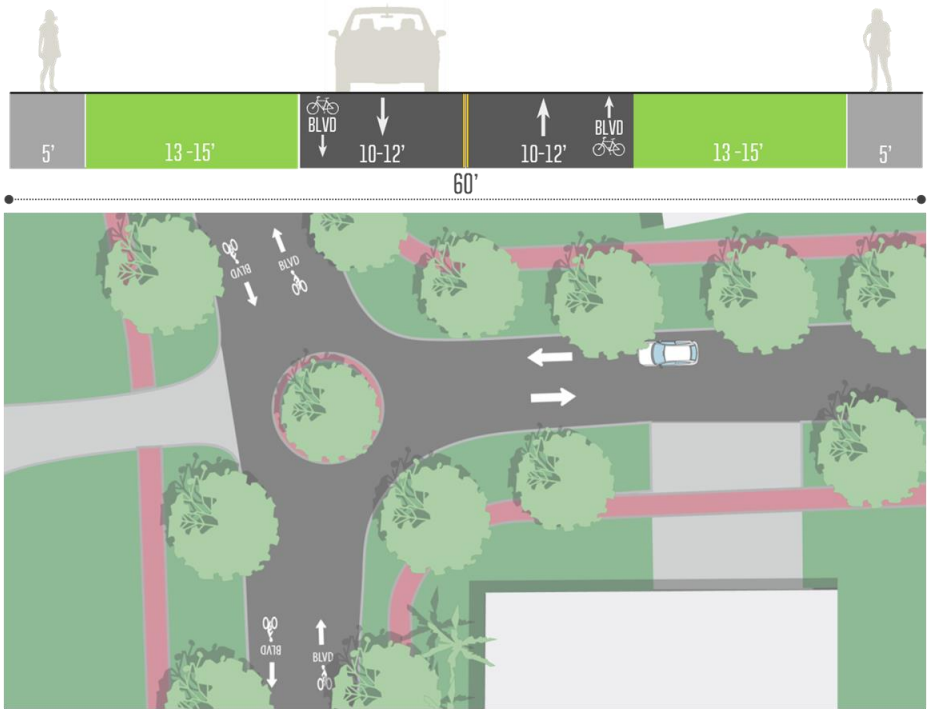
7

Limits: Dade Boulevard --- Pine Tree Drive

Type:

Objective: Neighborhood Greenway

Cost: $ 3,950,000



Proposed

Source: BPMP

Alton Road and 17th Street Capacity Improvement

8

Limits: Intersection

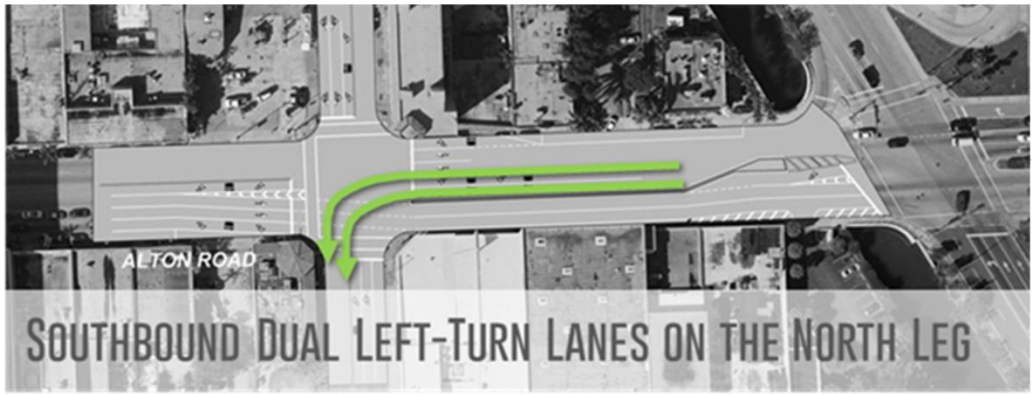
Type:

Objective: Capacity Improvement Feasibility Study

Cost: $ 3,290,000

Existing

Proposed



Alton Road potential typical section (BPMP)

11

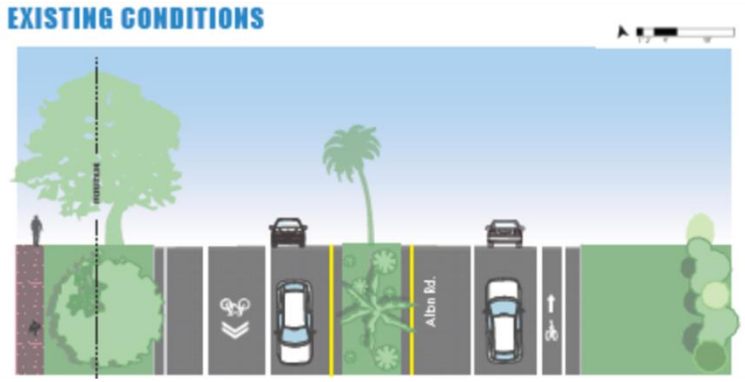
Limits: North Michigan Avenue – Chase Avenue

Type:

Objective: Bicycle Alternatives Analysis and Implementation

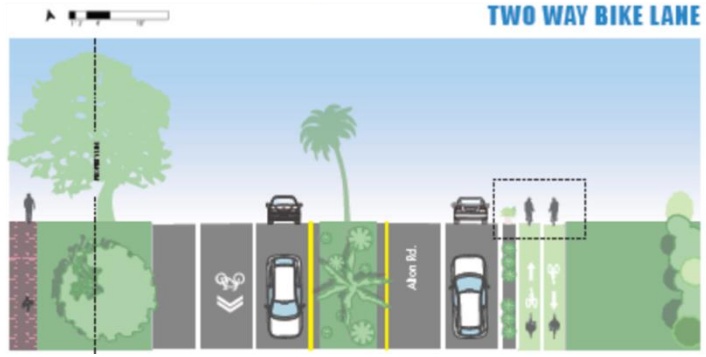
Cost: $ 418,000

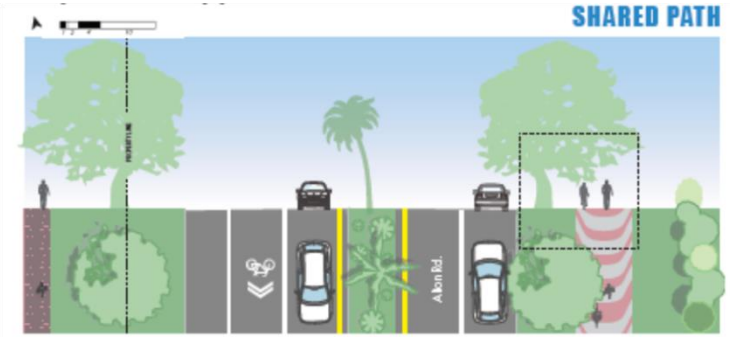
Existing



Source: BPMP

Proposed





Dade Boulevard Shared-Use Path + Road Diet (BPMP)

