

# City of Miami Beach 17 Street Feasibility Study



**2<sup>nd</sup> Public Meeting  
November 18, 2019**

# Transportation Master Plan

## OVERVIEW

### Commission Workshops:

- March 18, 2015
- December 16, 2015

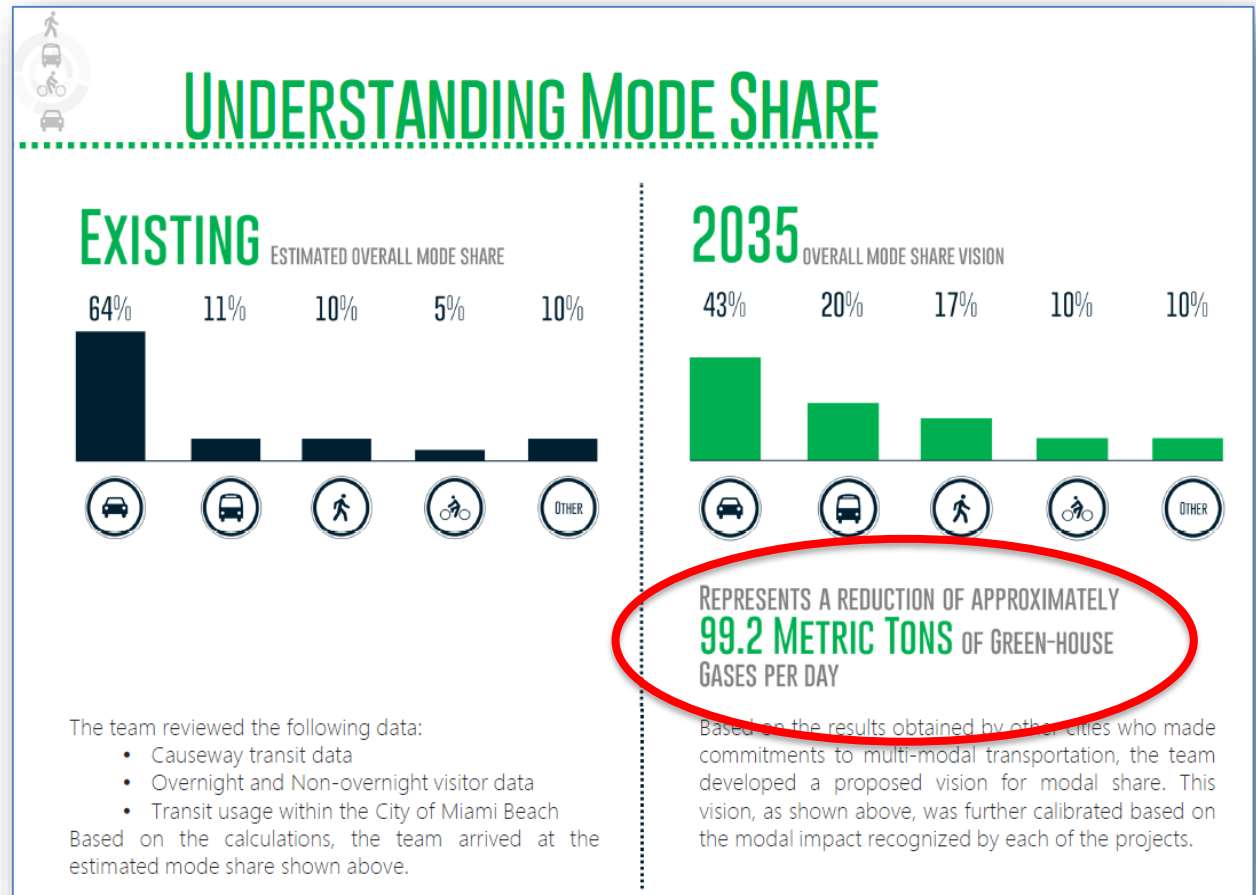
### Public Workshops:

