

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATIONS OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE (NCAC) ENDORSING THE FOLLOWING SELECTED CONCEPTS FROM THE NORTH BEACH NEIGHBORHOOD GREENWAY FEASIBILITY STUDY: 1) INCORPORATE SHARROWS AND LANDSCAPING ALONG 85TH, 82ND, AND 81ST STREETS, FROM HAWTHORNE AVENUE TO CRESPI BOULEVARD; 2) INCORPORATE SHARROWS ALONG HAWTHORNE AVENUE AND CRESPI BOULEVARD AND ACROSS THE 85TH STREET AND 81ST STREET BRIDGES FROM CRESPI BOULEVARD TO BYRON AVENUE; 3) PURSUE CONCEPTS BETWEEN HARDING/DICKENS AVENUES AND COLLINS AVENUE THAT HAVE NO IMPACT TO ON-STREET PARKING AND, ACCORDINGLY, CONSIDER ADDITIONAL WAYS TO IMPLEMENT THE PROPOSED CONCEPTS ON 85TH, 81ST, 78TH, AND 77TH STREETS AS THERE SHOULD BE NO LOSS OF PARKING UNTIL A GARAGE IS BUILT IN THE AREA; 4) RETURN TO THE NCAC ONCE REVISED CONCEPTS FOR 85TH, 81ST, 78TH, AND 77TH STREETS HAVE BEEN DEVELOPED; 5) MAKE SHADE A PRIORITY IN THE NEIGHBORHOOD GREENWAY DESIGN; 6) INITIATE THE TRAFFIC STUDIES FOR THE POTENTIAL ONE-WAY CONVERSION OF TATUM WATERWAY AND POTENTIALLY 77TH STREET; AND 7) IMPLEMENT THE BISCAYNE BEACH IMPROVEMENTS ON 85TH, 82ND, AND 81ST STREETS, HAWTHORNE AVENUE, CRESPI BOULEVARD, THE 85TH STREET BRIDGE, AND THE 82ND STREET BRIDGE AS QUICKLY AS POSSIBLE, POTENTIALLY THROUGH A DEMONSTRATION OR PILOT PROGRAM.

**WHEREAS**, 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; and

**WHEREAS**, the TMP recommended the Neighborhood Greenways as a way to help reach this mode share vision; and

**WHEREAS**, the North Beach areas recommended by the TMP for Neighborhood Greenways include:

**WHEREAS**, on 78th Street, between Collins Avenue and Dickens Avenue, a westbound bicycle lane is proposed on the north side of the road; and

**WHEREAS**, on 77th Street, from Dickens Avenue to Collins Avenue, the existing two-way travel lanes are proposed to be converted to a one-way travel lane in the eastbound direction between, allowing for a westbound bike lane on the south side of the street; and

**WHEREAS**, parking relocation for 85th Street, 81st Street, 78th Street, and 77th Street will be accommodated on the east side of Collins Court on West Lots Blocks 1-6; and

**WHEREAS**, converting Tatum Waterway into a one-way, north bound street with a parking-protected buffered, bi-directional bicycle lane on the west side is proposed between 77th Street and 81st Street; and

**WHEREAS**, a parking-protected, buffered, bi-direction bicycle lane is also proposed along Byron Avenue between 81st and 82nd Streets, as the connector between Tatum Waterway and the existing bicycle lanes beginning at 82nd Street; and

**WHEREAS**, sharrows, new landscaping, and a widened sidewalk are proposed along Byron Avenue, between 81st Street and 75th Street; and

**WHEREAS**, bicycle crossing markings should be installed across Collins Avenue at 85th Street, 81st Street, 78th Street, and 77nd Street; and

**WHEREAS**, the Administration and the community support the concepts proposed in the North Beach Neighborhood Greenway Feasibility Study; and

**WHEREAS**, the concepts proposed in the North Beach Neighborhood Greenway Feasibility Study were reviewed by the Neighborhood and Community Affairs Committee, with the following recommendations.


**NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA** that the Mayor and City Commission hereby accept the recommendation of the Neighborhood/Community Affairs Committee to:

- 1) Incorporate sharrows and landscaping along 85th, 82nd, and 81st Streets, from Hawthorne Avenue to Crespi Boulevard;
- 2) Incorporate sharrows along Hawthorne Avenue and Crespi Boulevard and across the 85th Street and 81st Street bridges from Crespi Boulevard to Byron Avenue;
- 3) Pursue alternative concepts between Harding/Dickens Avenues and Collins Avenue, and, accordingly, consider additional ways to implement the proposed concepts on 85th, 81st, 78th, 77th Streets as there should be no loss of parking until a parking garage is built in the area;
- 4) Return to the NCAC once revised concepts for 85th, 81st, 78th and 77th Streets have been developed and vetted with the community;

- 5) Make shade a priority in the Neighborhood Greenway design;
- 6) Initiate the traffic studies for the potential one-way conversion of Tatum Waterway and potentially 77th Street; and
- 7) Implement the Biscayne Beach improvements on 85th, 82nd, and 81st Streets, Hawthorne Avenue, Crespi Boulevard, the 85th Street Bridge, and the 82nd Street Bridge as quickly as possible, potentially through a demonstration or pilot program.

**PASSED AND ADOPTED** this 13 day of March, 2019.

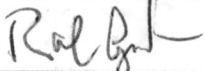

**ATTEST:**

 3/25/19  
Rafael E. Granado, City Clerk

  
Dan Gelber, Mayor



APPROVED AS TO  
FORM & LANGUAGE  
& FOR EXECUTION

  
City Attorney 

3-14-19  
Date

# MIAMI BEACH

## **COMMISSION MEMORANDUM**

TO: Honorable Mayor and Members of the City Commission  
FROM: Jimmy L. Morales  
DATE: March 13, 2019

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 ENDORSING THE FOLLOWING SELECTED CONCEPTS FROM THE NORTH BEACH NEIGHBORHOOD GREENWAY FEASIBILITY STUDY: 1) INCORPORATE SHARROWS AND LANDSCAPING ALONG 85, 82, AND 81 STREETS, FROM HAWTHORNE AVENUE TO CRESPI BOULEVARD; 2) INCORPORATE SHARROWS ALONG HAWTHORNE AVENUE AND CRESPI BOULEVARD AND ACROSS THE 85TH STREET AND 81 STREET BRIDGES FROM CRESPI BOULEVARD TO BYRON AVENUE; 3) PURSUE CONCEPTS BETWEEN HARDING/DICKENS AVENUES AND COLLINS AVENUE THAT HAVE NO IMPACT TO ON-STREET PARKING, AND ACCORDINGLY CONSIDER ADDITIONAL WAYS TO IMPLEMENT THE PROPOSED CONCEPTS ON 85, 81, 78, AND 77 STREETS AS THERE SHOULD BE NO LOSS OF PARKING UNTIL A GARAGE IS BUILT IN THE AREA; 4) RETURN TO THE NCAC ONCE REVISED CONCEPTS FOR 85, 81, 78 AND 77 STREETS HAVE BEEN DEVELOPED; 5) MAKE SHADE A PRIORITY IN THE NEIGHBORHOOD GREENWAY DESIGN; 6) INITIATE THE TRAFFIC STUDIES FOR THE POTENTIAL ONE-WAY CONVERSION OF TATUM WATERWAY AND POTENTIALLY 77 STREET; AND 7) IMPLEMENT THE BISCAYNE BEACH IMPROVEMENTS ON 85 STREET, 82 STREET, 81 STREET, HAWTHORNE AVENUE, CRESPI BOULEVARD, THE 85 STREET BRIDGE, AND THE 82 STREET BRIDGE AS QUICKLY AS POSSIBLE, POTENTIALLY THROUGH A DEMONSTRATION OR PILOT PROGRAM.

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### **RECOMMENDATION**

The Administration recommends that the Mayor and City Commission approve the Resolution.