12

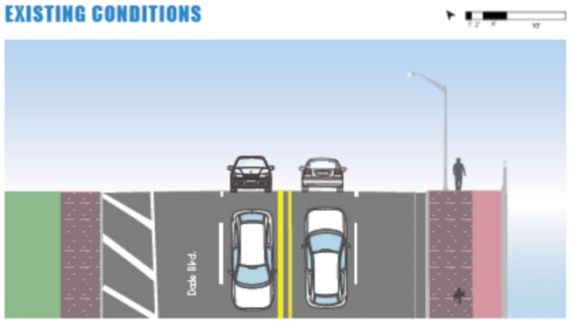
Limits: 17th Street --- Pine Tree Drive

Type:

Objective: Shared Use Path / Bicycle Alternatives

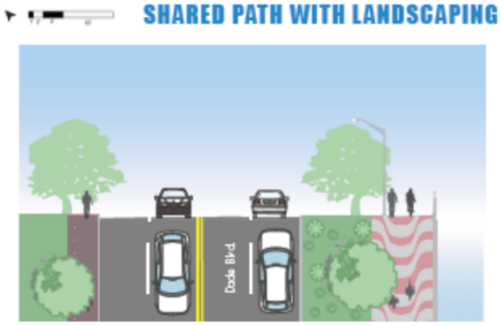
Cost: $ 4,087,000

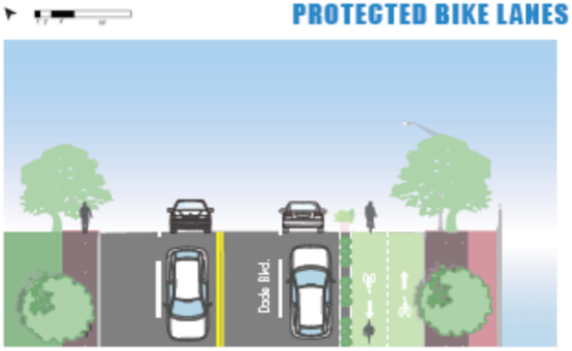
Existing

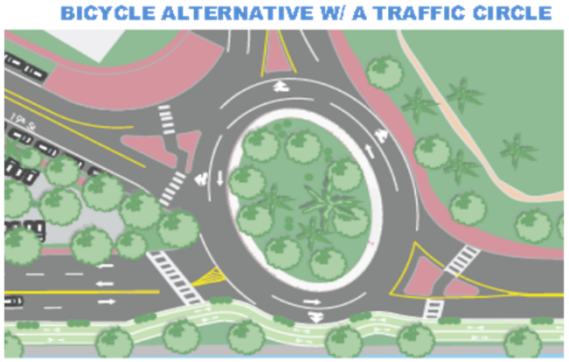


Source: BPMP

Proposed







SR A1A/5TH ST. & SR 907/ALTON RD.

18

LIMITS: Intersection

TYPE:

OBJECTIVE: Roadway/Multimodal Improvements

COST: $ 50,000

Dickens Avenue & SR 934/71st Street

19

Limits: Intersection

Type:

Objective: Feasibility Study for geometric modifications including the addition of a Southbound through lane

Cost: $50,000

SR A1A/MacArthur Causeway/5th Street

20

Limits: Fountain Street --- Washington Avenue

Type:

Objective: Adaptive Signal Control Feasibility Study

Cost: $ 450,000

SR 907/Alton Road

23

Limits: SR A1A/5th Street --- Michigan Avenue

Type:

Objective: Adaptive Signal Control Feasibility Study

Cost: $ 700,000

23RD STREET COMPLETE STREETS STUDY AND CONSTRUCTION

23

LIMITS: Dade Boulevard --- Collins Avenue

TYPE:

OBJECTIVE: Complete Streets Feasibility Study

COST: $ 2,300,000

SR A1A/Indian Creek Dr.

24

Limits: 63rd Street --- SR A1A/Abbott Avenue

Type:

Objective: Capacity Improvement Feasibility Study

Cost: $ 50,000

SR 907/Alton Road & 43rd Street

25

Limits: Intersection

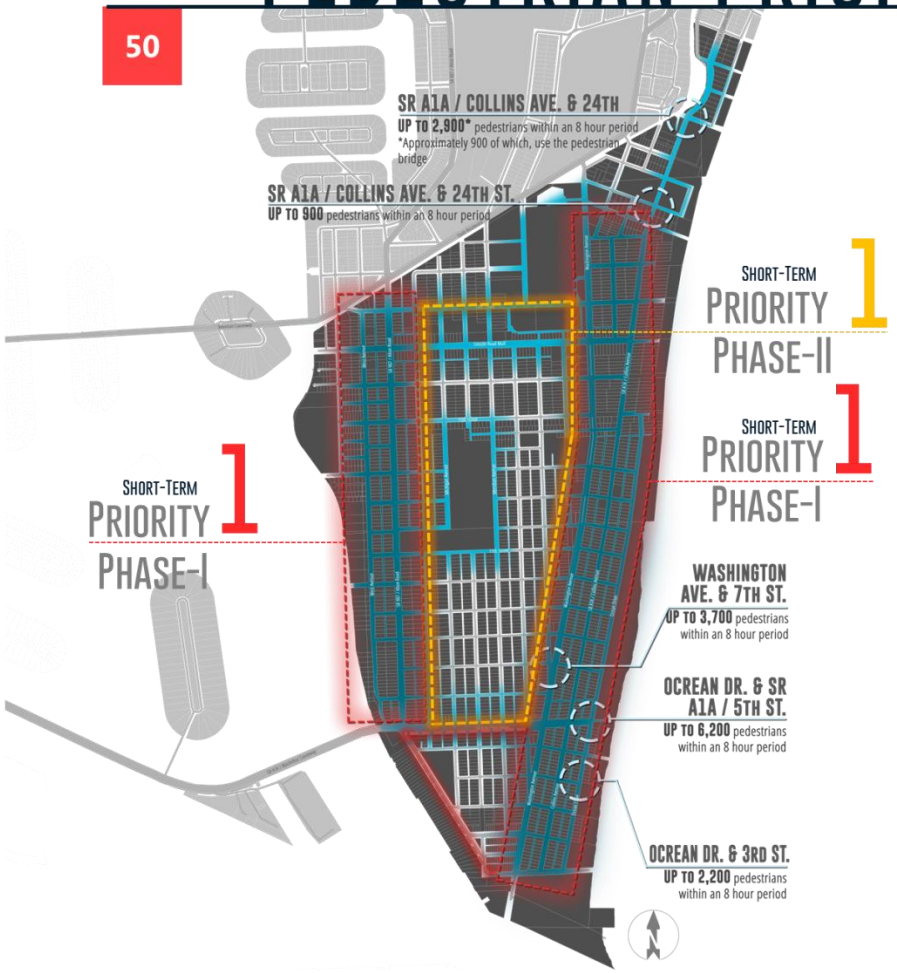
Type:

Objective: Capacity & Safety Feasibility Study

Cost: $ 50,000

Pedestrian Priority Zone South Beach

50



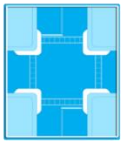
Prohibit Right-Turns On Red

Limit Mixed Traffic Lane Widths

Provide Adequate Sidewalk Widths

Provide Crosswalks At All Intersections

Designate 25 MPH Speed Limits



Provide Specific Traffic Calming Improvements

Provide Sufficient Shading and Lighting

Improve Pedestrian Signalization

LEGEND:

- Roadway Segment Project
- Site Specific Project
- FDOT Project
- City of Miami Beach Project Current Initiative

PRIORITY 2

1. **17TH STREET:**
   Feasibility Study for Exclusive Transit Lanes and Protected Bicycle Lanes
   Project Limits: (Transit) Washington Avenue --- SR A1A / Collins Avenue
   (Bike/Ped) Washington Avenue --- Beachwalk

2. **SR A1A / COLLINS AVENUE & INDIAN CREEK:**
   Feasibility Study for Exclusive Transit Lanes and Protected Bicycle Lanes
   Project Limits: (Transit) 17th Street --- 44th Street
   (Bike/Ped) 17th Street --- 22nd Street

3. **MERIDIAN AVENUE:**
   Protected Bicycle Lanes
   Project Limits: 16th Street - Dade Boulevard
   (Project Priority Subject to change depending on Convention Center Construction schedule)

4. **69TH STREET:**
   Protected Bicycle Lanes
   Project Limits: SR A1A/Indian Creek Drive --- Beachwalk

5. **21ST STREET AND 22ND STREET:**
   Protected Bicycle Lanes
   Project Limits: Dade Boulevard --- Beachwalk

6. **63RD STREET:**
   Bicycle Alternatives Improvements
   Project Limits: North Bay Road --- SR A1A / Indian Creek Drive

7. **SR 934/71ST STREET AND NORMANDY DRIVE:**
   Exclusive Transit Lanes and Protected Bicycle Lanes
   Project Limits: East Bay Drive --- Collins Avenue

8. **ALTON ROAD AND 41ST STREET:**
   Pedestrian Safety Study
   Project Limits: N/A

9. **41ST STREET AND PINE TREE DRIVE:**
   Pedestrian Safety Study
   Project Limits: N/A

10. **COLLINS AVENUE AND 44TH STREET:**
    Capacity Improvement and Safety Review
    Project Limits: N/A

11. **MERIDIAN AVENUE:**
    Neighborhood Greenway Analysis and Implementation
    Project Limits: Dade Boulevard --- Pine Tree Drive

12. **LINCOLN ROAD:**
    Shared Bicycle and Pedestrian Improvements
    Project Limits: Washington Avenue --- Beachwalk

13. **LINCOLN LANE NORTH:**
    Bicycle Connection/ Neighborhood Greenway
    Project Limits: Lenox Avenue --- Washington Avenue

14. **FAIRWAY DRIVE:**
    Shared-Use Path
    Project Limits: Biarritz Drive --- N Shore Drive

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	17th Street Exclusive transit and protected/buffered bicycle lanes	South	Transit/Bike&Ped	WashingtonAvenue	Collins Avenue	0.14	Evualuation of Exclusive transit and/or protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),*	17th Street requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit.
2	SR A1A / Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	South / Middle	Transit/Bike&Ped	17th Street	44th Street	2.76	Exclusive transit and protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),* Enhanced crosswalks	SR A1A / Collins Avenue / Indian Creek Drive requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
3	Meridian Avenue Protected/buffered bicycle lanes	South / Middle	Bike&Ped	16th Street	28th Street	1.04	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),* Enhanced crosswalks	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
4	69th Street Buffered Bicycle Lanes	North	Bike/Ped	Indian Creek Drive	Collins Avenue	0.20	Buffered Bicycle Lane	69th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
5	21st Street and 22nd Street/Park Avenue Protected Bicycle Lanes Feasibility Study	South	Bike/Ped	Washington Avenue and 23rd Street	Beachwalk	0.6	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),* Enhanced crosswalks	21st & 22nd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
6	63rd Street Protected/buffered bicycle lanes	Middle	Bike&Ped	North Bay Road	SR A1A Indian Creek Drive	0.47	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening)*	63rd Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
7	SR 934 / 71st Street / Normandy Drive Exclusive Transit Lanes/ Protected/buffered bicycle lanes	North	Bike&Ped	Bay Drive	SR A1A Collins Avenue	2.6	Exclusive Transit Lanes Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	SR 934 / 71st Street / Normandy Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	SR 907 / Alton Road AND SR 112 / 41st Street's Safety Feasibility Study	North	Bike&Ped	SR 907 / Alton Road	SR 112 / 41st Street	N/A	Safety Feasibility Study	Improve multimodal vehicular operations will be pursued at this intersection of SR 907 / Alton Road AND SR 112 / 41st Street
9	SR 112 / 41st Street and Pine Tree Drive Safety Feasibility Study	North	Bike&Ped	SR 112 / 41st Street	Pine Tree Drive	N/A	Safety Feasibility Study	Improve multimodal vehicular operations along the corridor of SR 112 / 41st Street AND Pine Tree Drive
10	44th Street AND SR A1A / Collins Avenue Safety Feasibility Study	Middle	Bike&Ped	44th Street	SR A1A / Collins Avenue	N/A	Safety Feasibility Study	Improve multimodal vehicular operations along the corridor of 44th Street AND SR A1A / Collins Avenue

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
11	Meridian Avenue Bicycle Greenway Analysis	South	Bike/Ped	1st Street	16th Street	1	Neighborhood Greenway(Boulevard Markers and Traffic Calming) Enhanced crosswalks	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
12	Lincoln Road Shared Space	South	Bike/Ped	Washington Avenue	Collins Avenue	0.12	Shared Space including changes to pavement and various multi-modal accommodations.	Meridian Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
13	Lincoln Lane North Bicycle Connection/ Neighborhood Greenway	South	Bike/Ped	Alton Road	Washington Avenue	0.57	Exploring the various typical sections of the alleyway to create an exclusive bicycle lane or Neighborhood Greenways.	Lincoln Lane North requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	Fairway Drive Shared-Use Path	North	Bike/Ped	Biarritz Drive	Bay Drive	1.10	Shared-Use Path adjacent to the golf course.	Fairway Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

