

RESOLUTION NO. 2019-30852

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE NEIGHBORHOOD/COMMUNITY AFFAIRS COMMITTEE, WHICH APPROVES THE PROPOSED ALTON ROAD SHARED-USE PATH CONCEPT ALONG THE WEST SIDE OF THE MIAMI BEACH GOLF CLUB FROM CHASE AVENUE TO MICHIGAN AVENUE, AND ALONG THE EAST SIDE OF OLD ALTON ROAD BETWEEN 43 STREET AND CHASE AVENUE; AND FURTHER DIRECTING THE ADMINISTRATION TO EVALUATE THE FEASIBILITY OF A CONNECTION BETWEEN THE FUTURE MOUNT SINAI BAYWALK AND THE EXISTING UNDERUTILIZED PATH ALONG THE SOUTH SIDE OF THE JULIA TUTTLE CAUSEWAY.

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, bicycle and pedestrian facilities are important for Alton Road and will provide an alternative means of travel along Alton Road and improve safety; and

WHEREAS, Alton Road is part of an interconnected network of bicycle and pedestrian facilities, including shared use paths, proposed along the west and south side of the Miami Beach Golf Course, proposed North Bay Road Neighborhood Greenway, and proposed Chase Avenue/34th Street shared use path; and

WHEREAS, an interconnected network of bicycle and pedestrian facilities will reduce greenhouse admissions and support Miami Beach's resilience program, and aligns with the goals of the 100 Resilient Cities partnership; and

WHEREAS, the recommendations have been vetted through an extensive community engagement process, internal city review with multiple departments and Miami Beach Golf Club participation at all stages of the study process; and

WHEREAS, the enhanced pedestrian and bicycle facilities along Alton Road from Michigan Avenue to Chase Avenue are proposed to include a buffered, bi-directional bicycle lane and sidewalk along the east side of Alton Road, as shown in Attachment 1; and

WHEREAS, the enhanced pedestrian and bicycle facilities along Old Alton Road from Chase Avenue to 41st Street are proposed to include a buffered bi-directional bicycle lane and a sidewalk along the northbound lanes of Old Alton Road, as shown in Attachment 1; and

WHEREAS, to accommodate enhanced pedestrian and bicycle facilities from 41st Street to 43rd Street, a buffered, bi-directional bicycle lanes and sidewalks are proposed along the northbound lanes of Old Alton Road as shown in Attachment 1; and

WHEREAS, the City seeks to accommodate bicycle and pedestrian facilities by extending the future Mount Sinai Baywalk underneath the Julia Tuttle Causeway east bridge, and connecting the existing underutilized path along the south side of the Julia Tuttle Causeway, which is further recommended for evaluation;


WHEREAS, the City Administration (in conjunction with support from the community), recognizes the proposed concepts that the Neighborhood/Community Affairs Committee recommended for the implementation, which are:

- 1) A shared-use path along the west side of Miami Beach Golf Club between Chase Avenue and Michigan Avenue;
- 2) A shared-use path along the east side of Old Alton Road between 43 Street and Chase Avenue;
- 3) Further evaluation of extending the future Mount Sinai Baywalk underneath the Julia Tuttle Causeway east bridge and connecting to the existing underutilized path along the south side of the Julia Tuttle Causeway.


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 adopt a resolution accepting the recommendation of the Neighborhood/Community Affairs Committee, which approves the proposed Alton Road shared-use path concept along the west side of the Miami Beach Golf Club from Chase Avenue to Michigan Avenue, and along the east side of old Alton Road between 43 Street and Chase Avenue; and further directing the administration to evaluate the feasibility of a connection between the future Mount Sinai Baywalk and the existing underutilized path along the south side of the Julia Tuttle Causeway.

PASSED AND ADOPTED this 5th day of June, 2019.

ATTEST:

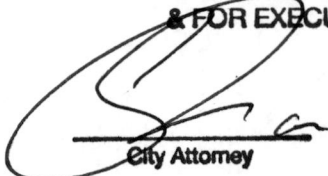


Dan Gelber, Mayor



Rafael E. Granado, City Clerk



APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION


City Attorney

5/31/19

Date

MIAMI BEACH

COMMISSION MEMORANDUM

TO: Honorable Mayor and Members of the City Commission
FROM: Jimmy L. Morales, City Manager
DATE: June 5, 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, APPROVING THE PROPOSED ALTON ROAD SHARED-USE PATH CONCEPT ALONG THE WEST SIDE OF THE MIAMI BEACH GOLF CLUB FROM CHASE AVENUE TO MICHIGAN AVENUE, AND ALONG THE EAST SIDE OF OLD ALTON ROAD BETWEEN 43 STREET AND CHASE AVENUE, AND FURTHER RECOMMENDING THAT THE ADMINISTRATION EVALUATE THE FEASIBILITY OF A CONNECTION BETWEEN THE FUTURE MOUNT SINAI BAYWALK AND THE EXISTING UNDERUTILIZED PATH ALONG THE SOUTH SIDE OF THE JULIA TUTTLE CAUSEWAY.

RECOMMENDATION

The Administration recommends that the Mayor and City Commission accept the recommendation of the Neighborhood/Community Affairs Committee to approve the concepts proposed for Alton Road between 43 Street and Michigan Avenue.

BACKGROUND

The adopted 2016 Miami Beach Transportation Master Plan was built on a mode share goal and modal prioritization strategy, which places pedestrians first; transit, bicycles, and freight second; and private automobiles third.

As a Priority 1 project, the Miami Beach Transportation Master Plan recommended an analysis and implementation of separated or protected bicycle facilities adjacent to the Miami Beach Golf Club in Middle Beach from N. Michigan Avenue to Chase Avenue. Shared-use paths serve both pedestrians and bicycles and are commonly found along parks and golf courses, separated from the adjacent roadway.

The Alton Road Bicycle Alternatives Analysis and Implementation Study evaluated the Alton Road corridor comprehensively from 63 Street to Michigan Avenue and recommended improvements to enhance bicycle and pedestrian safety and connectivity. Attachment 1 depicts a map of the study area.

Key community outreach meeting dates and interagency coordination included:

May 12, 2017 – Notice to Proceed

August 7, 2017 – **Public Meeting #1**

- Key comments: General public support

September 19, 2018 – Meeting with Parks and Recreation and Miami Beach Golf Club

September 26, 2018 – Field Review

October 16, 2018 – **Public Meeting #2** (Combined w/ Chase Avenue and 34 Street Shared-Use Path)

- Key comments: minimize hardscape, buffer homes and recreational users from golf balls, keep the view of the golf course

December 10, 2018 – Transportation, Parking, and Bicycle-Pedestrian Committee supported the project.

December 18, 2018 – **Public Meeting #3** (Combined w/ Chase Avenue and 34 Street Shared-Use Path)

- Key comments: the Alton Road Shared Use Path concept was supported, and additional time was needed for Chase Avenue and 34 Street.

February 19, 2019 – **Public Meeting #4** (Combined w/ Chase Avenue and 34 Street Shared-Use Path)

- Key comments: support was reiterated for the Alton Road Shared Use Path and its continuation north to the intersection of 43 Street and Alton Road, and a preferred alternative was chosen for the Chase Avenue and 34 Street Shared Use Path.

March 13, 2019 - City Commission referral to NCAC.

The proposed concepts were also vetted extensively with internal city departments, Miami Beach stakeholders, Miami-Dade Department of Transportation and Public Works, and the Florida Department of Transportation (FDOT).

The City Commission has previously approved, in concept, the future North Bay Road Neighborhood Greenway to serve as the alternate north-south bicycle connection between Alton Road from 43 Street to 63 Street. In addition, the proposed Biscayne Waterway Bridge and Surprise Waterway Bridge cross sections were approved by the City Commission on March 13, 2019 via Resolution No. 2019-30744 to provide the necessary connections for the North Bay Road Neighborhood Greenway. The typical sections provide for bicycle lanes on the bridges. The costs for these bridge facilities are anticipated to be part of the future FDOT Alton Road project. In addition, the Transportation Department is evaluating the potential for improved bicycle and pedestrian facilities in the future as part of the planned FDOT Alton Road project, pending the resolution of the preferred Alton Road typical section comprehensively addressing street elevation, tree preservation, and mobility.

The Alton Road section from Michigan Avenue north to 43 Street is the subject of this agenda item.

ANALYSIS

Bicycle and pedestrian facilities are important for Alton Road because they increase resilience and improve connectivity and safety. Resilience will increase as more people walk and ride bicycles to go where they need to go. This will reduce regional greenhouse gas emissions and align with Miami Beach and Southeast Florida Regional Climate Compact goals. Connectivity will improve because the proposed Alton Road Shared-Use Path will connect to a series of paths around the Miami Beach Golf Club and the future North Bay Road Neighborhood Greenway. Safety will significantly improve along Alton Road as the existing substandard or

non-existent bicycle and pedestrian facilities are replaced with new and improved facilities. Also significant is the creation of safe routes between Mount Sinai Medical Center and the neighborhoods south of 41 Street.

Michigan Avenue to Chase Avenue, along Alton Road (Phase I)

The existing substandard bicycle facility along this segment consists of a northbound unbuffered, unprotected bicycle lane. There is also no sidewalk on the east side along this segment. The proposed facility is a shared-use path consisting of a buffered, bi-directional bicycle lane and pedestrian sidewalk on the east side of Alton Road. Angled parking would need to be implemented at Miami Beach Golf Club parking lot to accommodate the proposed bicycle facility, reducing parking spaces from 131 to 124. Miami Beach Golf Club is open to expanding the existing parking footprint slightly to maintain 131 parking spaces.

The estimated construction cost of the Alton Road Shared-Use Path from Chase Avenue to Michigan Avenue along the golf course and the parking lot modifications is \$3 million.

Chase Avenue to 43 Street, along Old Alton Road (Phase II)

There are no existing bicycle facilities along this segment. Between Chase Avenue and Garden Avenue, there is a sidewalk on the east side of the road. Between Garden Avenue and 43 Street, there are sidewalks on both sides of the road. The proposed facility adds a buffered, bi-directional bicycle lane on the east side of road. This route is especially important because it provides a safe route between Mount Sinai Medical Center and the neighborhoods south of 41 Street.

Relocation of four (4) on-street parking spaces is needed near the intersection of Old Alton Road and 41 Street to accommodate the proposed bi-directional buffered bicycle facility. Relocation of the existing Citibike station on 39 Street to the west side of Old Alton Road south of 39 Street could replace two (2) of these parking spaces. An additional two (2) new parking spaces have been identified on the west side of Nautilus Drive to mitigate the parking impact; however, 3 or 4 existing Gumbo Limbo trees on the swale may need to be removed to accommodate this replacement parking.

Along Old Alton Road between 43 Street and 41 Street, relocation of the 14 on-street residential parking spaces and four (4) metered on the east side is needed to accommodate the proposed buffered bi-directional bicycle facility. The P61 Lot at the northeast corner of Old Alton Road and 41 Street has the capacity to accommodate this parking, according to the 2015 Walker Parking Analysis. The P61 lot has 49 spaces, with an evening occupancy of less than or equal to 69%. As proposed, 35 parking spaces would maintain current operations and 14 would be used for replacement residential parking spaces. At 69% occupancy, there would be an evening vacancy of 15 parking spaces, enough to accommodate the 14 relocated residential on-street parking spaces. It is not feasible to relocate the four (4) metered on-street parking spaces in this area.

The estimated construction cost of the proposed buffered, bi-directional bicycle lanes along Old Alton Road from 43 Street to Chase Avenue is \$1.8 million.

Attachment 2 provides additional detail regarding the proposed Phase 1 improvements described above.

Mount Sinai Baywalk and Julia Tuttle Causeway

The future Baywalk project is proposed to be located along the west side of the Mount Sinai property. The Baywalk could potentially be extended underneath the Julia Tuttle Causeway east bridge and connect to the existing underutilized path along the south side of the Julia Tuttle Causeway. This concept would require further study and coordination with both Mount Sinai and FDOT. Costs would be developed as part of a future study.

Funding and Implementation

The total cost of Phases 1 and 2 is estimated to be \$4.8 million. The 2018 G.O. Bond Program (Project # 20 - Protected Bicycle Lanes and Shared Bike/Pedestrian Paths) includes \$170,000 for design in Tranche 1 and \$1,200,000 for construction in Tranche 2. Funding from Half-Cent Transit Surtax (PTP) and Local Option Gas Tax is being requested through the capital budget process. Additional funding is being sought through the FDOT's 2019 Transportation Alternatives Grant Program.

The Administration will work with FDOT on the timing of the shared-use path project and FDOT's future Alton Road project from 43 Street to Michigan Avenue (currently anticipated to begin construction in 2022) to coordinate the design and construction of the two projects and achieve cost efficiencies during the construction phase of the proposed Alton Road Shared-Use Path.

CONCLUSION

The Administration recommends that the Mayor and City Commission accept the recommendation of the Neighborhood/Community Affairs Committee consisting of the following:

- A shared-use path along the west side of Miami Beach Golf Club between Chase Avenue and Michigan Avenue;
- A shared-use path along the east side of Old Alton Road between 43 Street and Chase Avenue;
- Further evaluation of extending the future Mount Sinai Baywalk underneath the Julia Tuttle Causeway east bridge and connecting to the existing underutilized path along the south side of the Julia Tuttle Causeway.

Upon City Commission approval, the Administration will initiate the design phase using existing G.O. Bond funds programmed for this project.

KEY INTENDED OUTCOMES SUPPORTED

Ensure Comprehensive Mobility Addressing All Modes Throughout The City

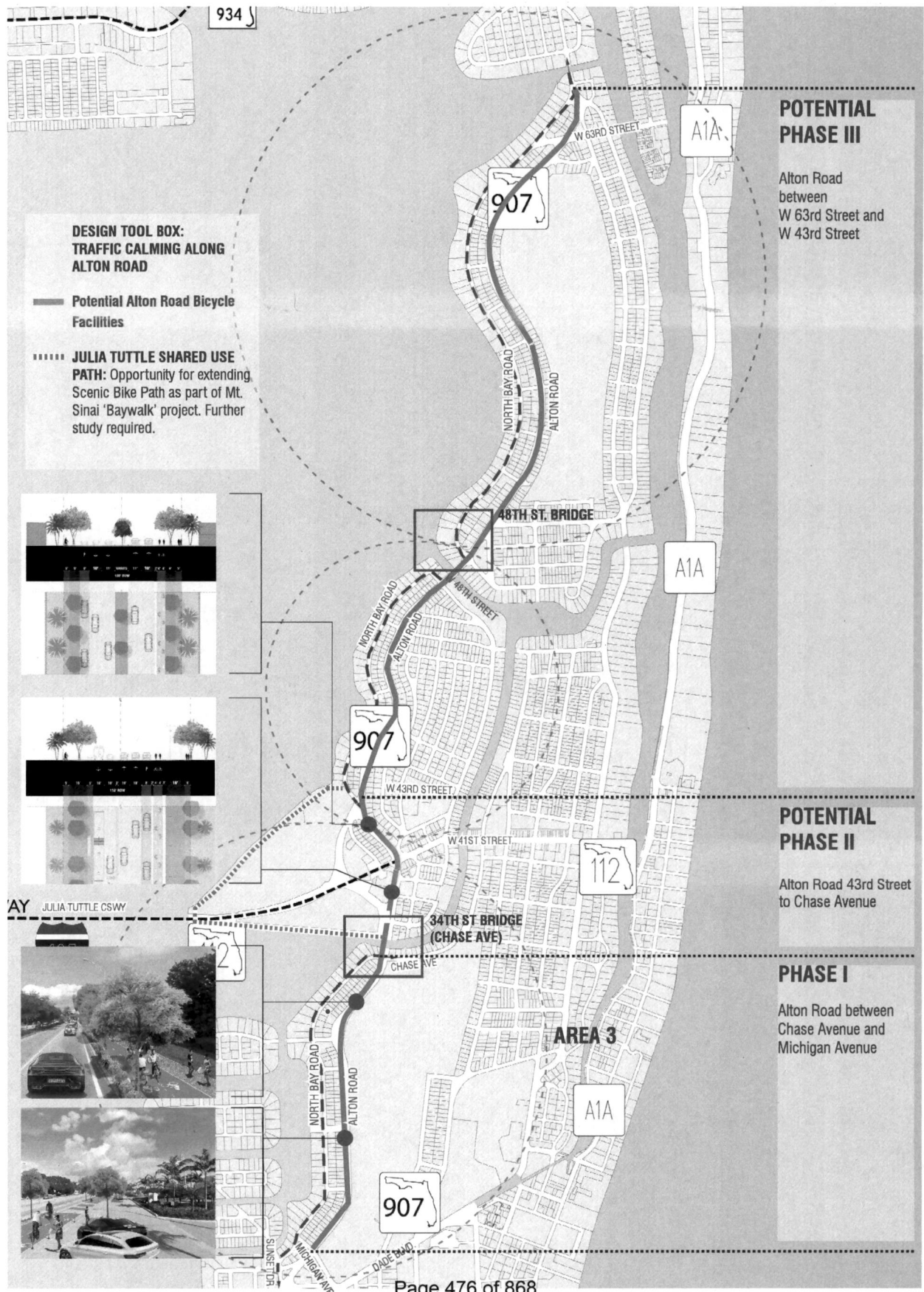
Legislative Tracking

Transportation

ATTACHMENTS:

Description

- ▢ A1 Project Map
- ▢ A2 Project Information



City of Miami Beach Alton Road Shared Use Path

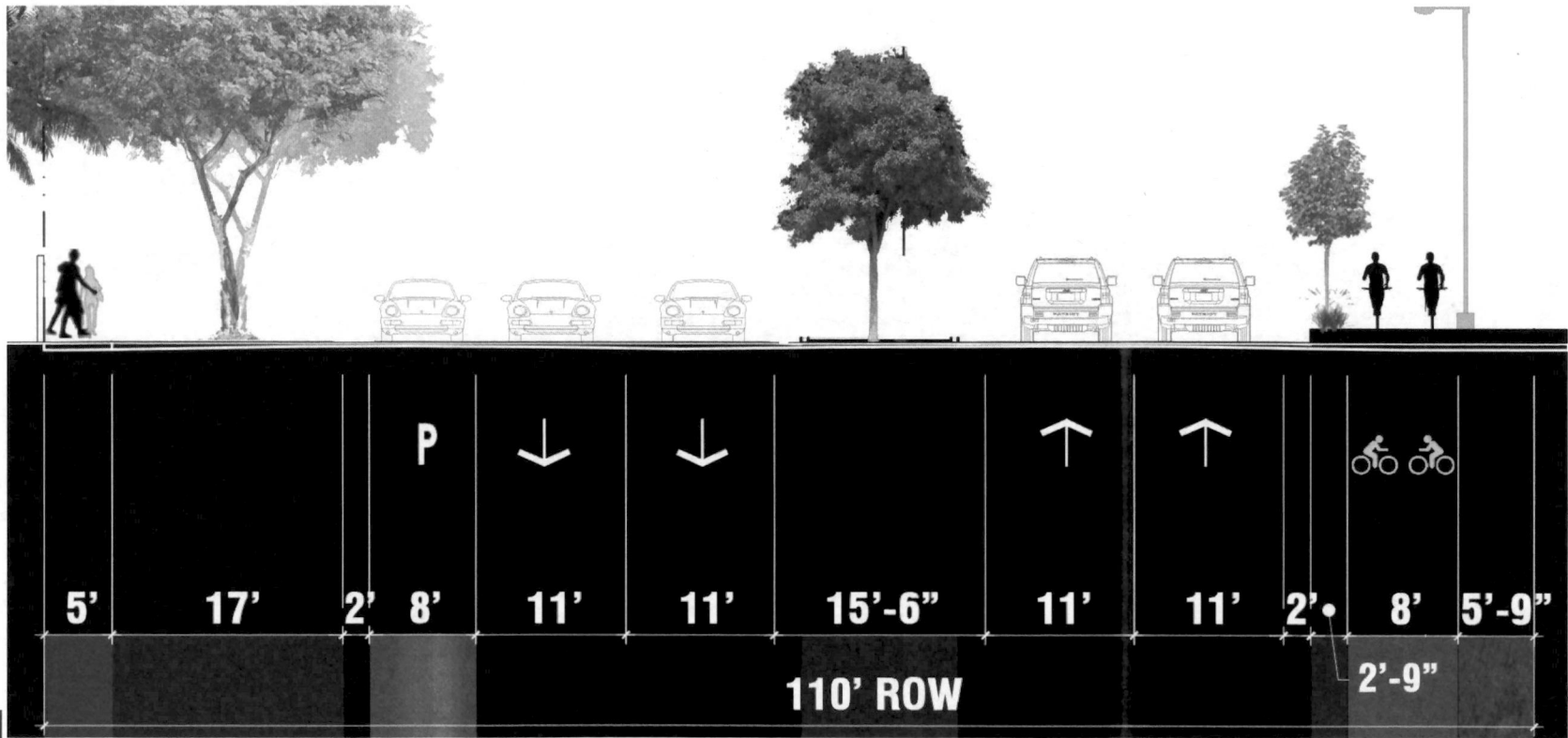
June 5, 2019
City Commission

Jose Gonzalez, P.E, Transportation Director



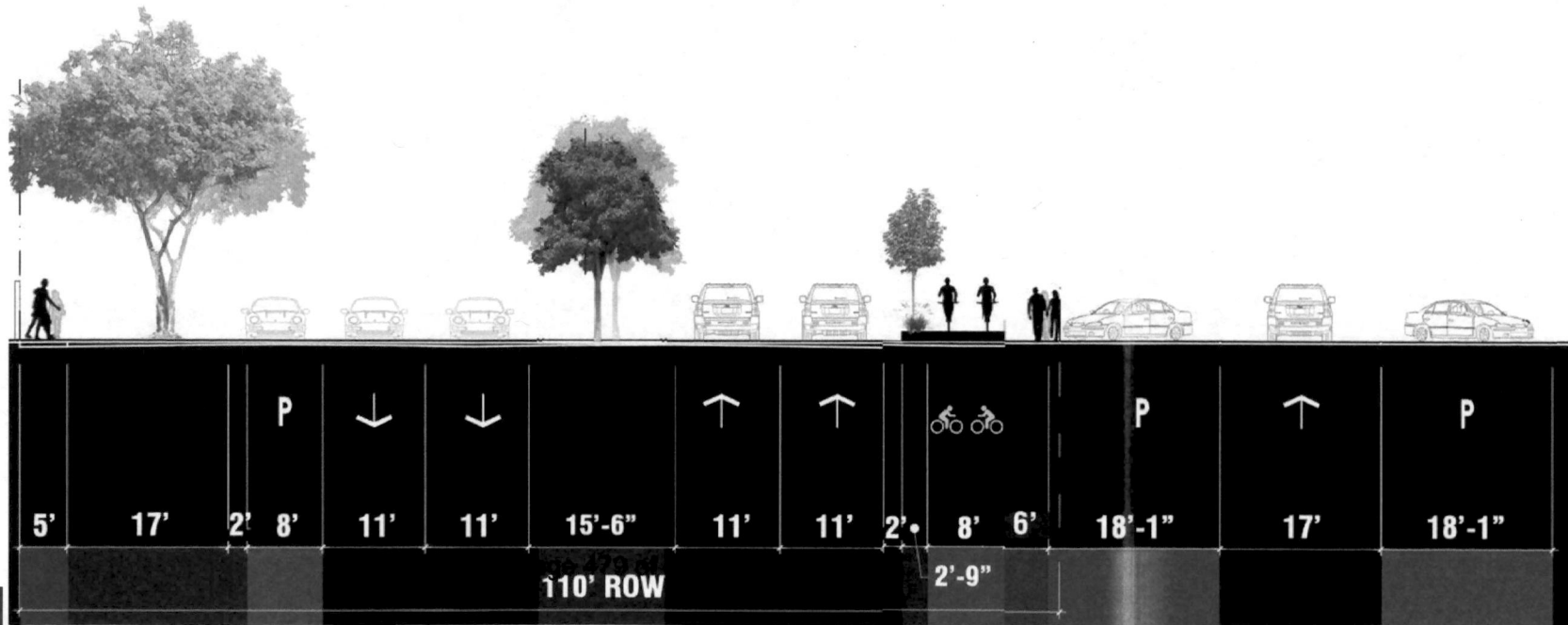
Alton Road Recommended Enhancements

Michigan Ave to Chase Ave Looking North Approaching Chase Ave



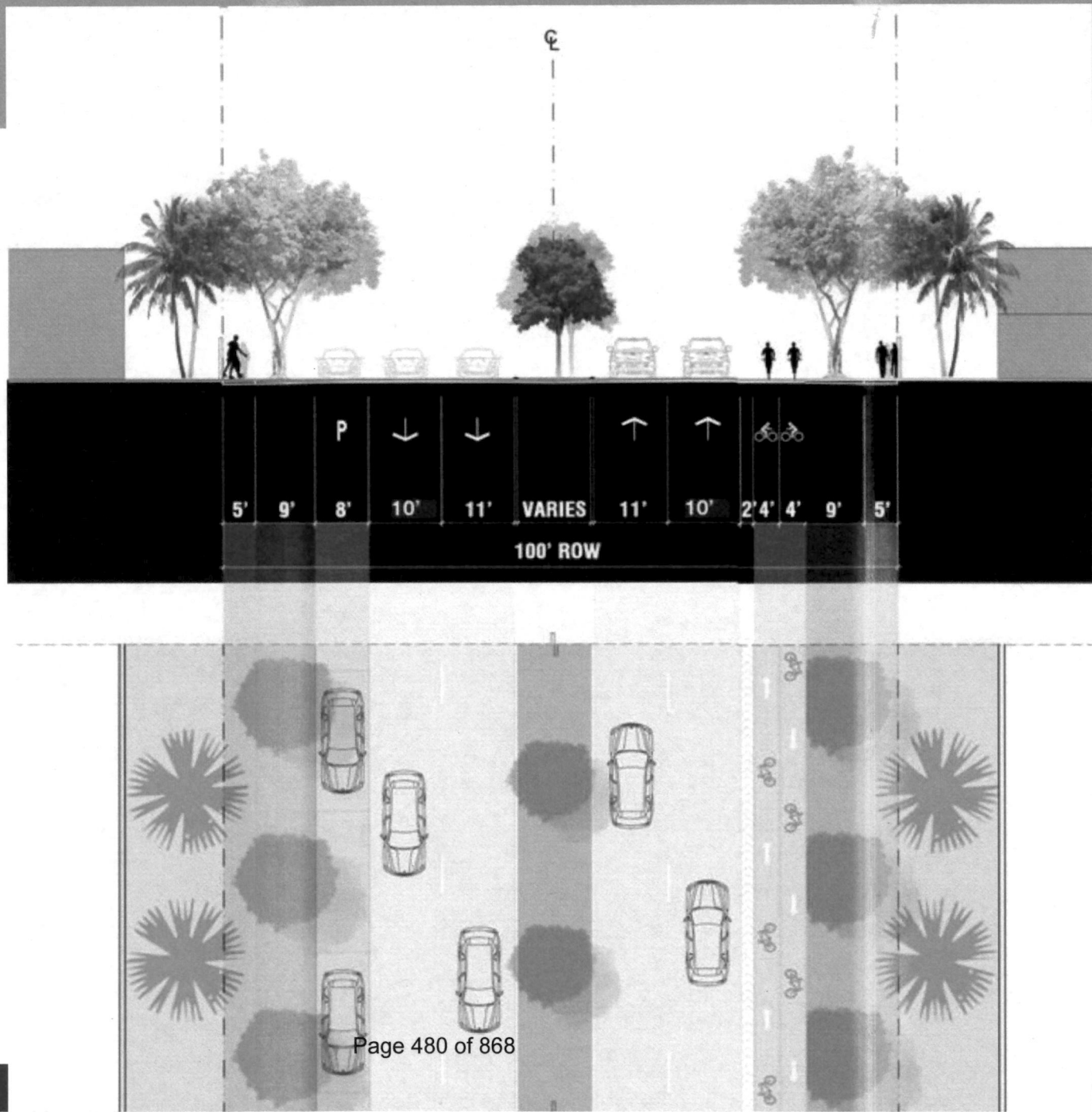
Alton Road Recommended Enhancements

Club House Parking Lot – looking north



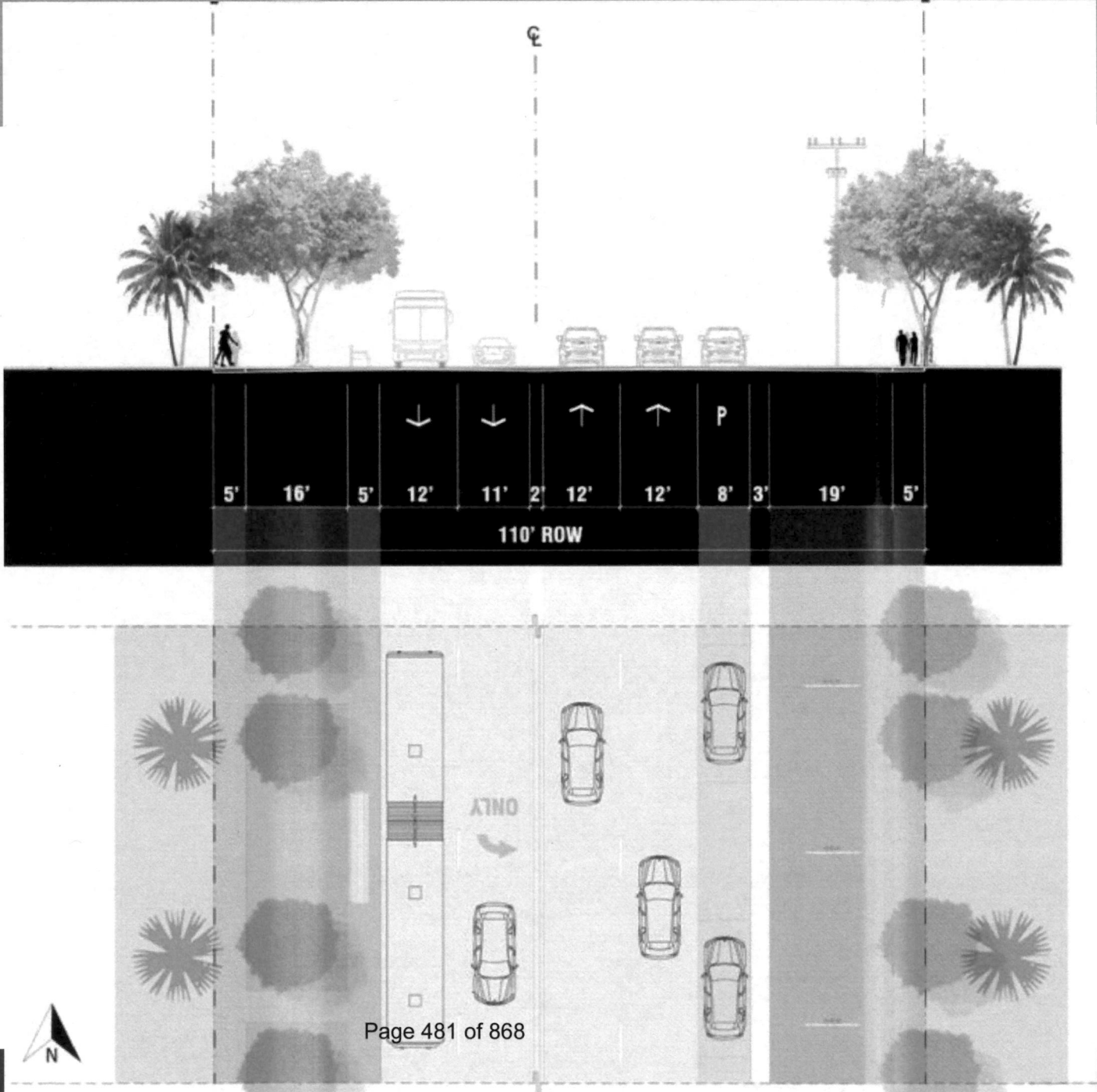
Alton Road Recommended Enhancements

43 Street to 41 Street



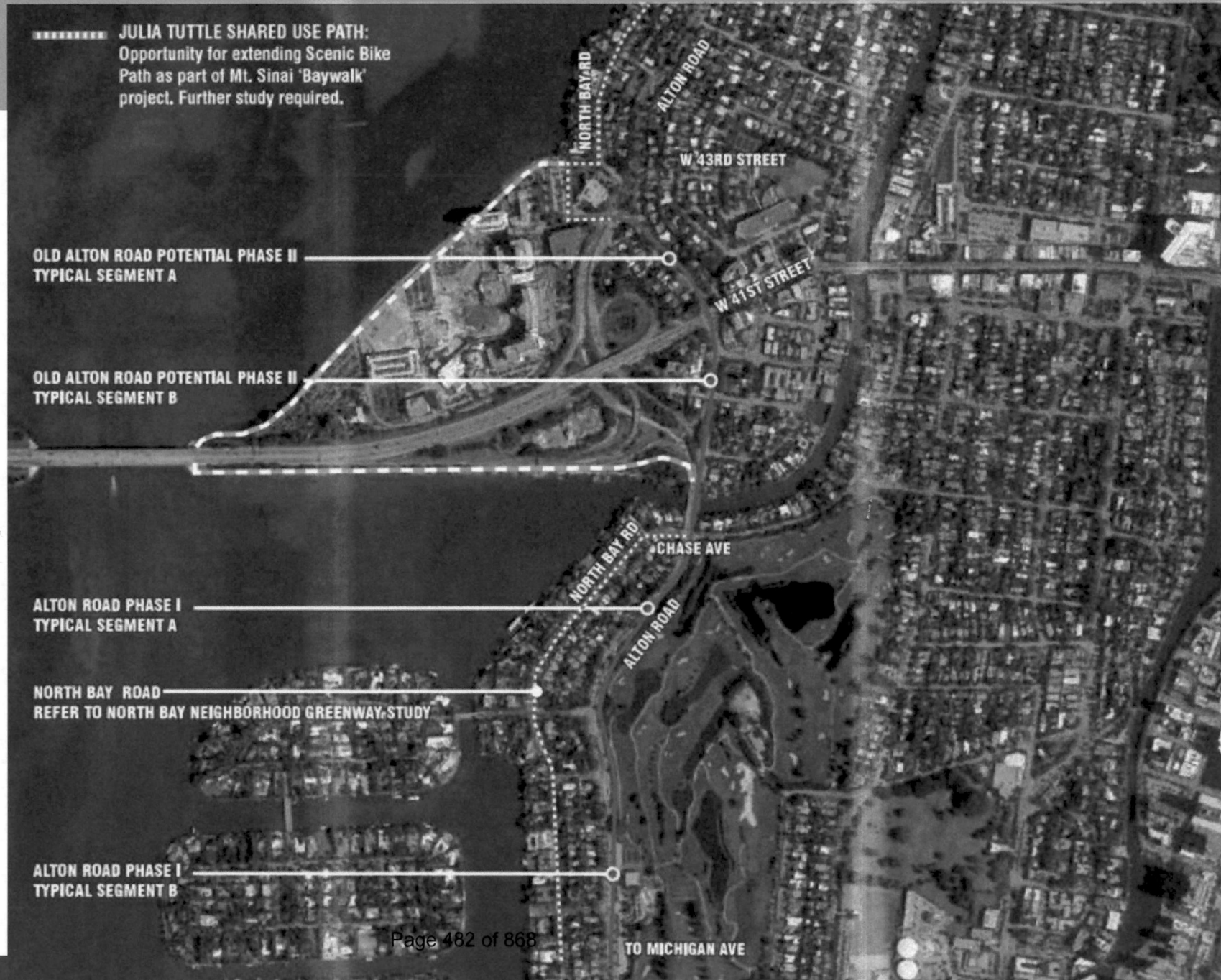
Alton Road Recommended Enhancements

43 Street to 41 Street



Alton Road Recommended Enhancements

Potential Connection between Mount Sinai and Neighborhoods to the South.



Parking Analysis

Old Alton Road – South of 41st Street

NORTH BAY ROAD	Upper North Bay Road	Lower North Bay Road
Proposed Change	No Existing Parking Removed	No Existing Parking Removed
Existing Parking	N/A	N/A
Existing Parking	N/A	N/A
Total Parking	N/A	N/A
Parking to be Relocated	0 N/A Parallel/Parallel	0 N/A Parallel/Parallel

ALTON ROAD between W 43rd Street and Michigan Avenue	OLD ALTON ROAD SEG 1 North of 41st Street	OLD ALTON ROAD SEG 2 South of 41st Street	ALTON ROAD SEG 3 South of Chase Bridge, by Golf Course	ALTON ROAD SEG 4 by Miami Beach Golf Club Parking
Proposed Change	Remove 9 spaces to Eastside to accommodate dedicated Bike Lanes	Remove 4 spaces on Eastside to accommodate dedicated Bike Lanes	No Existing Parking Removed	Convert existing off street perpendicular parking to angled parking
Existing Parking	13 West - Parallel 14 Residential 4 Metered	4 West - Parallel 8 East - Parallel	43 West - Parallel N/A	23 West - Parallel 131 East - off street parking
Total Parking	31	12	43	154
Parking to be Relocated	14 Residential 4 Metered	4 East Side	0 West Side	Minus 7 ps. East - off street parking

PARKING SUMMARY FOR ALTON ROAD SEGMENTS 1, 2, 3, AND 4

Existing Parking Spaces = 240 ps
Parking Relocated = 29 ps
TOTAL Parking = 211 ps

* Note: City will work to mitigate the loss of on-street parking spaces.

PARKING SUMMARY FOR OLD ALTON ROAD, SOUTH OF 41ST STREET

Conceptual layout below illustrates proposed relocation of 4 parallel parking spaces on east side of Old Alton Road (Segment 2) to W 39th Street and Nautilus Drive. Refer to image and notes for details. If implemented, the parking count between 41st Street and 39th Street would be preserved. Parking is also preserved south of 39th Street.



LEGEND:

- At this location on Old Alton Road, remove (4) four existing parallel parking spaces to accommodate new bike lanes. Add bikeshare parking.
- Relocate existing bikeshare parking to Old Alton Road within easy access of new bike lanes and fronting existing businesses located between W 41st Street and W 39th Street. Add (2) two new parallel parking spaces along southside of W 39th Street.
- Relocate two new parallel parking spaces along northside of Nautilus Drive, next to City-owned Parking Lot (P62).

Table 1: The Miami Beach Parking Department evaluated the impact of parking removal necessary to accommodate that Shared Use Path on Old Alton Road. This analysis shows the parking revenue impact of removing all parking on the east side of Old Alton Road.

The analysis also assumes that the residential parking is removed on the east side of Old Alton Road, and that residents now park in the P61 Parking Lot. This would mean a decrease in paid utilization of P61.

Old Alton Rd Bicycle Lanes (8X)

Month	8X		P61		Total Revenue
	Coinroom	Parkmobile	Coinroom	Parkmobile	
OCT	\$12,769	\$6,923	\$1,957	\$1,764	\$23,413
NOV	\$19,335	\$7,868	\$2,316	\$1,997	\$31,517
DEC	\$19,503	\$7,361	\$2,881	\$1,895	\$31,640
JAN	\$22,847	\$8,015	\$2,284	\$2,077	\$35,223
FEB	\$19,445	\$8,024	\$2,711	\$2,003	\$32,182
MAR	\$25,432	\$8,775	\$3,253	\$2,479	\$39,939
APR	\$17,262	\$7,917	\$2,551	\$2,449	\$30,180
MAY	\$16,627	\$8,282	\$2,276	\$2,872	\$30,057
JUN	\$18,547	\$7,967	\$2,788	\$2,502	\$31,804
JUL	\$16,878	\$7,371	\$3,382	\$1,825	\$29,456
AUG	\$19,590	\$7,551	\$3,059	\$2,412	\$32,613
SEP	\$9,438	\$4,706	\$1,346	\$1,578	\$17,067
FY 17 Total	\$217,675	\$90,759	\$30,805	\$25,853	\$365,092

Old Alton Rd Revenue Calculation

Meter Collection Zone	8X
Commercial Loading Zone	12
Freight Loading Zone	0
Handicapped Parking	12
Motorcycle Only	10
Other	0
Parking Space	420
Passenger Loading Zone	17
Taxi Zone	5
Total Spaces	476

East Side Old Alton Rd	
Metered Parking Spaces	12
Residential Parking Spaces	14
Total East Side Old Alton Rd Parking Spaces	26

Municipal Surface Lot		P61
Parking Space	35	
Handicapped Parking	2	
Total Spaces	37	

Metered East Side Old Alton Rd	
FY 2017 Meter Zone 8X Revenue	\$308,434
Zone 8X Paid Spaces (FLZ, Motor, Car, CLZ)	442
Revenue Per Space	\$698
East Side Old Alton Rd Spaces	12
Metered Parking Impact	\$8,374

Percent of Total FY 17 Zone 4X Revenue 3%

Residential East Side Old Alton Rd	
FY 2017 P61 Revenue	\$56,658
P61 Paid Spaces	35
Revenue Per Space	\$1,619
East Side Old Alton Rd Residential Spaces	14
Residential Parking Impact	\$22,663

Percent of Total FY 17 P61 Revenue 40%

Potential Metered Parking Revenue Loss \$31,037

Table 2: The Miami Beach Parking Department also analyzed the utilization of the P61 Parking Lot. Parking utilization in P61 decreased slightly by -0.62% between FY15 and FY18.

City of Miami Beach Parking Utilization Trend

		METERED LOT HOURS (OFF-STREET)									
Zone	#	FY15 Hours	FY16 Hours	FY16-FY15 DIF	FY16-FY15 % DIF	FY17 Hours	FY17-FY15 DIF	FY17-FY15 % DIF	FY18 Hours	FY18-FY15 DIF	FY18-FY15 % DIF
Middle	P61	55,276	56,451	1,175	2.13%	56,658	1,382	2.50%	54,932	(344)	-0.62%
TOTAL OFF-STREET HOURS		55,276	56,451	1,175	2.13%	56,658	1,382	2.50%	54,932	(344)	-0.62%

Parking Analysis

41st Street to 43rd Street

MIDDLE BEACH

PARKING DEMAND ANALYSIS



JULY 10, 2015

PROJECT # 15-1988.0