- June 16, 2015
- January 12, 2016

### Adopted by Commission:

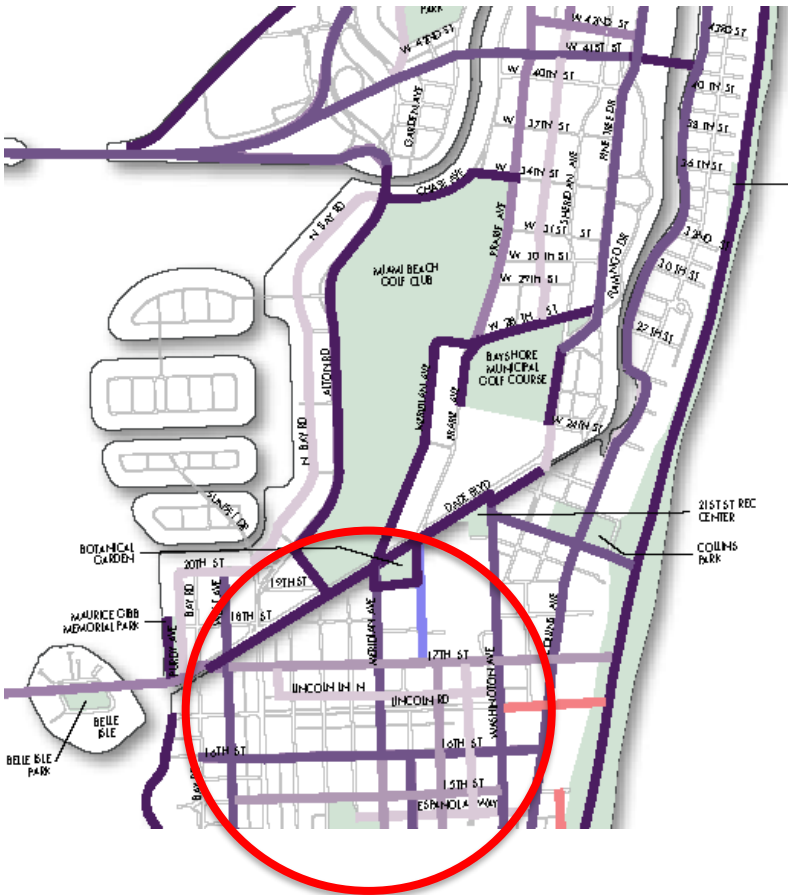
- April 13, 2016

**17th Street Exclusive transit and protected/buffered bicycle lanes are proposed in the Master Plan.**



Mode Share Adopted by Resolution 2015-29083 on June 5, 2019

# Aspirational Network



**BEACH CONNECTORS ARE BUILT INTO THE NETWORK. 17 STREET IS A CRITICAL PART OF THE NETWORK.**





# Transportation Master Plan - Implementation

## 17 Street Feasibility Study

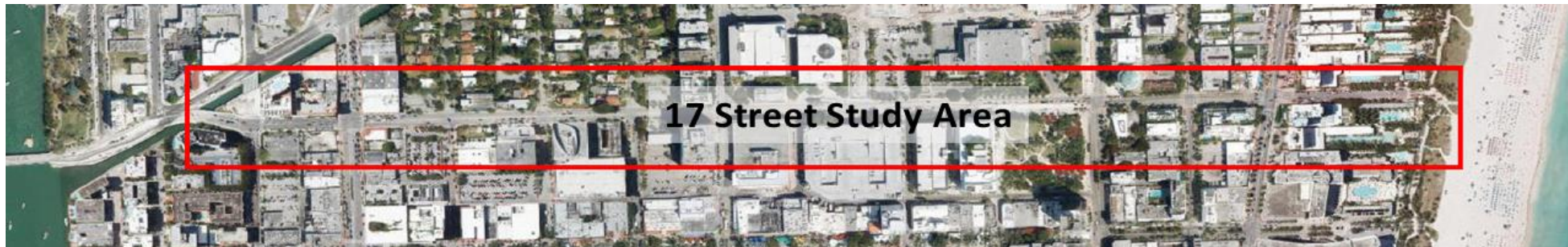
**PROJECT GOAL:** Improve pedestrian, bicycle and transit facilities on 17 Street between West Avenue and the Beachwalk.