SAMPLE
PROJECTS

17TH STREET Exclusive Bus and Bike Lanes

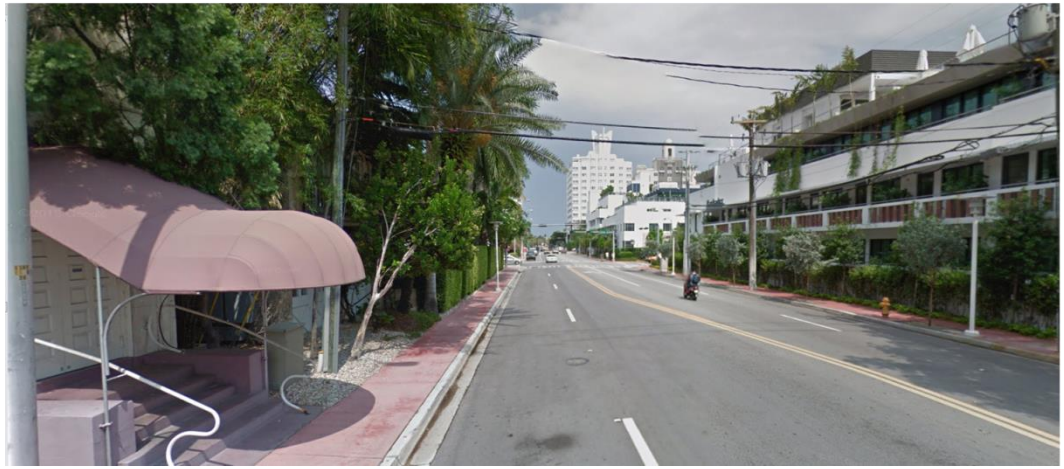
1

Limits: Washington Avenue --- SR A1A / Collins Avenue

Type:

Objective: Exclusive Transit and Protected/Buffered Bicycle Lanes

Cost: $ 1,744,425



SR A1A/COLLINS AVENUE EXCLUSIVE BUS AND BIKE LANES

2

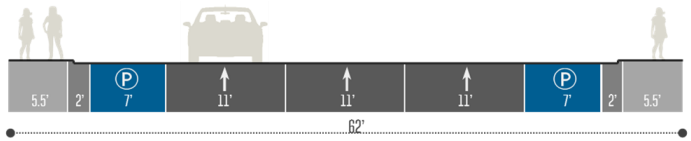
LIMITS: 17TH Street --- 44th Street

TYPE:

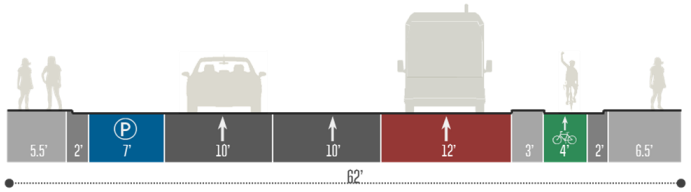
OBJECTIVE: Exclusive Transit and Protected/Buffered Bicycle Lanes

COST: $ 33,244,373

EXISTING



PROPOSED



21ST & 22ND STREET

5

LIMITS: Dade Blvd. --- Beachwalk

TYPE:

OBJECTIVE: Protected Bike Lanes

COST: $ 3,255,147

SR 934 / 71ST STREET / NORMANDY DRIVE

7

LIMITS: Bay Drive --- SR A1A / Collins Avenue

TYPE:

OBJECTIVE: Exclusive Transit and Protected/Buffered Bicycle Lanes

COST: $ 28,411,251

SR 907 / ALTON ROAD AND SR 112 / 41ST STREET

8

LIMITS: SR 907 / Alton Road --- SR 112 / 41st Street

TYPE:

OBJECTIVE: Safety Feasibility Study

COST: $ 95,796

SR 112 / 41ST STREET AND PINE TREE DRIVE

9

LIMITS: SR 112 / 41st Street --- Pine Tree Drive

TYPE:

OBJECTIVE: Safety Feasibility Study

COST: $ 95,796

SR A1A / COLLINS AVENUE AND 44TH STREET

10

LIMITS: SR A1A / Collins Avenue --- 44th Street

TYPE:

OBJECTIVE: Safety Feasibility Study

COST: $ 95,796

LEGEND:

- Roadway Segment Project
- FDOT Project
- Site Specific Project
- City of Miami Beach Project Current Initiative

PRIORITY 3

1. SR A1A / COLLINS AVENUE: Protected Bicycle Lanes
2. PRAIRIE AVENUE: Neighborhood Greenway
3. SR A1A / COLLINS AVENUE/INDIAN CREEK DRIVE: Exclusive Transit Lanes
4. SR A1A / COLLINS AVENUE/INDIAN CREEK DRIVE: Exclusive Transit Lanes/Protected Bicycle Lanes
5. SR 934 / 79TH CAUSEWAY: Exclusive Transit Lanes/Buffered Bicycle Lanes
6. ABBOTT AVENUE: Protected Bicycle Lanes
7. 77TH STREET: Shared-Use Path
8. 77TH STREET: Neighborhood Greenway
9. 81ST STREET: Neighborhood Greenway
10. SOUTH POINTE DRIVE: Protected Bicycle Lanes
11. ALTON ROAD: Exclusive Transit Lanes /Buffered Bicycle
12. WASHINGTON AVENUE: Protected Bicycle Lanes
13. VENETIAN CAUSEWAY: Protected Bicycle Lanes
14. SR 907 / ALTON ROAD: Exclusive Transit Lanes
15. 24TH STREET / LIBERTY AVENUE: Protected Bicycle Lanes & Bridge
16. FLAMINGO DRIVE/ INDIAN CREEK DRIVE: Protected Bicycle Lanes & Bridge
17. BIARRITZ DRIVE: Neighborhood Greenway
18. BAY DRIVE: Neighborhood Greenway
19. PARK VIEW BRIDGE I (WAYNE AVENUE) : Shared-Use Path (Bridge)
20. PARK VIEW BRIDGE II (WAYNE AVENUE): Shared-Use Path (Bridge)
21. HARDING AVENUE/ COLLINS AVENUE: Exclusive Transit Lanes/Protected Bicycle Lanes
22. HAWTHORNE AVENUE: Neighborhood Greenway
23. 85TH STREET: Neighborhood Greenway
24. PINE TREE DRIVE: Protected Bicycle Lanes
25. SR A1A/ MACARTHUR CAUSEWAY: Light Rail Connection/Shared-Use Path
26. SR 112/41st Street Exclusive Transit Lanes/ Shared-Use Path
27. SR 112/ JULIA TUTTLE CAUSEWAY: Exclusive Transit Lanes/ Shared-Use Path
28. SR A1A/INDIAN CREEK DRIVE: Protected Bicycle Lanes
29. 15TH STREET: Neighborhood Greenway
30. 20TH STREET: Neighborhood Greenway
31. OCEAN DRIVE: Shared Space
32. CRESPI AVENUE: Neighborhood Greenway
33. PURDY AVENUE: Neighborhood Greenway
34. DREXEL AVENUE: Neighborhood Greenway