### **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 recommended the Neighborhood Greenways as a way to help reach this mode share vision. Neighborhood Greenways, as defined in the TMP, are streets where cars are not excluded, but allow for bicycle and pedestrian travel to be comfortable for all ages and skill levels. Greenways can be accomplished through lower vehicular traffic speeds, landscaping to enhance the bicycle and pedestrian experience, and/or context-sensitive roadway design. The results of which improve the safety for all users of the roadway.

In summary, the goal is for Neighborhood Greenways to be so appealing that they encourage bicycle use for recreational riders and trips within Miami Beach. Neighborhood Greenways will also reduce regional greenhouse gas emissions, and align with Miami Beach's resiliency program and the goals of the 100 Resilient Cities partnership.

The North Beach areas recommended by the TMP for Neighborhood Greenways include:

- 85 Street between Hawthorne Avenue and Collins Avenue;
- 81 Street between Hawthorne Avenue and Collins Avenue;
- 77 Street between Hawthorne Avenue and Collins Avenue; and
- Tatum Waterway between 77 Street and 81 Street.

On May 17, 2017, the Transportation Department issued a Notice to Proceed to Zyscovich Architects for a Feasibility Study evaluating implementation of Neighborhood Greenways in North Beach. A kickoff meeting initiated the studies and ensured that City Staff and the consultant team agreed on project deliverables and schedule.

The consultants then conducted field reviews and reviewed existing plans and studies to better understand the context and current conditions of the study area. From that review, initial design options were created for review by staff. The approach was to work toward a comprehensive network of bicycle facilities in North Beach.

On August 7, 2017, the first public meeting was held to present the study to the public and invite community feedback. The overall response from the community was positive.

The North Beach Neighborhood Greenway concepts were then refined and reviewed extensively with Transportation staff and internal Miami Beach stakeholders. Four (4) concept review meetings were held with internal stakeholders on July 19, 2017, October 25, 2017, November 6, 2017, and March 19, 2018. Attendees included representatives from the Office of Capital Improvement Projects (CIP), Emergency Management, Parking, Planning, Public Works, Sustainability, Tourism, Culture, and Economic Development (TCED) Departments. The Transportation, Parking and Bicycle-Pedestrian Facilities Committee reviewed the North Beach Neighborhood Greenways concepts on April 9, 2018 and June 11, 2018.

Transportation Department staff also coordinated with the City and consultant teams working on the Plan NOBE, the West Lots Master Plan, and the Ocean Terrace planning efforts. The North Beach Greenway concepts were discussed extensively with the various teams at the West Lots Charrette on April 30, 2018 and the Ocean Terrace Plan review meeting on June 29, 2018. A key coordination issue was replacement parking for any on-street parking displaced by

the proposed Neighborhood Greenways. Replacement parking can potentially be accommodated by new parking along the east side of the Collins Court Alleyway, on the west side of the West Lots. The City and consultant teams were supportive of creating this new parking opportunity for replacement parking in the community.

The North Beach Neighborhood Greenways concepts were also reviewed with the Florida Department of Transportation (FDOT) on February 23, 2018 and Miami-Dade County Department of Transportation and Public Works (DTPW) on April 11, 2018. Input was received on bicycle box placement and incorporated into the design. Bicycle crossing concepts will be finalized during the design process. Final draft concept plans will be sent to both FDOT and DTPW for final review and approval.

A second public meeting was held on December 11, 2018 at 6PM at North Shore Youth Center to review the final concept plans with the community. Approximately 25 community members attended the meeting. The community supported the recommendations of the North Beach Neighborhood Greenway Feasibility Study.

## **ANALYSIS**

The proposed North Beach Neighborhood Greenways are important for North Beach because they will provide alternate means of transportation in a highly congested, moderate income neighborhood of Miami Beach. The Neighborhood Greenways are also consistent with the ideas proposed in Plan NOBE, the West Lots plan, and the Ocean Terrace plan. A map of the proposed North Beach Neighborhood Greenway is shown in Attachment 1.

