

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATIONS OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE AT ITS SEPTEMBER 26, 2018 MEETING REGARDING THE RESULTS OF THE MERIDIAN AVENUE FROM 17TH STREET TO DADE BOULEVARD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY ("FEASIBILITY STUDY"); AUTHORIZING THE CITY ADMINISTRATION TO PROCEED WITH OPTION TWO (2) PROPOSED IN THE FEASIBILITY STUDY CONSISTING OF "STUDY AREA NORTH, CONCEPTUAL PLAN 2, ALTERNATIVE A" IN THE SHORT TERM; THE "STUDY AREA SOUTH CONCEPTUAL PLAN" IN THE SHORT TERM; THE "EXPANDED EAST SIDEWALK (OPTION C)" IN THE LONG TERM; AND, URGING MIAMI-DADE COUNTY TO EXPEDITE THESE PLANS IN THE INTEREST OF PUBLIC SAFETY.

WHEREAS, on April 2, 2018, the Miami Beach Transportation Department issued a Notice To Proceed for the Meridian Avenue from 17th Street to Dade Boulevard Pedestrian and Bicycle Feasibility Study ("Feasibility Study"); and

WHEREAS, the primary area of study runs along Meridian Avenue from 17th Street to Dade Boulevard and along Meridian Avenue from 16th Street to Lincoln Road; and

WHEREAS, the Feasibility Study was conducted and assessed existing transportation conditions and recommended multi-modal transportation improvements to enhance pedestrian and bicycle safety and mobility along the study limits of Meridian Avenue; and

WHEREAS, an initial public meeting was held on May 14, 2018 at the Miami Beach Golf Club to identify issues and concerns and to obtain community feedback; and

WHEREAS, a second public meeting was held on June 26, 2018 at the Miami Beach Botanical Garden to review two (2) conceptual plans for an interim bicycle lane project between 17th Street and Dade Boulevard (Attachments 1 and 2), three (3) concepts for longer term improvements between 17th Street and Dade Boulevard (Attachments 3, 4, and 5), and a concept for Lincoln Lane South to 16th Street (Attachment 6); and

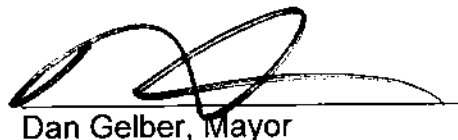
WHEREAS, at the July 25, 2018 City Commission meeting, this item was referred to the September 26, 2018 Neighborhood/Community Affairs Committee (NCAC) where it was discussed; and

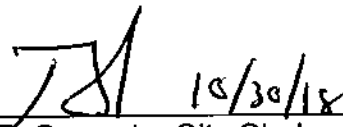
WHEREAS, at its September 26, 2018 meeting, the NCAC recommended by acclamation that the Administration move forward in the short term with Option 2 consisting of the "Study Area North, Conceptual Plan 2, Alternative A" set forth in Attachment 2; the "Study Area South Conceptual Plan" set forth in Attachment 6; and, to proceed with the long term plan for the "Expanded East Sidewalk (Option C)" set forth in Attachment 5. These plans were recommended by the community and the Administration and were proposed in the Feasibility Study. In addition, the NCAC recommended to urge Miami-Dade County to expedite these plans in the interest of public safety.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the Mayor and City Commission hereby accept the recommendations of the Neighborhood/Community Affairs Committee at its September, 26, 2018 meeting regarding the results of the Feasibility Study; authorize the City Manager to proceed with Option Two (2) proposed in the Feasibility Study consisting of "Study Area North, Conceptual Plan 2, Alternative A" and the "Study Area South Conceptual Plan" in the short term; the "Expanded East Sidewalk (Option C)" in the long term; and, urge Miami-Dade County to expedite these plans in the interest of public safety.



PASSED and ADOPTED this 17 day of October, 2018.

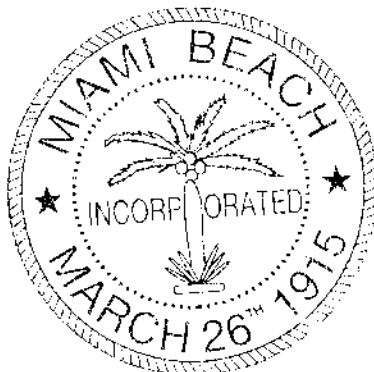
ATTEST:


Dan Gelber, Mayor


Rafael E. Granado, City Clerk

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

 10-22-18
City Attorney  Date



MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: October 17, 2018

SUBJECT: A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE SUPPORTING SHORT TERM OPTION 2 AND LONG TERM OPTION C OF THE MERIDIAN AVENUE 17TH STREET TO DADE BOULEVARD PEDESTRIAN AND BICYCLE FEASIBILITY STUDY, AS WELL AS ACCEPTING THE RECOMMENDED CONCEPT FOR MERIDIAN AVENUE FROM LINCOLN LANE SOUTH TO 16TH STREET.