**PROJECT FEATURES:**

- Opt. 1: Upgraded ped. infrastructure
- Opt. 2: New bicycle lanes between West Ave. and the Beachwalk
- Option 3: Add new transit and bicycle lanes between Collins Ave. and Meridian Ave.
- Minimal parking impact
- Minimal traffic impact

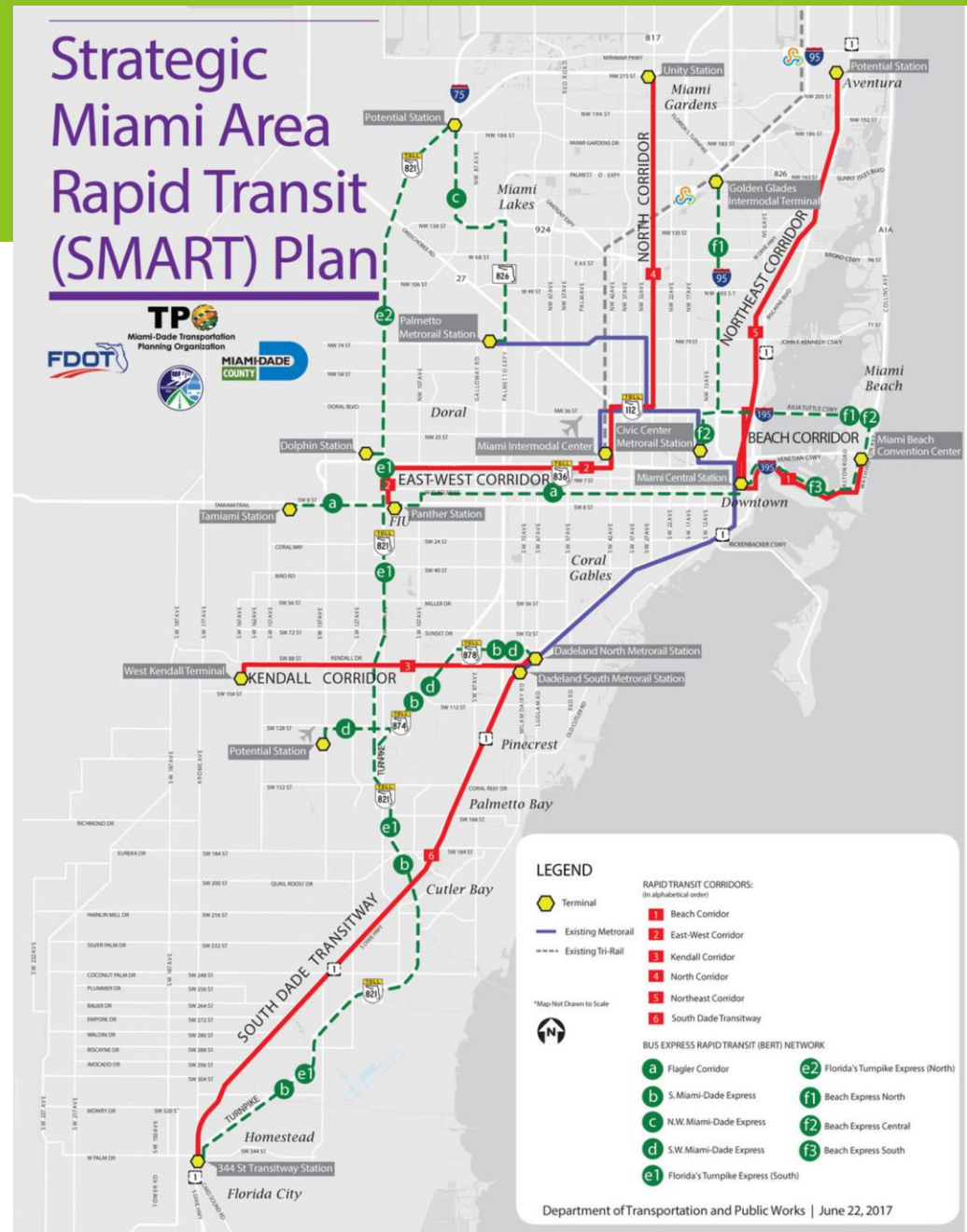
**Project Benefits:**

- Improves north/south pedestrian crossings
- Improves multimodal access to City Center
- Maintains automobile level of service
- Maintains existing parking
- Upgrades lanes to current design standards
- Creates safe “land to sand” bicycle connection
- Accommodates existing:
  - High pedestrian volumes up to **13,000 daily**
  - High bicycle volumes, up to **500 daily**
  - High bus volumes, up to **385 daily**, with 1,400 riders



# Funded through the SMART MOVES Program

- Miami-Dade County's Strategic Miami Area Rapid Transit (SMART) Plan depicts Convention Center/City Center area as a hub
- 17 Street will serve future Bus Express Rapid Transit (BERT) routes



# Proposed Concept

## Alternative 1

### MAIN FEATURE:

Improved pedestrian infrastructure at all signals.