In the Biscayne Beach area of North Beach, sharrows and enhanced landscaping are proposed for 85 Street, 82nd Street, and 81 Street. Travel lanes and parking widths are adjusted slightly to accommodate the increased landscaping. On the north/south connecting streets, sharrows are proposed to complete the network in this neighborhood of North Beach. Implementing the proposed Neighborhood Greenway concepts on these streets will cause no parking impact to the community. Attachment 2 shows a proposed concept for 81 Street in Biscayne Beach.

Between Byron Avenue, Dickens Avenue, and Collins Avenue, a series of Neighborhood Greenways are proposed with enhanced landscaping and bicycle lanes. Bicycle lanes are important in this area of North Beach because they complete the existing, fragmented bicycle lane network in North Beach, address bicycling safety needs identified in Miami Beach resident surveys, and provide a potential economic benefit of car-free living in North Beach as the bicycle lanes connect to the free Miami Beach Trolley system.

The proposed Neighborhood Greenways on 85 Street and 81 Street include parking-protected, buffered, bi-directional bicycle lanes with enhanced landscaping. Both streets maintain two-way travel lanes. On 85 Street, this is achieved by shifting travel lanes to the north and narrowing parking lane width and travel lanes slightly. Twenty-one (21) on-street parking spaces on the north side of the street would be impacted but could be relocated to the proposed parking spaces on the east side of Collins Court. A new 2.5' bioswale with landscaping is proposed to be placed between the parking-protected, buffered bicycle lane and the south sidewalk,

narrowing the sidewalk slightly to 4'. On 81 Street, space is gained for a greenway by converting the angled on-street parking on the south side of the street to parallel parking spaces and narrowing the travel lanes and parking width slightly. On the south side of the street, four (4) on-street parking spaces would need to be removed and relocated to the proposed parking spaces on the east side of Collins Court. A new 2' bioswale with landscaping is proposed to be placed between a proposed parking-protected, buffered bicycle lane and the on-street parking. Sidewalk widths are proposed to remain at 5' 6".

A pair of Neighborhood Greenways is proposed for 77 Street and 78 Street. On 77 Street, the existing two-way travel lanes are proposed to be converted to a one-way travel lane in the eastbound direction between Dickens Avenue and Collins Avenue. A traffic study will be required for the one-way conversion of 77 Street. A parking-protected, buffered bicycle lane and landscaped strip is proposed on the south side of the street. There is no impact to on-street parking on 77 Street. Attachment 3 depicts the proposed greenway concept for 77 Street. 78 Street will remain one-way in an eastbound direction. Angled on-street parking is proposed to be converted to parallel parking, and a new landscaped strip would be added between the sidewalk and a new parking-protected, buffered bicycle lane on the north side of the street. Sixteen (16) existing on-street angled parking spaces on the north side of the street would need to be relocated to either the proposed parking spaces on the east side of Collins Court and 79 Street or to the future North Beach parking garage potentially to be located at West Lot 1, between 79 Street and 80 Street.

Parking relocation for 85 Street, 81 Street, 78 Street, and 77 Street will be accommodated on the east side of Collins Court on West Lots Blocks 1-6. The block-by-block parking analysis and the graphic showing the proposed parking layout on the east side of Collins Court are included in Attachment 4.

Tatum Waterway is a critical connector between the existing bicycle lanes, filling the bicycle lane gap between 79 Street and 81 Street. A parking-protected, buffered, bi-directional bicycle lane is proposed for Tatum Waterway. A parking-protected, buffered, bi-direction bicycle lane is also proposed along Byron Avenue between 81 and 82 Streets, as the connector between Tatum Waterway and the existing bicycle lanes beginning at 82 Street. On Tatum Waterway between 77 Street and 81 Street, conversion of the existing two-way travel lanes to a one-way travel lane in the northbound direction is proposed. There is no impact to on-street parking on Tatum Waterway.

Bicycle connections across Tatum Waterway are made through bridges at 85 Street, 81 Street, and 77 Street. Sharrows will be painted on the bridges. There is potential for the 81 Street bridge to be widened as part of a future project to accommodate bicycle lanes as both sides of the bridge are in public ownership; however, widening the 81st Street bridge to accommodate bicycles is not part of the proposed North Beach Greenways and should be evaluated as part of a future study. Bicycle boxes are recommended at the intersections of Byron Avenue with 85 Street and 82 Street, as well as Dickens Avenue and 77 Street to accommodate bicycles crossing to the bridges.

The Byron Avenue Neighborhood Greenway is able to be achieved between 81 Street and 75 Street. Travel lanes and parking lane widths are narrowed slightly to accommodate a new 3' landscaped strip adjacent to the east sidewalk. Sharrows are proposed for Byron Avenue.

Bicycle crossing markings should be installed across Collins Avenue at 85 Street, 81 Street, 78



Street, and 77 Street. These concepts should be further developed during the design process.

The estimated cost of the proposed North Beach Neighborhood Greenways improvements is \$6,504,962. Funding and implementation will be coordinated with a future resilience project in North Beach (i.e. North Shore Resilience Project). The City will also pursue grant funds to implement the project. Additionally, the proposed new Miami Beach Mobility Fee, if adopted by the City Commission, would be a potential funding source for this project.

#### February 6, 2019 Neighborhood/Community Affairs Committee (NCAC) meeting.

At the February 6, 2019 NCAC meeting, the Administration presented the concepts in the North Beach Neighborhood Greenway Feasibility Study. The NCAC discussed the concepts and made recommendations to move forward with specific components of the project as per below.

- 1) Incorporate sharrows and landscaping along 85, 82, and 81 Streets, from Hawthorne Avenue to Crespi Boulevard;
- 2) Incorporate sharrows along Hawthorne Avenue and Crespi Boulevard and across the 85 Street and 81 Street bridges from Crespi Boulevard to Byron Avenue;
- 3) Pursue alternative concepts between Harding/Dickens Avenues and Collins Avenue, and accordingly consider additional ways to implement the proposed concepts on 85, 81, 78, 77 Streets as there should be no loss of parking until a parking garage is built in the area;
- 4) Return to the NCAC once revised concepts for 85, 81, 78 and 77 Streets have been developed and vetted with the community;
- 5) Make shade a priority in the Neighborhood Greenway design;
- 6) Initiate the traffic studies for the potential one-way conversion of Tatum Waterway and potentially 77 Street; and
- 7) Implement the Biscayne Beach improvements on 85 Street, 82 Street, 81 Street, Hawthorne Avenue, Crespi Boulevard, the 85 Street Bridge, and the 82 Street Bridge as quickly as possible, potentially through a demonstration or pilot program.

#### **CONCLUSION**

Should the City Commission approve the NCAC-recommended neighborhood greenway concepts, in the short-term, the City will initiate the required traffic studies for County review and approval, initiate the design phase, and pursue funding for the implementation of proposed improvements as pilot/demonstration projects pursuant to the NCAC recommendation.

Additionally, pursuant to the NCAC's recommendation, City staff will work to develop alternative neighborhood greenway concepts for 85, 81, 78, and 77 Streets in an effort to eliminate the loss of on-street parking. Once the alternative concepts are prepared and vetted with the community, the Administration will come back to NCAC for review of those alternative concepts.

In the longer term, the Administration will work to incorporate the proposed North Beach neighborhood greenway as part of the future North Shore Resilience project, as well as pursue grant funding opportunities.