RECOMMENDATION

The Administration recommends that the Mayor and City Commission adopt a resolution accepting the recommendation of the Neighborhood/Community Affairs Committee supporting the community's preferred alternatives for Meridian Avenue from 17th Street to Dade Boulevard of Option 2 (Attachment 2) as the short-term option and Option C (Attachment 5) as the long-term option, as well as a concept for Meridian Avenue from Lincoln Lane South to 16th Street (Attachment 6).

BACKGROUND

The adopted 2016 Miami Beach Transportation Master Plan (TMP) was built on a mode share goal and modal prioritization strategy, adopted by Resolution 2015-29083 on July 8, 2015, which places pedestrians first; transit, bicycles, and freight second; and private automobiles third. Projects in the TMP are intended to move Miami Beach towards this mode share vision by increasing pedestrian, bicycle, and transit travel.

The TMP proposed a bicycle lane network for Miami Beach. The goal of the network is to improve pedestrian and bicycle safety and connectivity throughout Miami Beach. The added benefit is that shifting to bicycle transportation on Miami Beach will reduce congestion and greenhouse gas emissions and help the City reach its future mode share goals.

Meridian Avenue Bicycle Facilities is a priority one project in the TMP. Phase I of the Project in the TMP 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). These tasks are included in this Feasibility Study. The future Phase II of the project in the TMP includes implementation based on the results of Phase I.

On April 2, 2018, the Transportation Department issued a Notice-To-Proceed to Keith & Schnars for the Meridian Avenue 17th Street to Dade Boulevard Pedestrian and Bicycle Feasibility Study. This

feasibility study is assessing existing transportation conditions and recommending multi-modal transportation improvements to enhance pedestrian and bicycle safety and connectivity along Meridian Avenue. The primary study area extends along Meridian Avenue from 17th Street to Dade Boulevard and from 16th Street to Lincoln Road. This portion of Meridian Avenue connects to the Miami Beach Convention Center, Lincoln Road, Dade Boulevard Shared-Use Path, and the 16th Street green bicycle lanes.

The segment from Lincoln Road to 17th Street is being constructed as part of the Lincoln Road District Improvements Project. Transportation Department staff is coordinating with the project managers on the design so that both projects will flow seamlessly together.

An initial public meeting was held on May 14, 2018 at the Miami Beach Golf Club to identify community issues and concerns. Based on community feedback, the consultant team prepared interim conceptual plans for both short-term and long-term improvements for the study area.

A second public meeting was held on June 26, 2018 at the Botanical Gardens to review two (2) concepts for interim pedestrian and bicycle improvements that could be implemented in the near term as a "demonstration" project and three (3) concepts for long-term improvements that could potentially be constructed as part of the future City Center Neighborhood Improvement Project. In total, 24 residents attended the second public meeting. There was much participation throughout the meeting, with supportive community feedback provided. At the conclusion of the meeting, participants were asked to vote through a dot exercise on a proposed long-term vision for Meridian Avenue. Option C (Attachment 5) was selected by the participants as the preferred long-term alternative. Option C includes buffered bicycle lanes, an expanded sidewalk on the east side of the street, and landscaping within the bicycle lane buffer.

ANALYSIS

The goal of the Meridian Avenue Feasibility Study is to define a short-term demonstration project to be constructed on Meridian Avenue within the next year, as well as to identify long-term concepts for Meridian Avenue which can be implemented during the City Center Neighborhood Improvement Project planned for 2020/21. The demonstration project improvements on Meridian Avenue are important because they would improve pedestrian and bicycle safety in the immediate term by adding green bicycle lanes, improving pedestrian signalization, and reducing vehicular travel speeds along the corridor. Additionally, the County's proposed Beach Express North Bus Express Rapid Transit (BERT) Demonstration service will have a stop in the City Center area, thus, the proposed interim pedestrian and bicycle improvements on Meridian Avenue will help ensure multi-modal connectivity to/from the proposed BERT service.

From a long-term perspective, the proposed pedestrian safety improvements and bicycle lane network in this area of Meridian Avenue are important to establish connectivity between the existing Dade Boulevard Shared-Use Path and 16th Street bicycle lanes, Lincoln Road, City Hall, and the numerous cultural and civic destinations in the City Center area.

