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Office of the City Manager

LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission **060-2015**

FROM: Jimmy L. Morales, City Manager

DATE: February 10, 2015

SUBJECT: **UPDATE REGARDING TRANSPORTATION INITIATIVES**

In an effort to reduce auto-dependency and improve mobility in our constrained and congested urban environment, the Administration is pursuing a series of transportation projects and transit initiatives that would improve traffic through-put, transit accessibility, and intermodal connectivity on both a short-term and long-term basis.

It is worth noting that in addition to the projects highlighted below, the Transportation Department is currently undertaking two (2) master plans: a Bicycle/Pedestrian Master Plan and a Transportation Master Plan. The two plans are being developed in parallel and closely coordinated in order to produce a comprehensive mobility plan that addresses all modes and makes recommendations for short, mid, and long term projects to ensure safe and efficient streets for all users (i.e., complete streets). It is anticipated that both plans will be completed and presented to the City Commission for adoption in summer 2015.

Citywide Trolley System

One such initiative is the implementation of a citywide interconnected trolley system in conjunction with a series of park-and-ride facilities/transit hubs located at strategic junctions. The park-and-ride/transit hubs would serve as interceptor facilities for patrons to park, take transit, or transfer between modes. In addition to the current Alton-West Loop and recently launched North Beach Loop, expansions to the City's trolley system are currently being developed, including a proposed Mid-Beach Loop, Collins Link, and South Beach Loop.

Following is a brief description of each of the proposed trolley loops. It is important to note that the precise route and schedule will be topics of discussion at upcoming Committee meetings and public workshops. Further, any of these City operated trolley services will require an interlocal agreement with Miami-Dade County for which the City will be required to demonstrate that existing Miami-Dade Transit bus services are not impacted.

- Mid Beach Loop - New trolley service connecting Collins Park with the hotels along Collins Avenue south of 44th Street and the areas along 41st Street providing opportunities for parking for hotels employees and daily visitors. In the longer term, there may be potential to locate an intermodal facility near the entrance to Miami Beach which could intercept vehicles for trolley transfer, thereby reducing the volume

of vehicles traveling into the City. The proposed 6.8 mile one-way loop would connect to the South Beach Local at Collins Park and serve the City's parking garage at 42nd Street and Sheridan Avenue and the City's largest trip generator, Mount Sinai Medical Center. The service would consist of six (6) trolley vehicles with headways of 10-15 minutes operating daily from 6:00AM to midnight and the route will consist of approximately 32 stops. The total estimated cost of this proposed service is approximately $3.6 million annually.

- Collins Link – New trolley service connecting the high density residential area along Collins Avenue north of 41st Street to the planned Mid-Beach Loop on the south and to the existing North Beach Loop on the north. The 6.2 mile one-way loop will serve the City's parking lot at 46th Street, major destinations along Collins Avenue, and the Publix at 69th Street. The service would consist of five (5) vehicles with headways of 10-15 minutes and the route would consist of approximately 32 stops. The total estimated cost of this proposed service is approximately $2.8 million annually.

- South Beach Local/Loop – The Administration is working closely with Miami-Dade Transit to evaluate the feasibility of transferring the South Beach Local bus service to the City such that the City would control the operation of the new service using trolley vehicles. However, transfer of this service would have challenges including labor concerns. In the interim, the City is also evaluating converting the existing Alton-West Trolley (implemented as a temporary traffic mitigation strategy in connection with the Alton Road reconstruction project) into a permanent trolley service that would be complementary to the South Beach Local and serve areas that will be impacted in the near term by planned construction projects.

Transit Connectivity between Miami and Miami Beach – Short Term

At the November 19, 2014 meeting, the City Commission unanimously approved a resolution directing the Administration to explore the feasibility of implementing Bus Rapid Transit/Enhanced Bus Service in the immediate term connecting Downtown Miami and Miami Beach via the MacArthur Causeway. The City's Transportation Department is working closely with the Florida Department of Transportation (FDOT) and Miami-Dade Transit (MDT) to identify feasible options to implement the desired enhanced bus service within the next 12 to 24 month term. It is anticipated that this type of bus service would include technology enhancements, such as queue jumpers, transit signal priority for signal preemption, and real-time next bus information to improve the efficiency and reliability of the service. A feasibility study is currently underway and is anticipated to be completed by summer 2015. The study is evaluating the potential to operate the bus service along the shoulder of the MacArthur Causeway as well as the use of travel lanes either on an exclusive or semi-exclusive basis to prioritize the desired bus rapid transit service.

Transit Connectivity between Miami and Miami Beach – Long Term

As a long term solution to improve transit connectivity, the City Commission at its November 19, 2014 meeting, approved a resolution directing the Administration to work with its transportation partners, including the Miami-Dade Metropolitan Planning Organization (MPO), FDOT, MDT, and the City of Miami, to advance the Beach Corridor Transit Connection Project (f.k.a. Baylink) to the next phase of project development. This project would consist of Light Rail Transit (LRT)/Modern Streetcar service between Downtown Miami and the Miami Beach Convention Center. Due to federal transit requirements and a

lengthy environmental process required for projects of this magnitude, it is anticipated that this project would require 6-9 years for completion.

Intelligent Transportation System and Parking Management System

As you are aware, the Transportation Department has been actively monitoring and managing traffic on a temporary basis through an Event Traffic Monitoring and Management Services contract. This service is used to monitor traffic conditions and manage congestion resulting from major special events during high impact periods. This effort was first deployed for Art Basel 2013 and has been used for numerous major special events since that time. More importantly, the traffic management and monitoring service has yielded positive results such that the Administration has expanded these services to include the 2015 peak season.

In an effort to increase vehicular through-put, improve Level of Service, and reduce traffic congestion at critical intersections and corridors throughout the City on a permanent basis, the Administration is pursuing the implementation of an Intelligent Transportation System (ITS) and Parking Management Solutions. The City's ITS Project will consist of C.C.T.V. cameras, Bluetooth/Wi-Fi devices, dynamic message signs, and Adaptive Traffic Signal Control (ATSC) along key corridors and intersections to monitor and manage traffic conditions on a real-time basis, communicate real-time travel information, and improve the efficiency of the transportation network through the use of technology and innovative practices. ATSC, in particular, will maximize signal timing optimization and traffic progression through real-time traffic demand management.

The City is currently pursuing a Design/Build/Operate/Maintain services contract for the ITS project. The services will include establishing a network to facilitate communication between devices and a Transportation Management Center (TMC) to be located within the City to serve as a central facility for monitoring and operations of the technology infrastructure within the City.

The following roadways will be included as part of the ITS Project:

- MacArthur Causeway from Fountain Street Bridge to Alton Road
- 5th Street from Alton Road to Collins Avenue
- Alton Road from 5th Street to 41st Street
- Collins Avenue from 5th Street to 44th Street
- Washington Avenue from 5th Street to Dade Boulevard
- 17th Street from Venetian Causeway to Collins Avenue
- Venetian Causeway from City Limits to 17th Street
- Dade Boulevard from Venetian Causeway to 23rd Street
- Julia Tuttle Causeway from City limits to Alton Road
- 41st Street from Alton Road to Collins Avenue
- Indian Creek from 26th Street to 44th Street
- Collins Avenue form 71st Street to City Limits
- Indian Creek form 63rd Street to 71st Street
- 71st Street from City Limits to Collins Avenue
- Harding Avenue/Abbot Avenue from City Limits to Indian Creek

ITS combined with ATSC will help manage congestion on our City streets while providing residents and visitors with real-time traffic and parking information.

Intermodal Facilities

The need for intermodal facilities in South, Mid, and North Beach has been documented various times in prior transportation studies, including the Coastal Communities Transit Plan (July 2007) and the Miami Beach Intermodal Feasibility Study (August 2000), as well as in the City's Transportation Master Plan currently underway. These facilities would serve a dual purpose: 1) as interceptor park-and-rides wherein vehicular trips entering the City would be intercepted; and 2) as multimodal hubs wherein patrons could conveniently transfer to public transit and other modes. Intermodal facilities improve transit accessibility and connectivity and consolidate City and County transit operations in a centralized location.

- Mid Beach Intermodal Facility – The City is working with MDT and FDOT to determine the feasibility of an intermodal facility at the eastern terminus of the Julia Tuttle Causeway. It is anticipated that an enclosed intermodal facility would require approximately 75,000 square feet and consist of 10 bus bays, a minimum of 75 parking spaces, and 1,500 square feet of landscaping.

Additionally, the Administration continues to pursue opportunities for intermodal facilities in South Beach and North Beach.

Water Taxi Service

On November 19, 2014, pursuant to an Invitation to Negotiate, the City Commission authorized the Administration to begin negotiations with the selected contractor. Currently, negotiations are underway for a public waterborne transportation services concession agreement. Various docking locations, including Purdy Boat Ramp, Lincoln Road street-end, 14th Street street-end, 10th Street street-end, and Miami Beach Marina, have been proposed by the contractor and are being reviewed by regulatory agencies. The terms to be established by the regulatory agencies will determine the type of docking facility to be constructed, which in turn will have an impact on the type of vessel and operation to be conducted on the premises of the dock. Ultimately, these determinations will have an impact on the fares to be charged by the contractor and the revenues to be paid to the City.

Please do not hesitate to contact me if you have any questions.

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