#### **KEY INTENDED OUTCOMES SUPPORTED**

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

**Legislative Tracking**

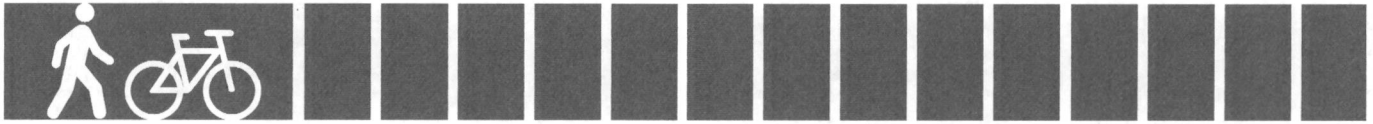
Transportation

**ATTACHMENTS:**

**Description**

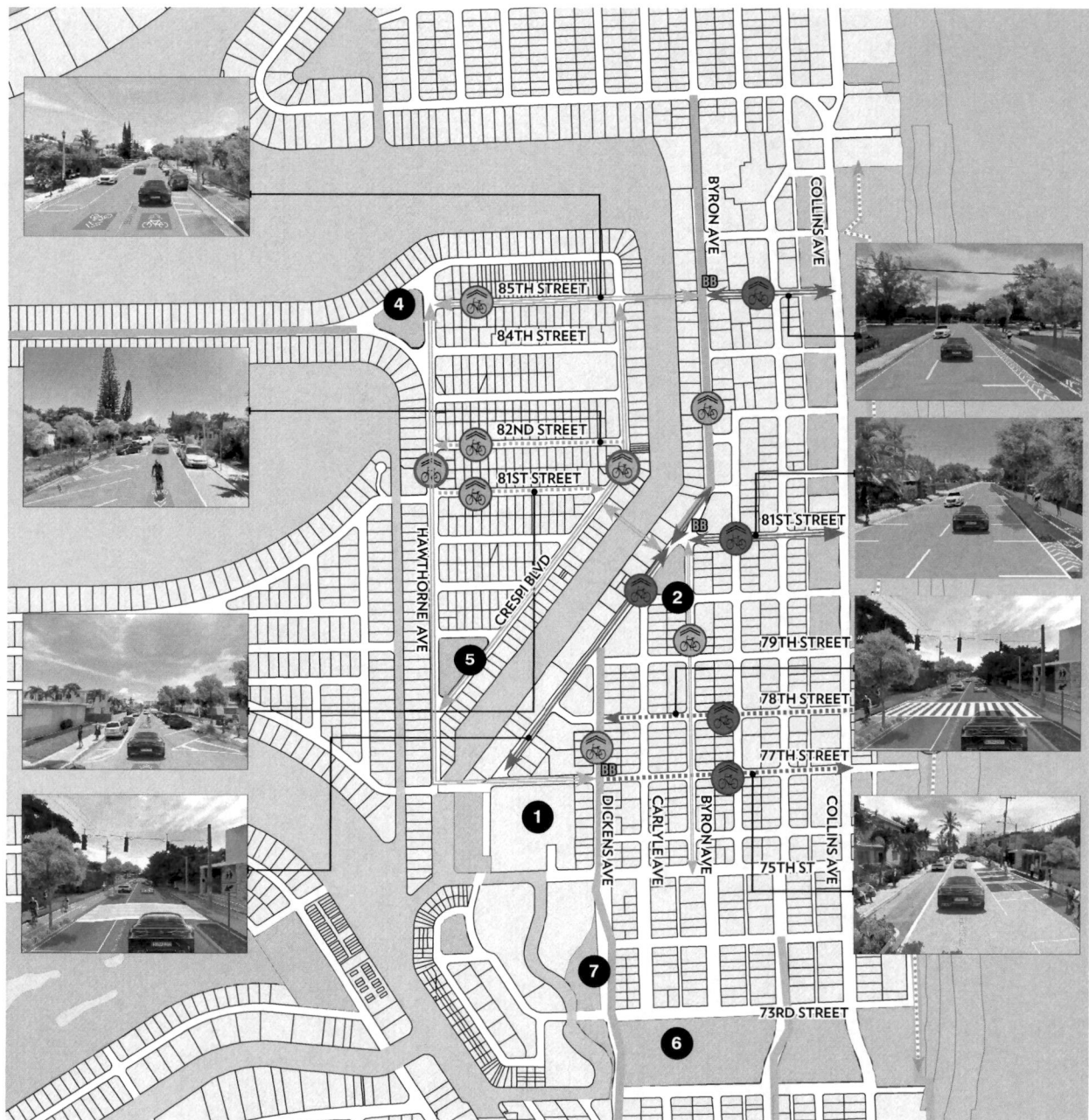
- ▣ Attachment 1: Proposed North Beach Neighborhood Greenway Map
- ▣ Attachment 2: Proposed Concept for 81 Street
- ▣ Attachment 3: Proposed Concept for 77 Street
- ▣ Attachment 4: Parking Analysis