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
1	SR A1A / Collins Avenue Protected/buffered bicycle lanes	South	Bike/Ped	South Pointe Drive	17th Street	1.68	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	SR A1A / Collins Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
2	Prairie Avenue Neighborhood Greenway	Middle	Bike/Ped	44th Street	47th Street	0.25	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	Prairie Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
3	SR A1A Collins Avenue Exclusive transit lanes	Middle	Transit	44th Street	SR A1A Collins Avenue / Indian Creek Drive Split	2	Exclusive transit lanes *(Lane repurposing)*	SR A1A Collins Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
4	SR A1A Collins Avenue / Indian Creek Drive Exclusive transit and protected/buffered bicycle lanes	Middle / North	Transit/ Bike/Ped	SR A1A Collins Avenue / Indian Creek Drive Split	SR 934 / 71st Street	2.05	Exclusive transit and protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),*	SR A1A Collins Avenue / Indian Creek Drive requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
5	SR 934 / 79th Street Causeway Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes	North	Transit/ Bike/Ped	US 1 / Biscayne Boulevard	Bay Drive	2.67	Exclusive transit, Shared Uses Path, and protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening),*	SR 934 / 79th Street Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
6	Abbott Avenue Protected/buffered bicycle lanes	North	Bike/Ped	Indian Creek Drive	SR 934 / 71st Street	0.3	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Abbott Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
7	77th Street Shared Path	North	Bike/Ped	Normandy Avenue	Dickens Avenue	0.24	Shared Uses Path*(Lane repurposing and/or roadway widening) Enhanced crosswalks*	77th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
8	77th Street Neighborhood Greenway	North	Bike/Ped	Dickens Avenue	Atlantic Way	0.34	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	77th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
9	81st Street Neighborhood Greenway	North	Bike/Ped	Tatum Waterway Drive	SR A1A / Collins Avenue	0.19	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	81st Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
10	South Pointe Drive Protected/buffered bicycle lanes	South	Bike/Ped	Alton Road	Beachwalk	0.31	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	South Pointe Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
11	Alton Road Exclusive transit and protected/buffered bicycle lanes	South	Transit/ Bike/Ped	South Pointe Drive	SR A1A / 5th Street	0.49	Exclusive transit and protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening), Enhanced crosswalks*	Alton Road requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
12	Washington Avenue Exclusive transit and protected/buffered bicycle lanes	South	Transit	South Pointe Drive	SR A1A / 5th Street	0.44	Exclusive transit and protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening), Enhanced crosswalks*	Washington Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
13	Venetian Causeway Conventional Bike Lanes	South	Bike/Ped	US 1 / Biscayne Boulevard	West Avenue	3.21	Conventional Bike Lanes*(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Venetian Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
14	SR 907 / Alton Road Exclusive transit lanes	South	Transit	Dade Boulevard	SR 112 / 41st Street	1.46	Exclusive transit lanes *(Lane repurposing)*	SR 907 / Alton Road requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
15	24th Street / Liberty Avenue Protected/buffered bicycle lanes	Middle	Bike/Ped	Pine Tree Drive	23rd Street / SR A1A Collins Avenue	0.28	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	24th Street / Liberty Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
16	Flamingo Drive Protected/buffered bicycle lanes	Middle	Bike/Ped	Pine Tree Drive	SR A1A / Indian Creek Drive	0.13	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Flamingo Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
17	Biarritz Drive Protected/buffered bicycle lanes	North	Bike/Ped	Shore Lane	SR 934 / 71st Street	0.32	Protected/buffered bicycle lanes *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Biarritz Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
18	Bay Drive Neighborhood Greenway	North	Bike/Ped	Fairway Drive	SR 934 / 71st Street	0.34	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	Bay Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
19	Wayne Avenue Shared Path	North	Bike/Ped	Raymond Street	73rd Street	0.07	Shared Uses Path *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Wayne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
20	Wayne Avenue Shared Path	North	Bike/Ped	Michael Street	75th Street	0.19	Shared Path *(Lane repurposing and/or roadway widening) Enhanced crosswalks*	Wayne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
21	SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue Exclusive transit lanes and Protected Bicycle Lanes	Middle / North	Transit	SR A1A Collins Avenue / Indian Creek Drive Split	88th Street	4.36	Exclusive transit lanes *(Lane repurposing)* and protected Bicycle Lanes along Harding Avenue	SR A1A Collins Avenue / Indian Creek Drive / Harding Avenue requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
22	Hawthorne Avenue Neighborhood Greenway	North	Bike/Ped	77th Street	85th Street	0.54	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	Hawthorne Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
23	85th Street Neighborhood Greenway	North	Bike/Ped	Hawthorne Avenue	SR A1A / Collins Avenue	0.46	Neighborhood Greenway*(Sharrow Markers) Enhanced crosswalks*	85th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
24	Pine Tree Drive Protected Bicycle Lanes	Middle	Bike/Ped	23rd Street	51st Street	2.00	Protected/buffered bicycle lanes (Lane repurposing and/or roadway widening) Enhanced crosswalks	Pine Tree Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
25	SR A1A / MacArthur Causeway Light Rail Connection/ Shared-Use Path	South	Transit/ Bike&Ped	US 1 / Biscayne Boulevard	SR 907 / Alton Road	3.41	Light Rail Connection across the Bay/ Protected Bicycle Lanes *(Lane repurposing and/or roadway widening)*, Enhanced crosswalks	SR A1A / MacArthur Causeway requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
26	SR 112 / 41st Street Exclusive transit lanes and protected/buffered bicycle lanes	Middle	Transit/ Bike/Ped	SR 907 / Alton Road	Beachwalk	0.87	Exclusive transit lanes and protected/buffered bicycle lanes *(Lane repurposing) Enhanced crosswalks*	SR 112/41st Street requires an improvement towards regional and local connectivity. Improve the speed, reliability, comfort and convenience of transit. Serve new markets and support economic vitality.
27	SR 112 / Julia Tuttle Causeway Exclusive Transit Lane/Shared-Use Path	Middle	Multimodal	US-1 / Biscayne Blvd	SR 907 / Alton Road	3.18	Exclusive Transit Lane and Shared-Use Path. This project required extensive bridge work.	SR 112 / Julia Tuttle Causeway requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
28	SR A1A/ Indian Creek Drive Protected Bicycle Lanes	North	Bike/Ped	Abbott Avenue	Dickens Avenue	0.33	Protected Bicycle Lanes (Lane repurposing and/or roadway widening)	That section of Indian Creek Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
29	15th Street Neighborhood Greenway	South	Bike/Ped	Washington Avenue	West Avenue	0.66	Neighborhood Greenway *(Bicycle Boulevard Markers) Enhanced crosswalks*	15th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
30	20 Street Neighborhood Greenway	South	Bike/Ped	Purdy Avenue	Sunset Drive	0.25	Neighborhood Greenway *(Bicycle Boulevard Markers) Enhanced crosswalks*	20th Street requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