### No Parking Impact

\* Audio Push Button for ADA purposes at all intersections. Automatic pedestrian signals are also recommended at all intersections. Both need County review and approval.

Detectable Warning Pads



High Visibility Crosswalks



Audio Push Button\*



Count Down Heads

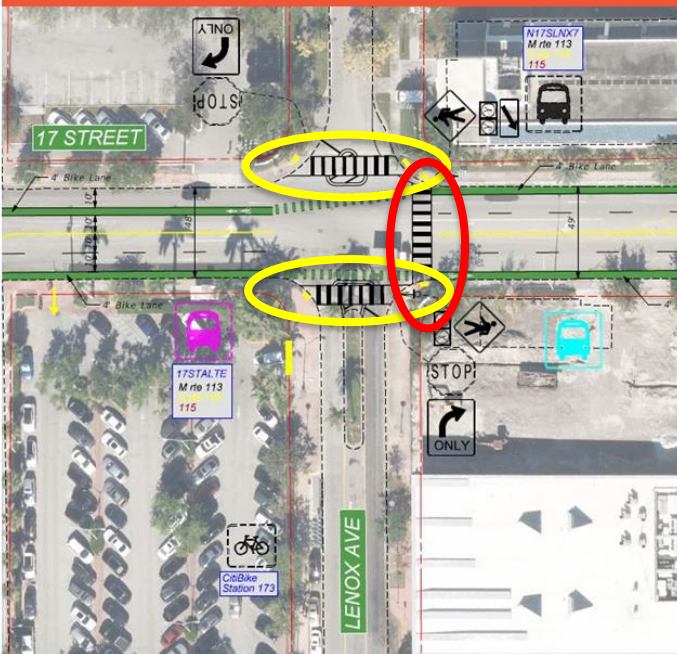




# Proposed Concept

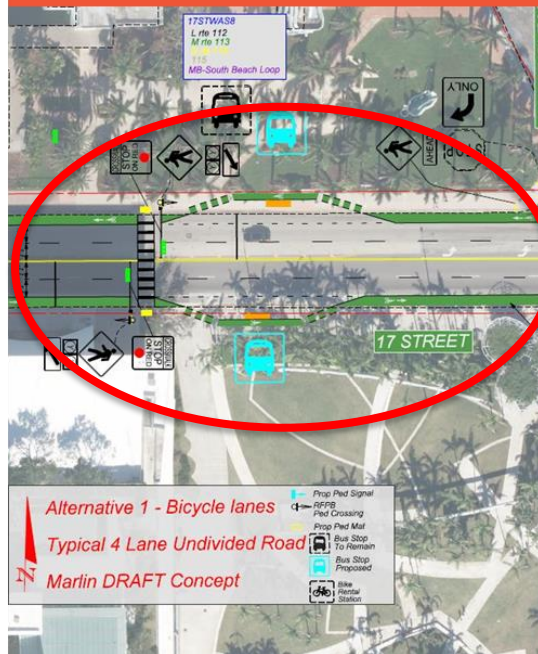
## Alternative 1 – New Crossings (Pending Warrant Analysis/County Approval)

At Lennox Ave



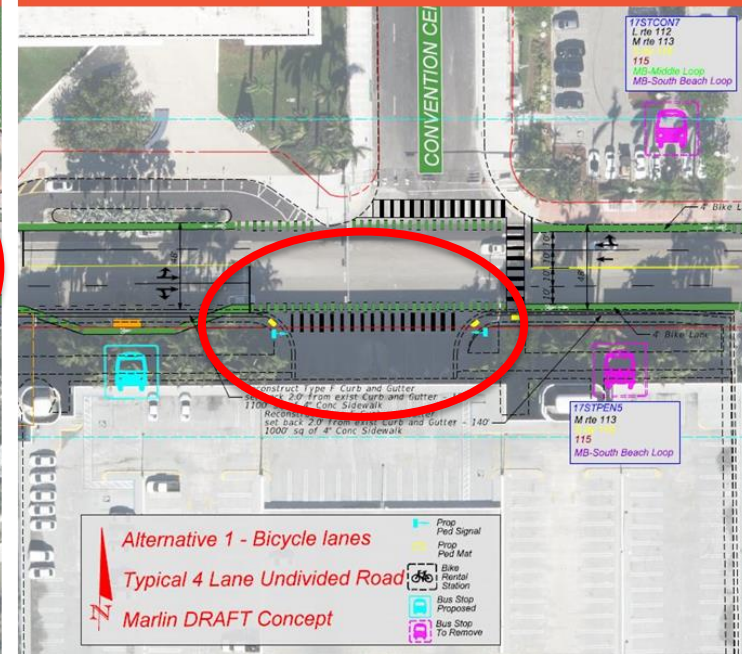
Lennox

Midblock at Soundscape Park



Drexel

Across Southern Approach at Convention Center Drive (Garage Entrance)