As discussed above, two (2) interim concepts have been prepared for the segment of Meridian Avenue between Dade Boulevard and 17th Street. Both concepts include green bicycle lanes and a reduction in the number of travel lanes from four (4) to three (3).

Option 1 depicted in Attachment 1 proposes a new signalized intersection and crosswalk on the north side of 18th Street/City Hall Garage access and a new mid-block pedestrian crossing equipped with LED flashing beacons on the south side of 19th Street. Further, Option 1 keep the existing on-street parking on the east side of Meridian Avenue between 17th Street and 19th Street.

In lieu of a full traffic signal at 18th Street/City Hall garage access, Option 2 shown in Attachment 2 proposes a new signalized mid-block pedestrian crossing between 18th Street and 19th Street, eliminates parking on the east side of Meridian Avenue between 17th Street and 19th Street, and provides buffered green bicycle lanes. Eliminating on-street parking on the east side of Meridian Avenue will allow landscaping/planters within the bicycle buffer on the east side of the roadway, two (2) 11' travel lanes, and an 11' continuous center turn lane. Option 2 is identical to Long Term Option A. The community has been supportive of removing the on-street parking on the east side of

Meridian Avenue between 17th Street and 19th Street to implement this concept in the short-term. The community was most supportive of Option 2 as a short-term option.

Three (3) long-term concepts have been prepared and presented to the community. Option A proposes buffered bicycle lanes and a center two-way left turn lane (Attachment 3). Option B proposes buffered bicycle lanes and a landscaped median (Attachment 4). Option C proposes buffered bicycle lanes and an expanded sidewalk adjacent to the future park on the east side of Meridian Avenue (Attachment 5). The community was most supportive of Option C as a long-term option.

All concepts include a proposed scramble pedestrian crosswalk at the Meridian Avenue/17th Street intersection. A pedestrian scramble is a traffic signal movement that temporarily stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time. The benefit of the pedestrian scramble is that it prioritizes pedestrians over vehicular traffic, resulting in improved pedestrian safety. Because of the high volumes of pedestrians at Meridian and 17th Street, the Administration believes that it is a suitable location to test the pedestrian scramble concept in Miami Beach; however, Miami-Dade County approval will be required. Transportation Department staff is coordinating with the County to include a scramble pedestrian crossing at Meridian Avenue/17th Street as part of a potential demonstration project in the near term. Further technical screening is also required.

A concept for Meridian Avenue between Lincoln Road and 16th Street is attached as Attachment 6. These improvements will be incorporated in the Lincoln Road District Improvements Project, and coordination with the Lincoln Road District design team is ongoing in order to ensure seamless connectivity between the projects. This concept incorporates a pair of 5' bicycle lanes (no buffer) in the two lanes of traffic.

The concepts were reviewed at the September 26, 2018 Neighborhood/Community Affairs Committee (NCAC) meeting. Short Term Option 2 (Attachment 2), Long Term Option C (Attachment 5) and the concept for Meridian Avenue between Lincoln Lane South and 16th Street (Attachment 6) were recommended by the NCAC. On September 27, Transportation Department staff coordinated a meeting with internal Miami Beach departments to organize next steps and discuss the process for implementing Short Term Option 2. Close coordination is occurring with Miami-Dade County to expedite the review and approval of the traffic study, including the proposed signalization improvements.

CONCLUSION

Short-term Option 2 proposes a new signalized mid-block pedestrian crossing between 18th Street and 19th Street, eliminates on-street parking on the east side of Meridian Avenue between 17th Street and 19th Street, reduces the number of travel lanes from four (4) to three (3), and provides buffered green bicycle lanes. Eliminating on-street parking on the east side of Meridian Avenue will allow landscaping/planters within the bicycle buffer on the east side of the roadway, two (2) 11' travel lanes, and an 11' continuous center turn lane. The community has been supportive of removing the on-street parking on the east side of Meridian Avenue between 17th Street and 19th Street to implement this concept in the short-term.

Long-term Option C proposes buffered bicycle lanes and an expanded sidewalk adjacent to the future park on the east side of Meridian Avenue (Attachment 5).

The concept for Meridian Avenue from Lincoln Lane South to 16th Street adds northbound and southbound green bicycle lanes to the road, and connects to the 16th Street green bicycle lanes. (Attachment 6)

Upon Commission approval of the preferred options, and pending County approval of the proposed striping plan and signalization improvements, the Transportation Department will initiate the design

phase for the short-term option with the goal of implementation in 2019.

KEY INTENDED OUTCOMES SUPPORTED

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

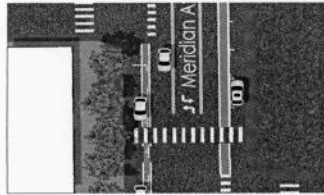
Legislative Tracking

Transportation

ATTACHMENTS:

Description

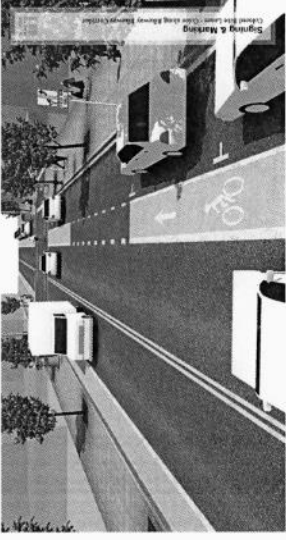
- ▢ Attachment 1: Meridian Avenue Dade Blvd. to 17th Street - Option 1
- ▢ Attachment 2: Meridian Avenue Dade Blvd. to 17th Street - Option 2
- ▢ Attachment 3: Long Term - Option A
- ▢ Attachment 4: Long Term - Option B
- ▢ Attachment 5: Long Term - Option C
- ▢ Attachment 6: Meridian Avenue Lincoln Lane South to 16th Street



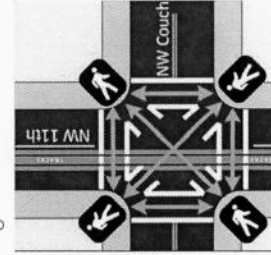
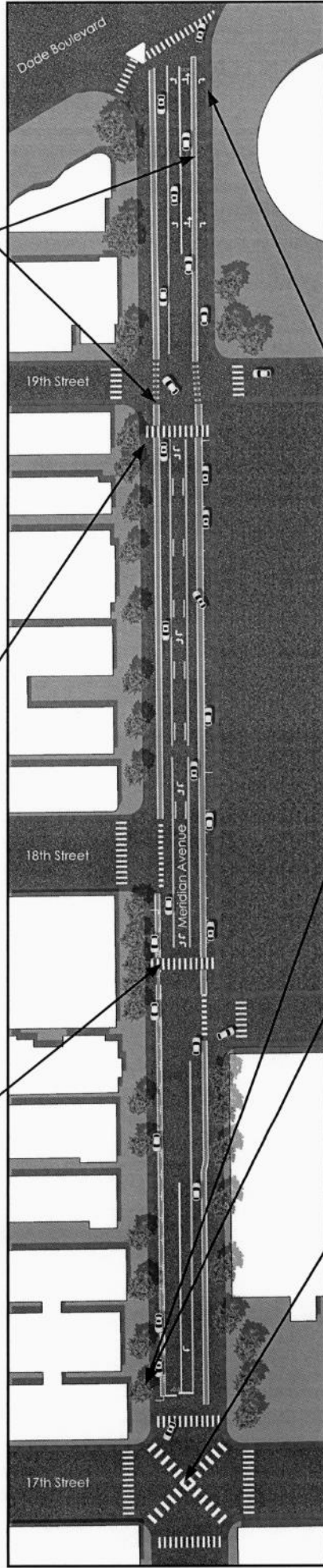
Signalized Pedestrian Crossing



Rapid Flash Beacon

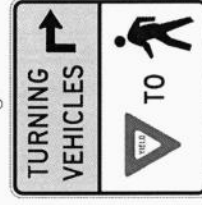


Bike Lanes



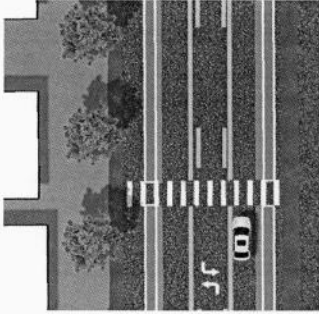
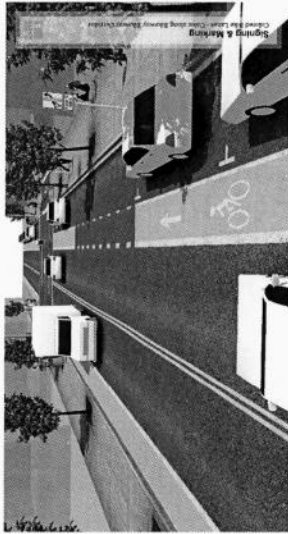
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Scramble Crossings
pedestrians may cross in all directions.

Barnes Dance/Pedestrian Scramble



Signage

*** Preferred Alternative
Subject to County
Approval**

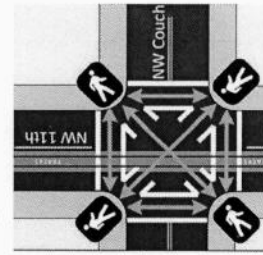
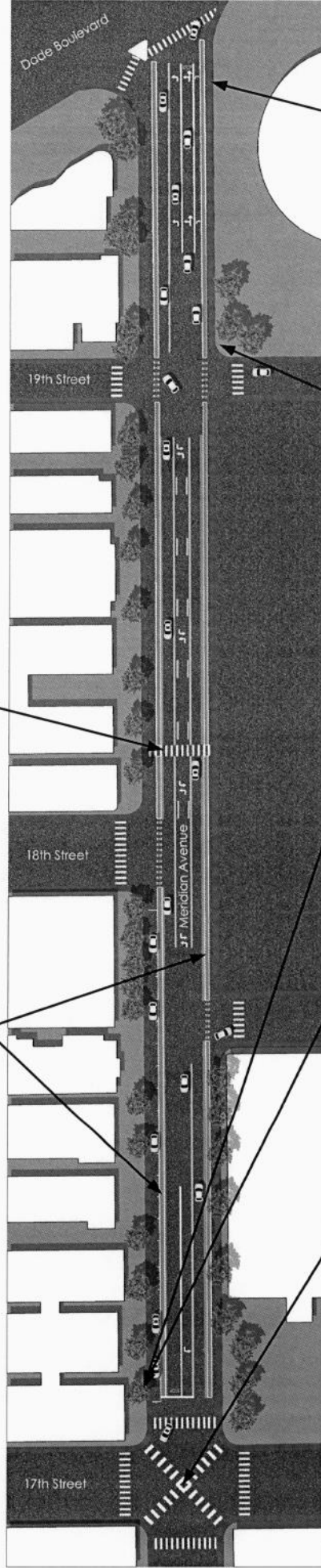


Notes:

- Bicycle pavement markings should be utilized through intersections.
- At the pork chop, north of Dade Boulevard and Meridian Avenue:
- A green bike refuge should be painted.
- A bike lane ends sign should be placed.
- A sharrow should be painted north of the island.

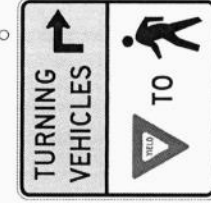
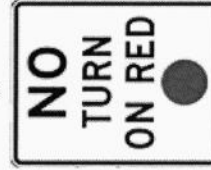
Bike Lanes

Signalized Pedestrian Crossing



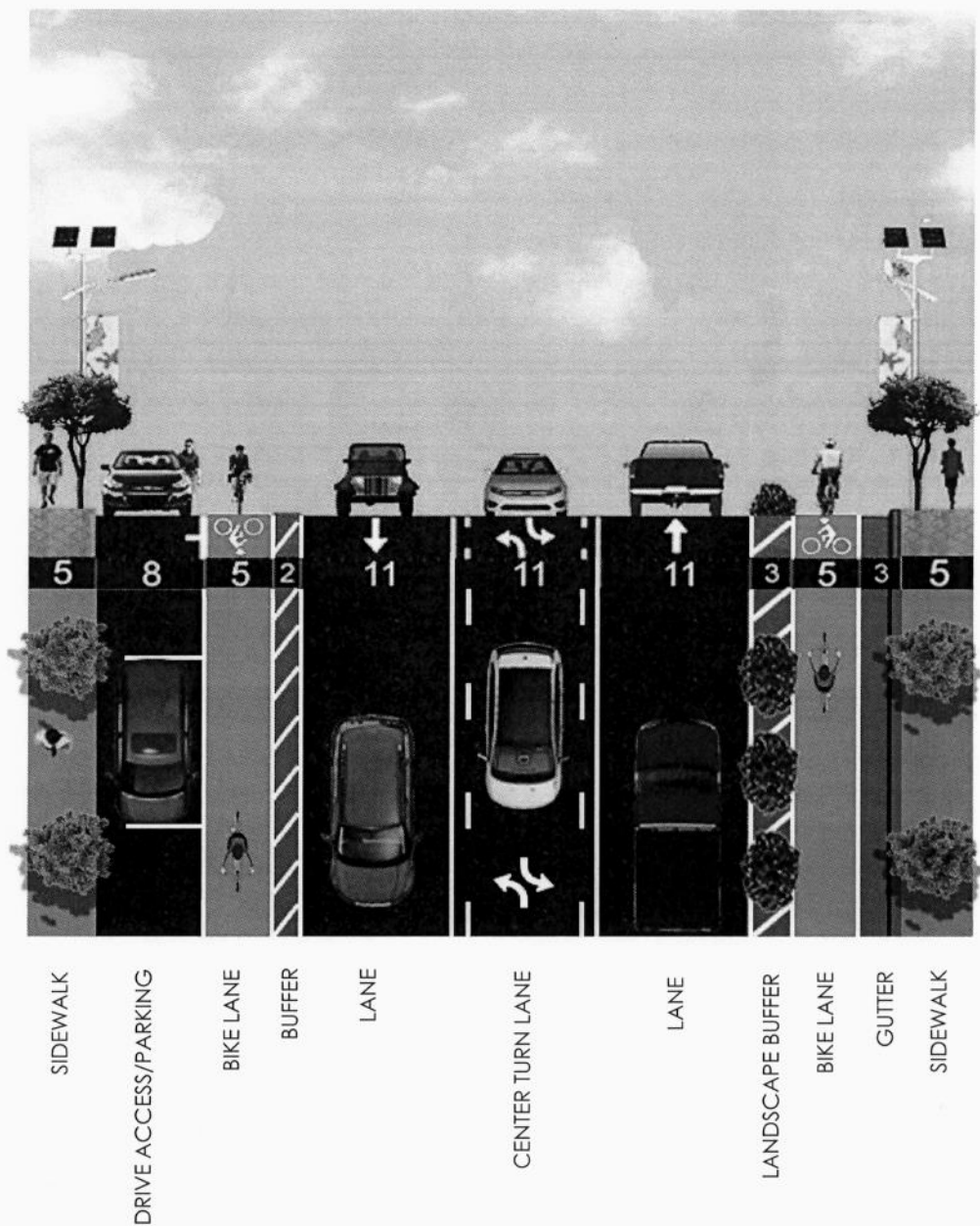
1 Scramble Crossings
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Barnes Dance/Pedestrian Scramble

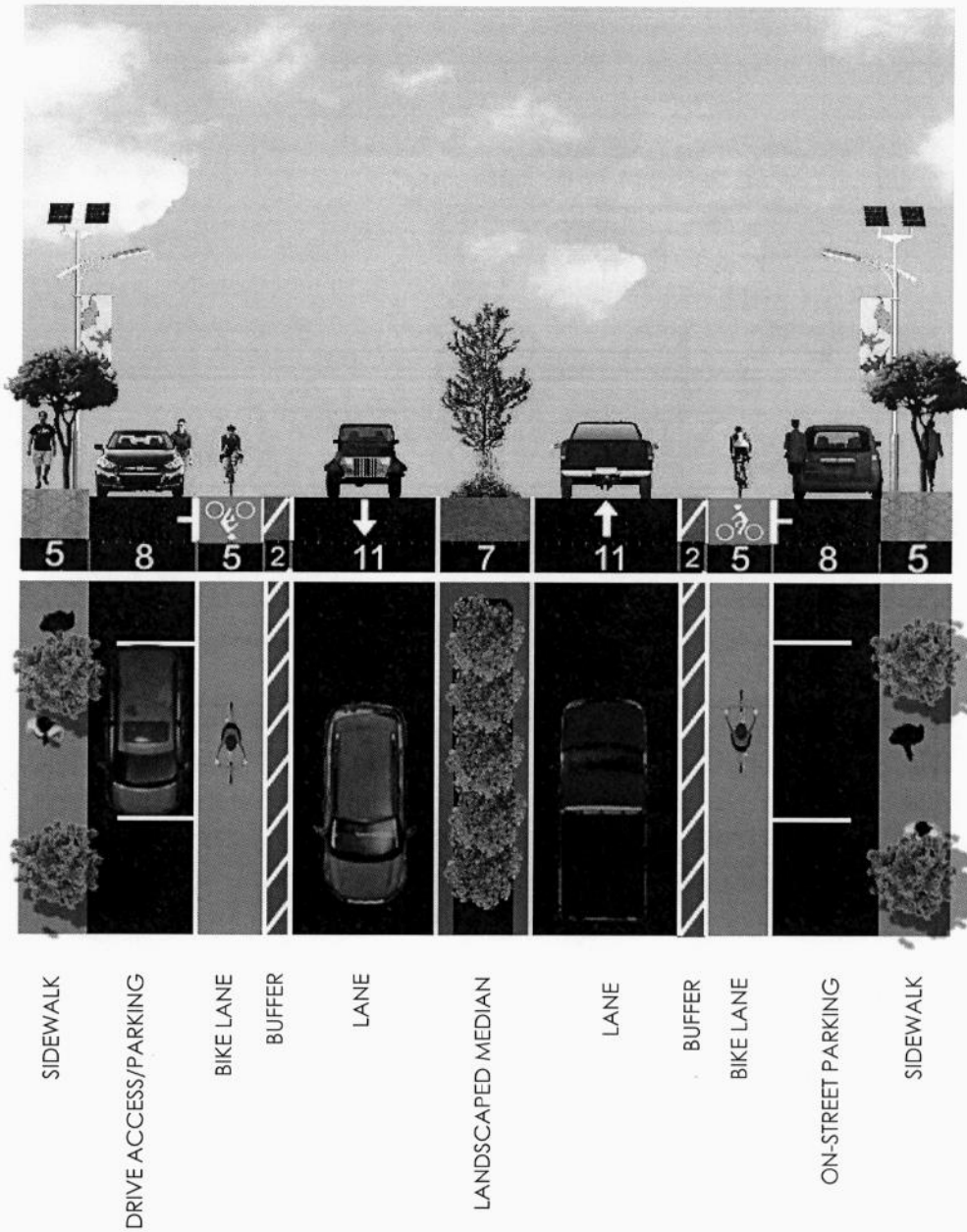


Signage

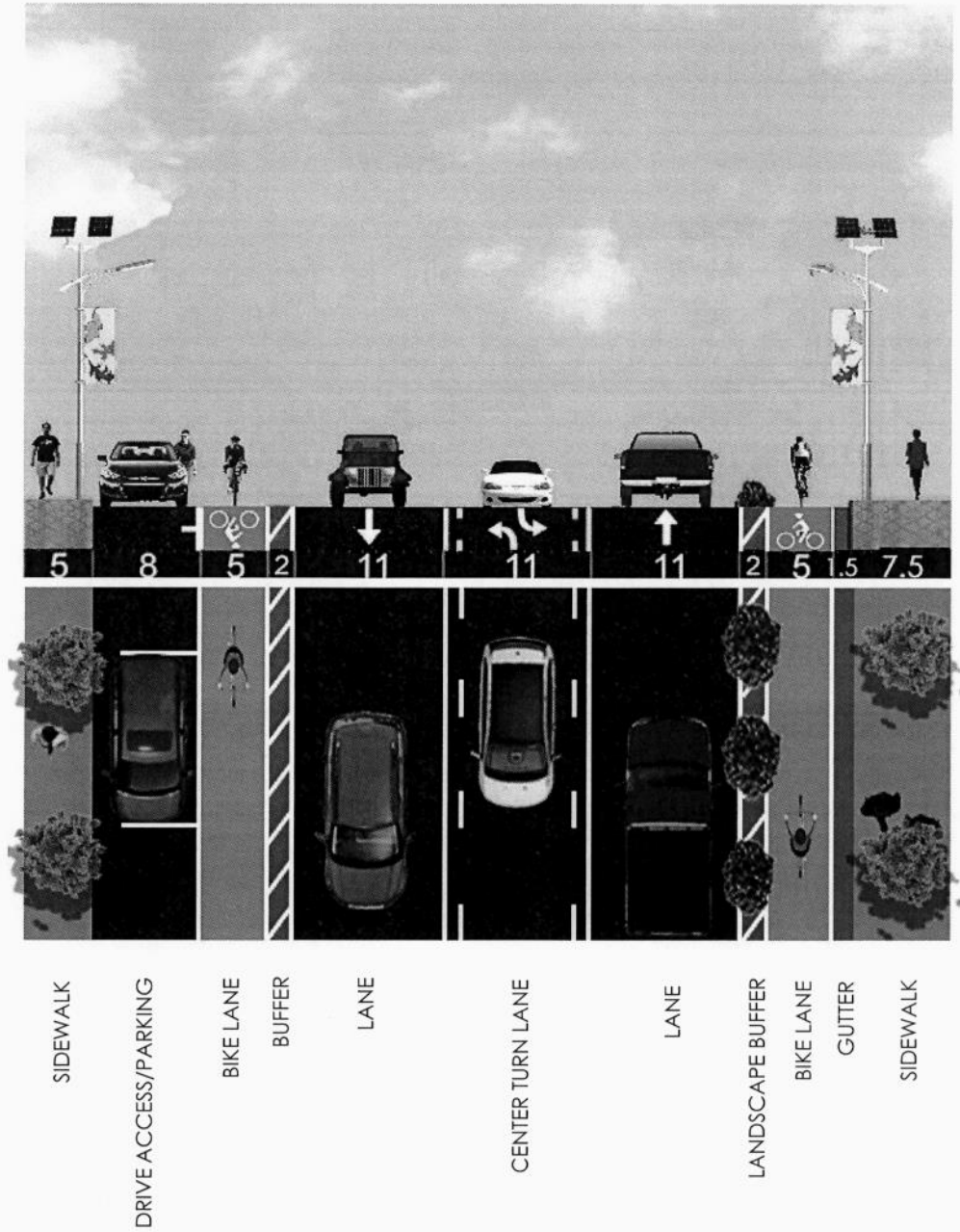