## EXISTING & PROPOSED BICYCLE FACILITIES

- |  |  |  |  |
|--|--|--|--|
|  | EXISTING SEPARATED BIKE LANES. REFER TO CITY OF MIAMI BEACH BICYCLE / PEDESTRIAN MASTER PLAN |  | PROPOSED TWO-WAY BIKE LANES (SHARROWS)                             |
|  | EXISTING SEPARATED BIKE LANES  |  | PROPOSED ONE-WAY BIKE LANES (SHARROWS)                             |
|  | PROPOSED PROTECTED BIKE LANES  |  | PROPOSED TWO-WAY PROTECTED / SEPARATED BIKE LANES (BI-DIRECTIONAL) |
|  | PROPOSED NEIGHBORHOOD GREENWAYS (SHARROWS) AND NEW LANDSCAPING                               |  | PROPOSED ONE-WAY PROTECTED / SEPARATED BIKE LANE                   |
|  | PROPOSED NEIGHBORHOOD GREENWAYS (SHARROWS) ONLY  |  | PROPOSED BIKE BOX LOCATIONS  |



# 81ST STREET | Biscayne Beach

↔ Existing Separated Bike Lanes (Two Way)

..... Proposed Neighborhood Greenway (Sharrow / One-Way)



Existing Street View looking East



Proposed

## 77th STREET

PROPOSED ONE-WAY EAST BETWEEN DICKENS AVE AND COLLINS AVE

- ↔ Existing Separated Bike Lanes (Two Way)
- .....➔ Proposed Neighborhood Greenway with Separated / Protected Bike Lane (One-way)



# Attachment 4 - Parking Analysis

## Parking Analysis | Biscayne Point - West of Canal

NORTH BEACH - Biscayne Point / West of Canal			
	85ST WEST OF CANAL	82ND ST WEST OF CANAL	81ST WEST OF CANAL
Existing Parking	15 Northside Curb - Parallel	47 Northside Curb - Angled	30 Northside Curb - Parallel
Existing Parking	29 Southside Curb - Parallel	32 Southside Curb - Parallel	33 Southside Curb - Angled
Total Parking =	44	79	63
Parking to be Relocated	0 E/W - Parallel	0 West - Angled/Parallel	0 East - Angled/Parallel
TOTAL Parking Existing to Remain =	186		

NOTE:  
Miami Beach is constructing a New Parking Lot on Hawthorne Avenue between 81st and 82nd Streets adding an additional 46 new parking spaces to this neighborhood area. Refer to page 39 for proposed parking lot layout.

## Parking | East of Canal

NORTH BEACH - EAST of CANAL							
	85ST EAST OF CANAL	81ST EAST OF CANAL	TATUM WATERWAY	77ST	78ST	BYRON - 81st to 82nd	BYRON - South of 81st
Existing Parking	21 Northside - Parallel	20 Northside - Parallel	44 Westside - Parallel	28 Northside - Parallel	51 Northside - Angled/Parallel	N/A	N/A
Existing Parking	15 Southside - Parallel	26 Southside - Angled	16 Eastside - Parallel	28 Southside - Parallel	32 Southside - Parallel	N/A	N/A
Total Parking	36	46	60	56	83	N/A	N/A
Parking to be Relocated =	21 Northside - Parallel	4 Southside - Angled	0 E/W - Parallel	0 N/S - Parallel	16 Northside - Angled	0 N/S - Parallel/Parallel	0 N/S - Parallel/Parallel

## Parking Analysis | Totals

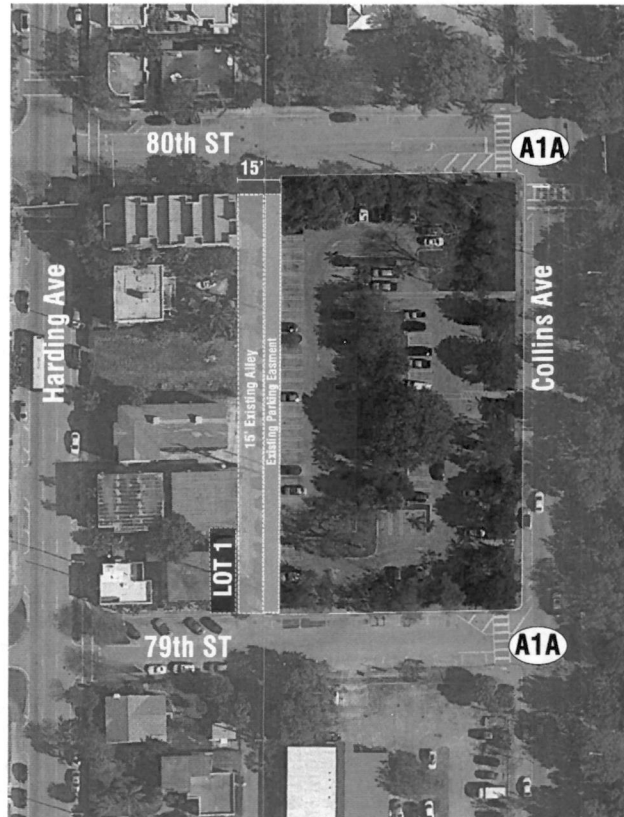
Existing Parking EAST OF CANAL = 281 ps  
Minus parking spaces to be Relocated = 41 ps

## Parking | Totals PROPOSED

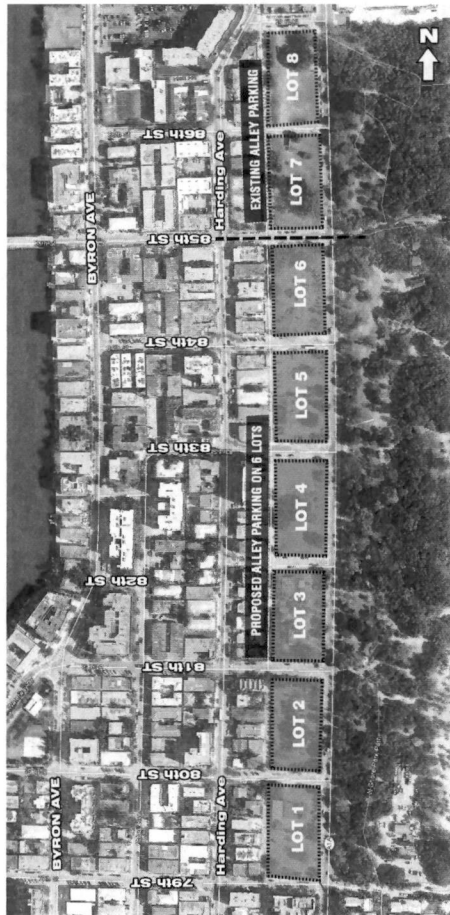
To accommodate the new proposed Neighborhood Greenways, this study proposes relocating some parking to new proposed parking locations on the east side of the Collins Court Alleyways from 85th Street to 79th Street. The Collins Court Alleyway is located between Collins Avenue and Harding Avenue. There are six (6) lots - Lots 1 thru 6 as shown on page 41.

A total of twenty (20) new parking spaces can be created in Lots 1 thru 6, representing a total of 120 new parking spaces.

## EXISTING CONDITIONS LOT 1







### PROPOSED LAYOUT LOT 1