Project Number	Project Name	City Area	Project Type	From	To	Project Length (Miles)	Project Description	Purpose & Need
31	Ocean Drive Shared Space	South	Bike/Ped	5th Street	15th Street	0.90	Shared Space (Public Space) allowing for easy closures for events, calming traffic, and improved pedestrian space.	Ocean Drive requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
32	Crespi Avenue Neighborhood Greenway	North	Bike/Ped	Hawthorne Avenue	85th Street	0.22	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Crespi Boulevard requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
33	Purdy Avenue Neighborhood Greenway	South	Bike/Ped	Dade Boulevard	20th Street	0.26	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Purdy Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.
34	Drexel Avenue Neighborhood Greenway	South	Bike/Ped	Espanola Way	17th Street	0.40	Neighborhood Greenway (Bicycle Boulevard Markers) Enhanced crosswalks	Drexel Avenue requires an improvement towards local non-motorized transportation infrastructure connectivity. Develop a safe, complete, and accessible multi-user citywide bicycle and pedestrian network. Promote non-motorized transportation as a reliable mode of travel within the City.

SAMPLE
PROJECTS

SR A1A/Collins Avenue/Indian Creek

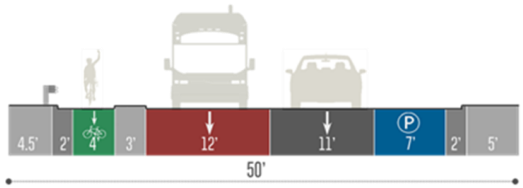
4

Limits: Bike on Indian Creek Drive: 63rd Street --- SR 934/71st Street
Bike on Collins Avenue: 63rd Street --- Allison Park
Bus: Indian Creek Drive/Collins Avenue Split --- SR 934/71st Street

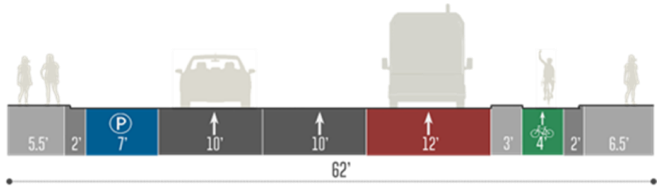
Type:

Objective: Protected Bike Lanes & Exclusive Bus Lanes

Cost: $ 25,322,765



Indian Creek Drive



Collins Avenue

Alton Road

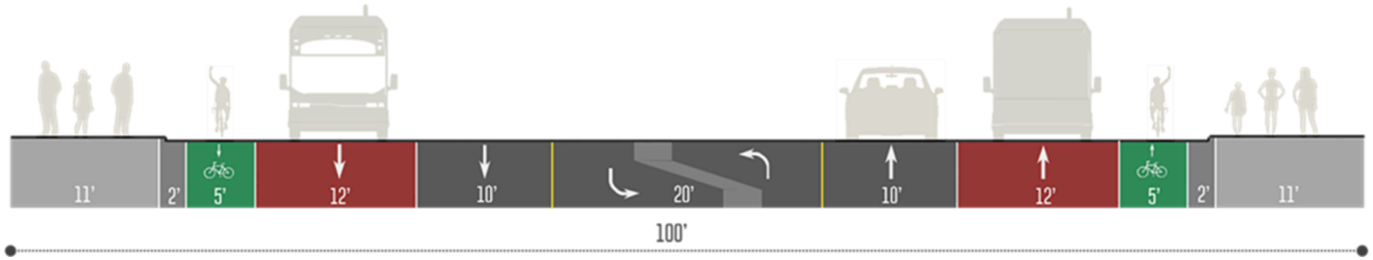
14

Limits: SR 907 / Alton Road --- Beachwalk

Objective: Exclusive Transit Lanes/ Shared Path and Protected/Buffered Bicycle Lanes

Type:

Cost: $ 21,116,364



SR A1A/MACARTHUR CSWY POTENTIAL TYPICAL SECTION

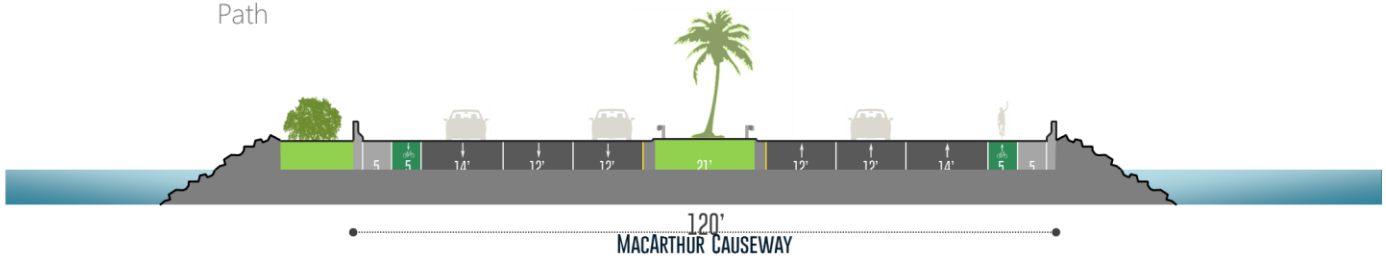
25

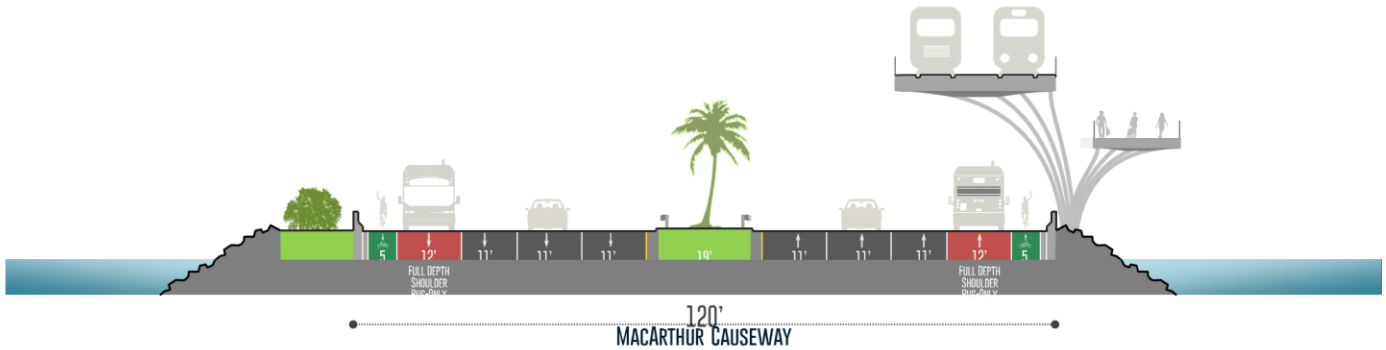
LIMITS: US-1 / Biscayne Blvd --- Washington Ave

TYPE:

OBJECTIVE: Light Rail Transit/Shared-Use Path

COST: $ 118,221,580





SR 112/JULIA TUTTLE CAUSEWAY

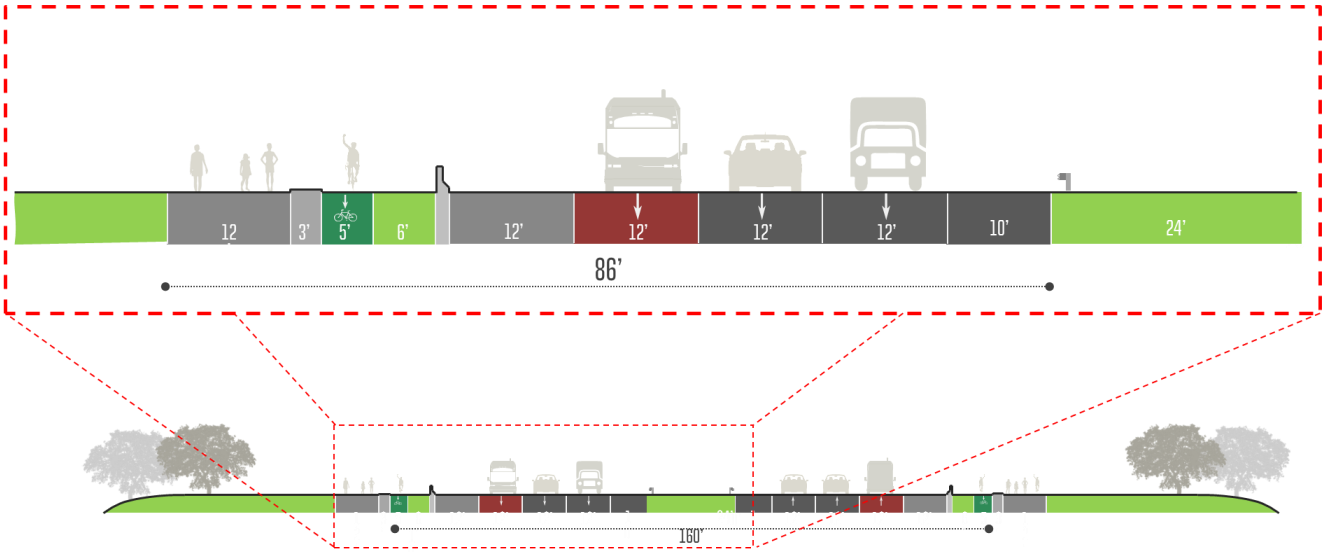
27

LIMITS: IS-1/Biscayne Blvd --- SR 907 / Alton Road

OBJECTIVE: Exclusive Transit Lanes/ Shared Path and Protected/Buffered Bicycle Lanes

TYPE:

COST: $ 93,140,016



Potential
Costs

Potential Costs

Potential Costs for Projects

Costs Include: Planning, Design & Construction
Costs Do Not Include: Mitigation for Sea Level Rise

Priority 1 — $ 483,000,000

Approximately 72% of the cost is the Miami Beach Portion of the Beach Corridor Light-Rail Project

Priority 2 — $86,494,000

Priority 3 — $450,538,000

Approximately 38% of the cost is the Causeway Portion of the Beach Corridor Light-Rail Project

Potential Costs

Potential Funding for Projects

Federal

- Federal Highway Administration (FHWA)
- FDOT Capacity Programs
  - National Highway System (NHS) Program
  - Surface Transportation Program (STP)
- FDOT Non-Capacity Programs
  - Interstate Maintenance Program (IMP)
  - Highway Bridge Replacement and Rehabilitation Program (HBRRP)
- Federal Transit Administration (FTA)
  - Section 5307 Urbanized Area
  - Section 5309 Fixed Guideway Modernization
  - Section 5309 Bus and Bus-Related
  - Section 5309 New Starts
- State of Florida Department of Transportation (FDOT)

State

- Federal Highway Priority Projects (FHPP)
- Transportation Enhancement Program (TEP) Grant
- FDOT Safety Office's Highway Safety Grant Program
- FDEP's Office of Greenways and Trails (OGT)
- FDOT Service Development Program (SDP)

Local

- Quality of Life Taxes
- People's Transportation Plan Fund
- Concurrency Mitigation Fees
- Fees in Lieu of Parking
- Parking Year End Surplus
- Local Option Gas Tax

Recommended Policies

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Non-Motorized Transportation

POLICY 1.5: MULTI-MODAL LEVEL OF SERVICE

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 shall attempt to shift from roadway capacity and level of service to an overall mobility system capacity and level of service.

POLICY 1.5.1: Create and maintain a pedestrian and bicycle count warehouse.
POLICY 1.5.2: Develop permanent bike and pedestrian count stations.
POLICY 1.5.3: Develop methodologies to determine bike and pedestrian level of service and remaining capacity with respect to the provided facilities.

POLICY 5.6: BICYCLE STORAGE

The City shall establish guidelines for the provision of short term and long term bicycle parking areas, including bicycle racks for multifamily residential areas, commercial areas, transit transfer areas, transit stops, and recreational areas. All existing and new garages shall include long-term bicycle parking (bicycle lockers).