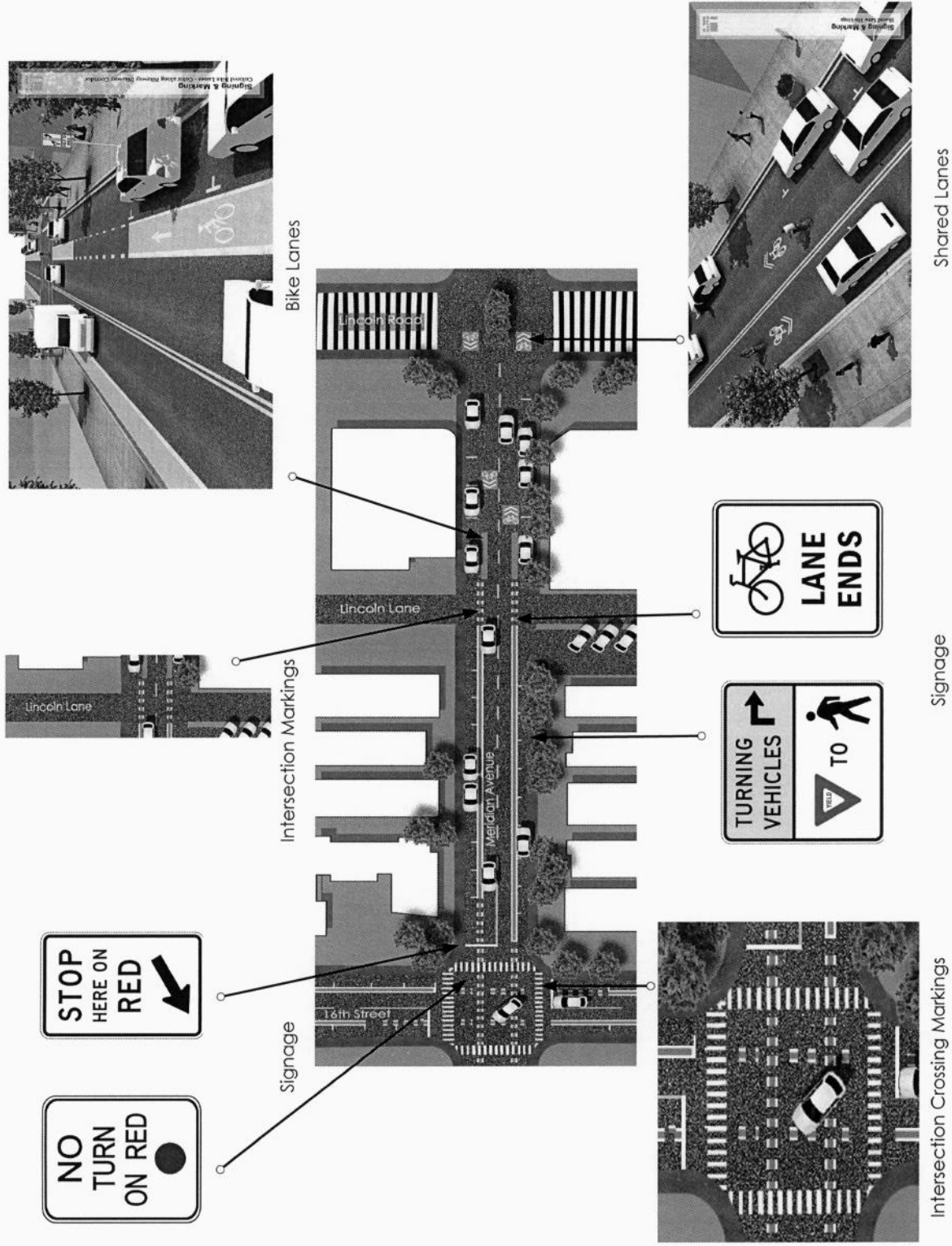
Note: Concepts subject to the review and approval by Miami-Dade County staff



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Intersection Crossing Markings

Signage

Shared Lanes

