

MIAMI BEACH

OFFICE OF THE CITY MANAGER

NO. LTC # **146-2016**

LETTER TO COMMISSION

TO: Mayor Philip Levine and Members of the City Commission

FROM: Jimmy L. Morales, City Manager

DATE: April 5, 2016

SUBJECT: **FINAL REPORTS FOR TRANSPORTATION MASTER PLAN, BICYCLE-PEDESTRIAN MASTER PLAN, AND STREET DESIGN GUIDELINES**

The purpose of this Letter to Commission is to provide a hard-copy of the Transportation Master Plan Executive Summary (Attachment A), Transportation Master Plan Final Report (Attachment B), Bicycle-Pedestrian Master Plan Final Report (Attachment C), and Street Design Guidelines (Attachment D). The Final Reports are also published in the City of Miami Beach Transportation Website (<http://www.miamibeachfl.gov/transportation/>). The Transportation Master Plan, Bicycle-Pedestrian Master Plan, and Street Design Guidelines will be presented at the April 13, 2016 City Commission meeting for adoption.

Transportation Master Planning is one of the key aspects to establish robust transportation infrastructure and programs. The City of Miami Beach needs a robust long term plan to ensure comprehensive mobility addressing all modes of transportation. The City completed its last Transportation Master Plan in 1999. In late 2014, the City of Miami Beach engaged Gannett Fleming, Inc. to develop a Transportation Master Plan (TMP) for the City. On a parallel track, the City engaged Atkins Global Inc. and Street Plans Collaborative to develop Miami Beach Bicycle-Pedestrian Master Plan (BPMP). Given the built out conditions and limited right-of-way of the City, it was recognized that the plan needed to address multi-modal transportation and traffic operation improvements in the City.

Based on the multi-modals needs identified by the TMP/BPMP Consultant Team, in March 28, 2015, the City hosted the first Commission Transportation Workshop to explain the findings of the data collection and existing conditions report. At the workshop, both staff and consultants recommended a new modal hierarchy for the City. The findings were also shared with the public at a Community Transportation Workshop hosted by the City on June 26, 2015. The proposed modal hierarchy was adopted by City Commission via Resolution No. 2015-29083 at the July 8, 2015 meeting. The adopted modal hierarchy consists of the following elements: 1. Pedestrians; 2. Transit; Bicycle; Freight (depending on the corridor); 3. Private Vehicles.

In December 2015, the City hosted its second Commission Transportation Workshop. At the workshop, City Commission was presented with the proposed Transportation Masterplan Project Bank and Policies. The same information was shared with the public at the second Community Transportation Workshop hosted at the Miami Beach Golf Course in January 2016. As the data in the TMP/BPMP shows, 25% of people on Miami Beach at any one time are riding, walking or taking transit. The BPMP includes over 40 miles of new and improved bikeways, crafted as a result of a three year planning effort that included public workshops in May 2014, January 2015, and countless meetings and presentations with neighborhood

residents, homeowners associations, and transportation committees. Each category of projects builds on previous efforts and tries to improve bicycle access incrementally with the goal of increasing bicycle mode-share. The projects identified in the BPMP have been included in the broader project bank for the City's TMP. The TMP project bank is intended to provide a comprehensive bank of projects and policies to guide multi-modal transportation improvements for the City over the next 20 years. However, it is recommended that the project bank be reviewed and updated every 5 years, to reflect updated mobility data and demographics. The projects in the Project Bank have been identified in three Priorities: Priority 1, Priority 2, and Priority 3. Criteria used to identify priorities included need, capacity benefits, connectivity benefits, safety benefits, ease of implementation, modal split impact. It is important to note that Priority 1 projects include existing initiatives that the City is working on as well as projects that have the potential to be implemented within the next 5 years. However, it is important to note that the actual timing of projects will be dependent on available funding as well as staffing resources. Funding requirements for the project bank are estimated as follows:

- Priority 1: \$452 million (including \$360 million for a Miami Beach Light Rail/Modern Streetcar project in South Beach).
- Priority 2: \$100 million
- Priority 3: \$468 million (including expansion of Light Rail/Modern Streetcar to other areas of the City)

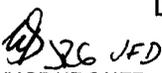
Priority 1 projects are projected to increase person-trip corridor capacity by as much as 50% in some corridors.

The Miami Beach Street Design Guideline is intended to provide direction to engineers, city staff, and citizens in their ongoing work to provide safer streets for Miami Beach residents and visitors, beyond the project bank in the TMP.

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

Attachments (to be delivered separately):

- A: Transportation Master Plan Executive Summary
- B: Transportation Master Plan Final Report
- C: Bicycle-Pedestrian Master Plan Final Report
- D: Street Design Guidelines


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