POLICY 5.10: PEDESTRIAN PRIORITY ZONES

The City shall define and adopt pedestrian priority zones, as described in the Transportation Master Plan, and their design standards in order to ensure pedestrians safety, mobility, and accessibility in targeted areas.

POLICY 5.12: BICYCLE PAVEMENT MARKINGS

The City shall adopt new pavement markings, presented in the Bicycle and Pedestrian Master Plan (i.e. Bicycle boulevard pavement marking), and study the possibility for implementing colored bicycle boxes at intersections, points of conflicts, and other recommended locations citywide.

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Transit

POLICY 4.4: ENHANCED TRANSIT AMENITIES

The City shall coordinate with Miami-Dade Transit to provide enhanced transit amenities, such as bus shelters, intermodal facilities, 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 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 (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 bike route will be the highest priority for facility placement.

POLICY 4.7: 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.

RECOMMENDATION: DEVELOP DESIGN GUIDELINES FOR EXCLUSIVE TRANSIT LANES

In coordination with Miami-Dade Transit (MDT) and the Florida Department of Transportation (FDOT), the City shall study the possibility of developing guidelines and standards for the construction, and placement, of future transit infrastructure including, but not limited to, the enhanced transit amenities mentioned in Policy 4.4.

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Automobiles

Failing Segments (Includes conditions for: Existing, 2025, and 2035)

Segment Name	Segement Limits	
	From	To
SR A1A / MacArthur Causeway	City Limits	Alton Road
SR A1A / Collins Avenue	5th Street	26th Street
SR A1A / Collins Avenue	71st Street	88th Street
SR A1A / Abbott Avenue	Indian Creek Drive	73rd Street
SR A1A / Harding Avenue	73rd Street	88th Street
SR A1A / Indian Creek Drive	41st Street	44th Street
SR A1A / Indian Creek Drive	5800 Block	Abbott Avenue
SR 112 / Julia Tuttle Causeway	City Limits	Alton Road
SR 112 / 41st Street	Alton Road	Collins Avenue
SR 937 / 71st Street	Dickens Avenue	Collins Avenue
SR 907 / Alton Road	Dade Boulevard	63rd Street
SR 907 / 63rd Street	Alton Road	Collins Avenue

Policy 6.3: Intelligent Transportation Systems

The City shall coordinate with and support FDOT in the pursuit 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, adaptive signal controls, and availability of parking citywide. Additionally, the City is currently pursuing FDOT independent ITS projects and shall continue to pursue such independent projects to better manage the movement of traffic within the City's transportation network.

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.

Policy 9.8: Provision of Multimodal Amenities

Within the City's TCMA's, the City shall require all new major developments and developments applying for new areas, those projects over 5,000 gross square feet, and/or projects that produce over 35 peak hour trips, to submit a Transportation Mitigation Plan which will include strategies to mitigate the traffic generated by the site, and will encourage the use of alternative modes of transportation.

Policy 9.8.1: In addition to new major developments, the City shall require all developments, excluding those below, within a ½ mile radius from any roadway segment with a level of service E or F (see adjacent table) to perform and submit a Transportation Mitigation Plan. Developments excluded from performing a Transportation Mitigation Plan are limited to:

- Single family homes
- Multi-family homes with less than 15,000 gross square feet (which represents the median national gross square footage for 5 single family homes, that is a multi-family home of 5 families)

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Automobiles (Parking)

Policy 8.2: Public Private Partnerships

The City shall continue to seek public-private partnerships in the development of its parking facilities and intermodal centers. Preferably, these ventures shall encourage off-street parking on centralized parcels that serve multiple land-use and should prioritize the development of surface parking lots into parking garages.

Policy 8.10: Parking Studies

The City shall analyze parking supply, demands, and potential strategies to be implemented every 5 years as a measure for determining the success of the city's effort to moving parking from on-street into facilities.

Policy 8.11: Parking Strategies

The City shall implement the appropriate strategies suggested by the parking studies in order to achieve its vision and encourage multimodal transportation. These strategies/recommendations may include but are not limited to way-finding, electronic signage, new proposed facilities, pricing adjustments, car sharing programs, etc.

Policy 8.12: Multimodal Parking Facilities

In continuing the effort to develop parking facilities encourage multimodal design elements within new or existing parking facilities such as transfer stations, benches, showers, leased retail spaces, etc. That create a walkable environment and encourage a "park-once and go" mindset.

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Automobiles (Freight)

POLICY 12.1: FLZ AND ALZ PROGRAM

The City should continue its effort in developing and determining FLZ and ALZ on all regions of the city and as substitutes for the commercial loading zones where appropriate.

POLICY 12.2: COLORED CURB PROGRAM

FLZ and ALZ should be classified according to their time restrictions and should be easily identifiable by drivers through a colored pavement program, appropriate signage and way-finding elements.

POLICY 12.3: COMMERCIAL LOADING ZONES

Commercial loading zones should be reevaluated and standardized to serve as compliments to the FLZ and ALZ by providing zones for smaller vehicles, taxis, and/or school drop offs/pick-ups.

POLICY 12.4: FREIGHT ROUTING

Freight should be routed in a logical way through major corridors by providing loading zones on side streets and alleyways that are serve a route which provides access to commercial and transient residences.

POLICY 12.5: FREIGHT AMMENITIES

The City shall encourage and analyze the potential of providing curb ramps and/or dolly/handcarts/hand trucks on FLZs and ALZs to provide improved access for delivery activities and for quicker loading/unloading.

Recommended Policies

Legend

Existing Policy
Suggested Policy/Modification

Multi-Modal Transportation

POLICY 6.5: MODAL SPLIT ANALYSIS

The City currently has a transportation mode split of its daily population of 64% private vehicles, 11% mass transit, 10% walking, 5% biking, and 10% others. The City shall strive to achieve its 2035 vision of a transportation mode split of 43% private vehicles, 20% mass transit, 17% walking, 10% biking, and 10% others through support of and implementation of multimodal transportation improvements.

POLICY 6.6: FUNDING MULTIMODAL IMPROVEMENTS

The City shall examine the feasibility of developing 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

The City's transportation master plan has identified priority corridors for each mode of transportation. the city shall abide by these guidelines to prioritize projects along those corridors according to the designated primary mode of transportation. the city shall coordinate with other jurisdictions to follow the set prioritization if a corridor does not fall under City jurisdiction.

POLICY 6.21: MODAL SPLIT DATA COLLECTION

As a tool for accomplishing the desired modal split envisioned for 2025 the city shall perform and retain a series of origin-destination studies in which the modes of transportation used within the city and by different people are recorder. These studies could be performed through surveys of tourist, residents, and commuters provided electronically and capturing a desired sample size.

MIAMIBEACH
TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY