

# TRANSPORTATION AND MOBILITY

## DEPARTMENT MISSION STATEMENT

We oversee the safe and efficient movement of Miami Beach residents and visitors through an interconnected and multi-modal transportation system that provides mobility, livability, and accessibility. We strive to support the City in its effort to achieve environmental and economic sustainability, while improving the quality of life for all who live, work, and play in our vibrant tropical community.

## DEPARTMENT DESCRIPTION

Established by the Mayor and City Commission in April 2014. The department focuses on transportation planning; traffic engineering and operations; and transit service planning and operations. The accomplishment of our mission depends on effective collaboration with state and county agencies with jurisdictional authority over major roadways, traffic control/signalization and transit service in Miami-Dade County, including incorporated municipalities.

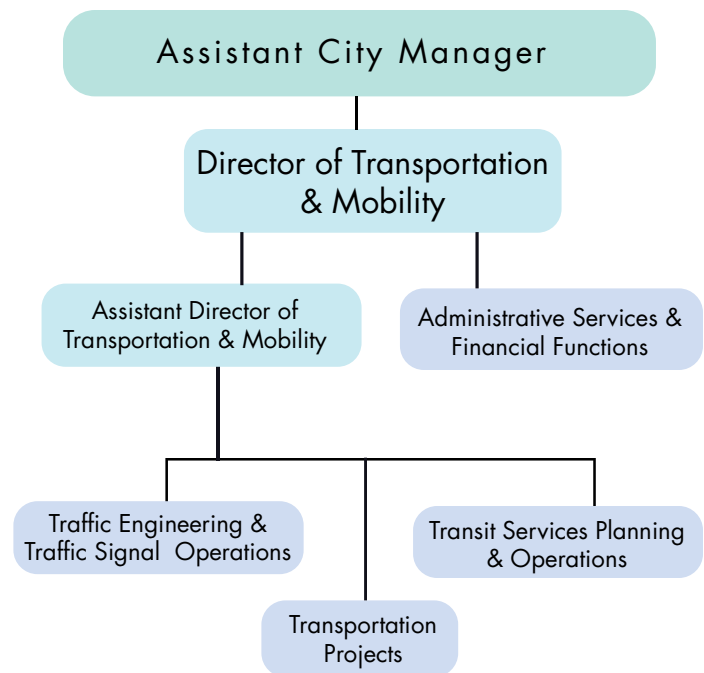
In addition to overseeing the Miami Beach Citywide Trolley System, the Transportation and Mobility Department is charged with implementing the Transportation Master Plan as well as the Bicycle-Pedestrian Master plan approved by the City Commission. These plans reflect the City's adopted modal strategy, which prioritizes pedestrians, transit, and bicycles over private automobiles.

The Miami Beach trolley system consists of four routes: North Beach Trolley, Collins Express, Mid Beach Trolley and South Beach Trolley. The City's trolley service is operated as a turnkey service by a contractor with oversight from the department. The trolley service is supplemented by a free eco-friendly, on-demand transit service operated by a private contractor. The department is currently working on a competitive solicitation for a new "next generation" citywide transit service.



## DEPARTMENT DESCRIPTION CONT'D

A traffic monitoring contractor monitors traffic conditions throughout the City and in-house staff make real-time adjustments to signal timing as needed. The staff also coordinates with first responders, including Police, Fire, and Emergency Management on various incidents to help manage and mitigate congestion where possible. The department works with Marketing and Communications to disseminate real-time traffic information to the community and motoring public. The department commenced the installation of new state-of-the-art technology in phases as part of the Intelligent Transportation System and Smart Parking System Project. This project will allow the department to more efficiently manage congestion on major thoroughfares while managing parking demand within the City in real-time.



## FISCAL ENVIRONMENT

Current funding sources for transportation projects and the use of these funds (i.e., for capital or operating expenditures) are listed below:

- City's Share of Half Cent Transit Surtax (People's Transportation Plan) (PTP)**

In 2002, Miami-Dade County voters approved by referendum a half-penny surtax to fund transportation projects. Per ordinance, the County distributes 20% of surtax proceeds to municipalities for transportation and transit projects on a per-capita basis.

Uses: Trolley operations and maintenance

# TRANSPORTATION AND MOBILITY

## FISCAL ENVIRONMENT CONT'D

- **1% Resort Tax (split between Quality of Life (30%), Transportation (60%), and Arts (10%))**

Uses: Balance of the trolley operations, professional services and department operating expenditures

- **Mobility Fee (replaced Transportation Concurrency Mitigation)**

Uses: One-time (non-recurring) capital expenditures for projects recommended in the Transportation Master Plan

- **Advertising Revenues**

Derived from advertising on the exterior of the trolley vehicles and on bus shelters

Uses: Department operating expenditures

- **Transportation Capital Trust Fund**

The City Commission-approved Transportation Capital Trust Fund requires that 20% of one-time capital contributions be deposited into the fund. While the annual contribution may not be large, it is anticipated that the fund will grow over time. Together with other funding sources, the Capital Trust Fund will help pay for important transportation projects.

Uses: General one-time (non-recurring) transportation expenditures

- **Grants**

Capital and operating funds received from federal and state discretionary grant programs, including, but not limited to, Florida Department of Transportation (FDOT) Transit Service Development and the FDOT Transportation Alternatives grant programs, are used to offset funding from various sources as appropriate

Uses: One-time (non-recurring) capital expenditures for projects recommended in the Transportation Master Plan and/or balance of transit operation expenditures

The department's budget relies heavily on the 1% Resort Tax, as it no longer receives any allocation from the Parking Fund to subsidize its operating budget since FY 2020. Consequently, the department had significantly reduced or eliminated personnel and reduced citywide trolley service levels and traffic monitoring and management services in FY 2021 and FY 2022. However, since FY 2022, the department's revenues had increased, enabling the recovery of positions lost in FY 2020 due to a return to pre-2020 traffic conditions and mobility challenges particularly during high-impact periods, which have significantly increased the department's workload. Currently, 1% Resort Tax revenues are declining so in order to achieve strategic goals, such as becoming a less car-centric City and enhancing pedestrian, bicycle, and transit use to improve overall mobility, it is essential to identify new funding sources for the department.

## STRATEGIC ALIGNMENT

Main Vision Area:

### Mobility

Management Objectives:



- **Mobility**

- Increase multi-modal mobility citywide and connectivity regionally improving transportation equity by implementing the Transportation Master Plan and leveraging state and federal plans and funds. Support access to a quality, regional workforce through improved transportation options to the mainland.
- Address traffic congestion through solutions such as Intelligent Transportation System (ITS); targeting traffic signal timing and coordination, freight loading, ride share services, lane closures, and any other mobility disruption
- Improve the walking and biking experience by providing safe, properly lit, shaded and well-maintained bike lanes, sidewalks, shared-use paths, Beachwalk, and Baywalk

- **Prosperity**

- Revitalize targeted areas and increase investment through master plans and business vibrancy efforts as well as core services like safety and code enforcement. Better leverage our assets and parking lots. Areas include North Beach, Ocean Drive, 41<sup>st</sup> Street, Lincoln Road, and Washington Avenue.

- **Organizational Innovation**

- Implement the General Obligation Bond
- Support all objectives to improve strategic decision making and financial stewardship, making the city more business friendly and user friendly, with an employee culture of problem solving and engagement

Strategic Plan Actions:

- **COMPLETE** Ocean Drive renovation, activation and programming underway
- **IMPLEMENT** Ocean Drive Pedestrian Promenade 13<sup>th</sup> Street to 14<sup>th</sup> Place
- **CONTINUE** implementing the Transportation Master Plan
- **IMPLEMENT** bus rapid transit on the Julia Tuttle Causeway
- **FACILITATE** bus rapid transit on the MacArthur Causeway
- **PILOT** test a subsidized Water Taxi Program

Budget Enhancement Actions:

- Beachwalk Bicycle Counter & Speed Feedback Signs Program
- Multi-modal Transportation Plans for Major Events (Art Week)
- Full-time Bicycle-Pedestrian Coordinator Position
- Miami Beach Freebee On-Demand Transit Services

# TRANSPORTATION AND MOBILITY

## BUSINESS ENVIRONMENT

The Transportation and Mobility Department deals directly with community members, stakeholders, contracted service providers, internal stakeholders, and external transportation partners. Department staff provides technical expertise and support to multiple city departments, while delivering project updates to neighborhood groups, advisory committees as well as the City Commission.

The overall regulatory environment is expected to remain stable as continued working relationships with transportation partners remain important. One significant change to the regulatory environment has been the adoption of the Miami-Dade County Strategic Miami Area Rapid Transit (SMART) Plan for transit expansion and the recent decision by the County to pursue a Metromover extension for the Beach Corridor (Baylink) project connecting downtown Miami and Miami Beach via the MacArthur Causeway. Pursuant to City Commission direction, the department is working closely with Miami-Dade County to advance SMART Plan projects in Miami Beach, including the Bus Express Rapid Transit (BERT) routes on the Julia Tuttle and MacArthur causeways.



Specialized contracted services continue to help the department provide services to the community, such as Miami Beach trolley services, traffic monitoring/management services, and traffic control device installation and maintenance services. To maximize resources, the department relies heavily on consultant and contractor support to conduct transportation planning and feasibility studies, traffic engineering/operational studies, design plans, and construction/implementation of bicycle and pedestrian improvements. These activities have helped move multiple Transportation Master Plan projects and other valuable projects forward.

Feedback from the customers identified above is regularly solicited and used to address pedestrian, bicycle, and vehicular traffic safety issues in the field, improve trolley operations and customer service, identify best transportation planning practices to meet mode share goals, and provide internal City stakeholders and external transportation partners with the information they need to advance their projects.

## BUSINESS ENVIRONMENT CONT'D

The department collaborates with other city departments to meet strategic objectives. Procurement input is critical to procuring and using contracted services. Collaborations with the Public Works Department and the Office of Capital Improvements Projects to implement bicycle and pedestrian safety improvements as part of routine maintenance, right-of-way/neighborhood improvement projects, and stormwater resiliency projects provide a significant efficiency for the City. The Marketing and Communications Department has been key to implementing our bicycle safety campaign, promoting the City's Trolley service, designing signage for transportation initiatives, disseminating traffic text alerts, and coordinating community outreach for transportation studies as well as active and planned mobility improvements. The Parking Department provides support in the installation of pavement markings, signage, and safety devices for temporary or permanent projects. The Transportation and Mobility Department and its contractor collaborate with Police/Fire Communications Division, the Communications Department, and the FDOT Traffic Management Center as part of the citywide Traffic Monitoring/Management services, particularly during high impact periods and major events.

## SIGNIFICANT ACCOMPLISHMENTS

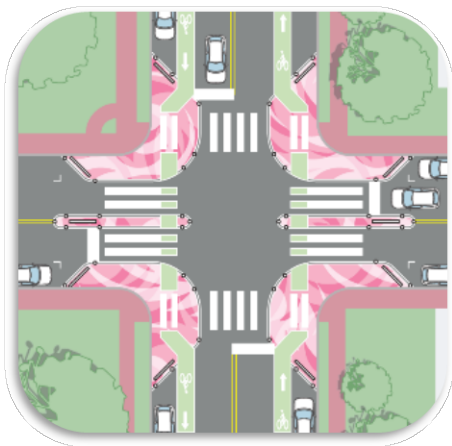
- Implemented the real-time Miami Beach Traffic Management Center as part of Intelligent Transportation System
- Completed design and commenced construction of new bus shelters and street furniture at no cost to the City under a revenue-sharing agreement
- Implemented Slow Streets 2.0 Pilot Program in the Flamingo Park neighborhood
- Completed design of Española Way East tactical urbanism
- Significant progression in procuring for the turnkey implementation, management, operation (including dock operations) and maintenance of a waterborne transportation services pilot program

**Implemented the real-time Miami Beach Traffic Management Center as part of Intelligent Transportation System.**

# TRANSPORTATION AND MOBILITY

## SIGNIFICANT ACCOMPLISHMENTS CONT'D

- Significant progress in securing approval from Miami-Dade County for the Ocean Drive Promenade
- Completed the procurement of a Signal Optimization Software
- Implemented the Beachwalk Safety Improvements (Striping and Signage)
- Issued Procurement Solicitation for Turnkey Municipal Circulator service
- Launched a Fixed Route/Fixed Schedule with Limousines of South Florida Trolleys to serve portions of North Beach to mitigate the elimination of the Miami-Dade County Bus Route 115
- Completed design of the G.O. Bond Bayshore Neighborhood Traffic Calming, Normandy Drive Traffic Calming



- Implemented temporary traffic calming in the South of Fifth neighborhood
- Adopted the Vision Zero Action Plan
- Better Bus County supported mitigation efforts
- Collaboration with the City's Police Department for successful Spring Break MOTs

## CRITICAL SUCCESS FACTORS

- Communication and responsiveness to the public is critical to departmental success. The department would like residents to support new projects as they come online. We want to assure residents that the department is responsive to traffic, safety and mobility-related concerns.
- Continued internal partnerships with City departments are critical to departmental success. Implementing bicycle and pedestrian safety improvements during large scale roadway and stormwater resilience projects is one way to ensure cost effective implementation. This partnership also expedites interdepartmental plan reviews and approvals. In-house support in organizing community outreach has been extremely effective.
- Continued effective external partnerships with FDOT and Miami-Dade County Transportation and Public Works Department to ensure that City of Miami Beach projects are included in the FDOT Work Program, Miami-Dade County Long Range Transportation Plan and Transportation Improvement Program. Furthermore, the department will continue to collaborate with FDOT to ensure that future FDOT projects in the City address safety and mobility and include multimodal accommodations with a focus on pedestrian, bicycle, and transit network enhancements.
- Successful implementation of the Intelligent Transportation System/Smart Parking System/ Adaptive Traffic Signal Control Project on major thoroughfares in the City, many of which are state roads under FDOT jurisdiction.
- Continued effective contractual relationships with transportation service providers and transportation planning and engineering consultants are critical to departmental success.
- Procuring a "next generation" municipal transit circulator service is critical to improving service reliability, reducing wait times, and enhancing citywide mobility.
- Testing and deploying new and innovative technologies to optimize and more effectively coordinate traffic signals along key corridors are critical to improving citywide mobility.
- Continued professional development opportunities for department staff is critical to continued success in recruitment and retention of appropriately skilled personnel.

# TRANSPORTATION AND MOBILITY

## CRITICAL SUCCESS FACTORS CONT'D

- Continued partnership and participation in the Miami Dade Transportation Planning Organization (TPO) with City's Representation on the TPO's Committees:
  - Transportation Planning Council (TPC)
  - Transportation Planning Technical Advisory Committee (TPTAC)
  - Transportation Improvement Program (TIP) Development Committee
  - Long Range Transportation Plan (LRTP) Steering Committee

## FUTURE OUTLOOK

The Transportation and Mobility Department is exploring the use of innovative technologies in traffic signalization to more effectively optimize signal timing and coordinate traffic signals along key corridors.

The department is pursuing zero-emission technology options for its next generation municipal transit circulator service. Furthermore, the department is working with Miami-Dade County to secure a commitment from the County to deploy electric buses on Miami Beach routes. The department will continue to work with the County to improve regional bus service efficiency and connectivity to, from and within Miami Beach, as well as the integration of the City's future fixed route and on-demand transit network. With the adoption of the County's SMART Plan, this partnership will be key to implementing any future regional rapid transit connections to Miami Beach.

The department is committed to exploring innovative public transportation options, including electro-magnetic streetcar/shuttle technology and the use of the City's waterways as a potential alternative transportation network for future eco-friendly cross-bay and inter-city water taxi/ferry service for the City's residents, visitors, and workforce.



## FUTURE OUTLOOK CONT'D

In the immediate future, the department will focus on the implementation of important mobility projects, such as complete streets, protected bicycle lanes, shared-use paths, neighborhood greenways, short and long-term bicycle parking, traffic calming, pedestrian priority zones, intermodal hubs, and enhanced bus shelters with real-time next bus digital message signs.

The department will also pursue expedited project delivery methods such as pilot/tactical urbanism demonstration projects, public-private partnerships, and piloting new/emerging technologies, such as autonomous/connected vehicles and urban air mobility.

To manage the influx of vehicles coming into the City on a daily basis, particularly during high impact periods, the department will explore, in collaboration with FDOT, innovative and strategic traffic management strategies including, but not limited to, managed/express lanes and congestion pricing/cordon tolling on the causeways and major arterials.

Lastly, the department will work with the Planning and Housing/Community Development departments to explore opportunities for workforce housing and transit-oriented development in order to create a true live/work/play/learn community where residents and employees have convenient and reliable mobility options and do not need to rely on the private automobile for trips within the City.