Convention Center Garage

New

Enhanced

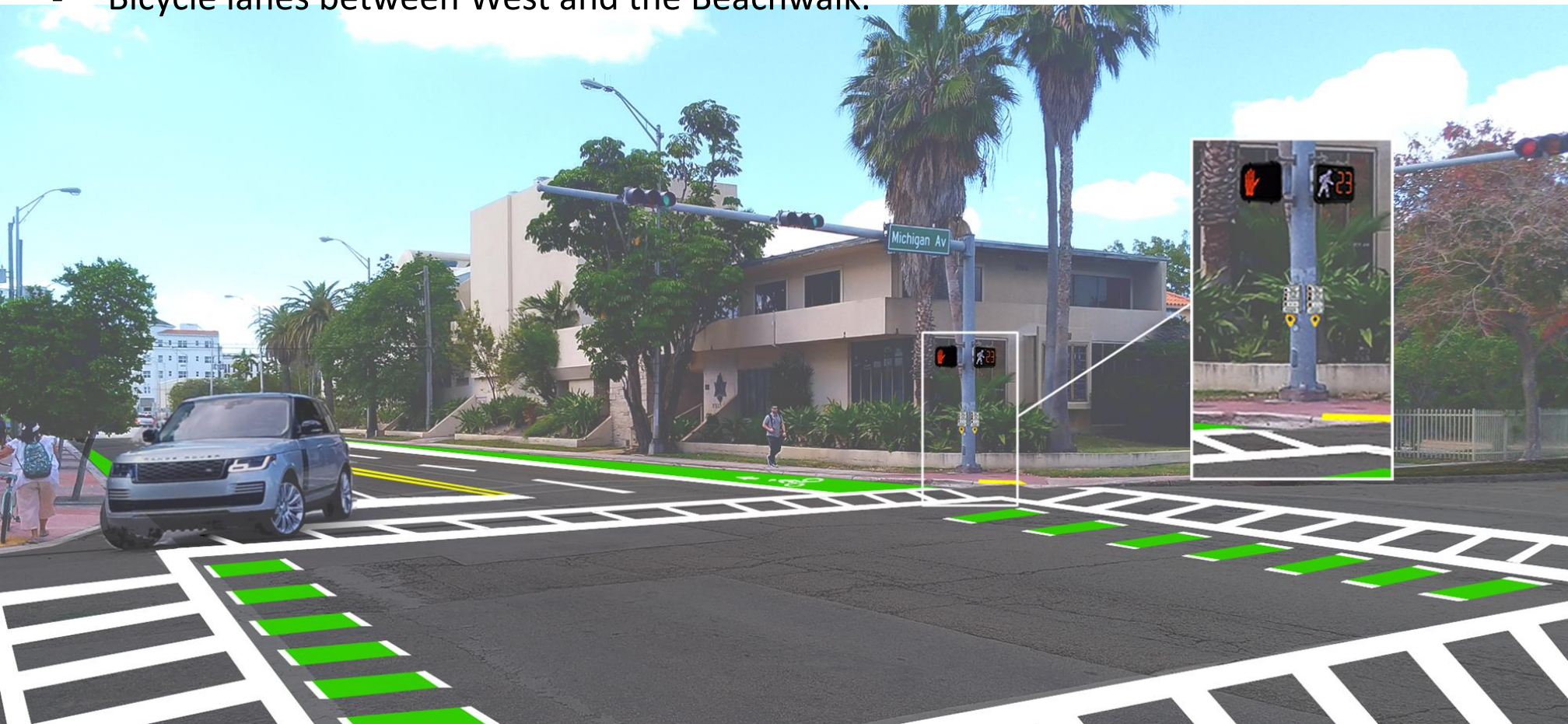


# Proposed Concept

## Alternatives 1 and 2

### MAIN FEATURES:

- Improved pedestrian infrastructure at all signals
- Bicycle lanes between West and the Beachwalk.





# Proposed Concept

## Alternatives 1 and 3



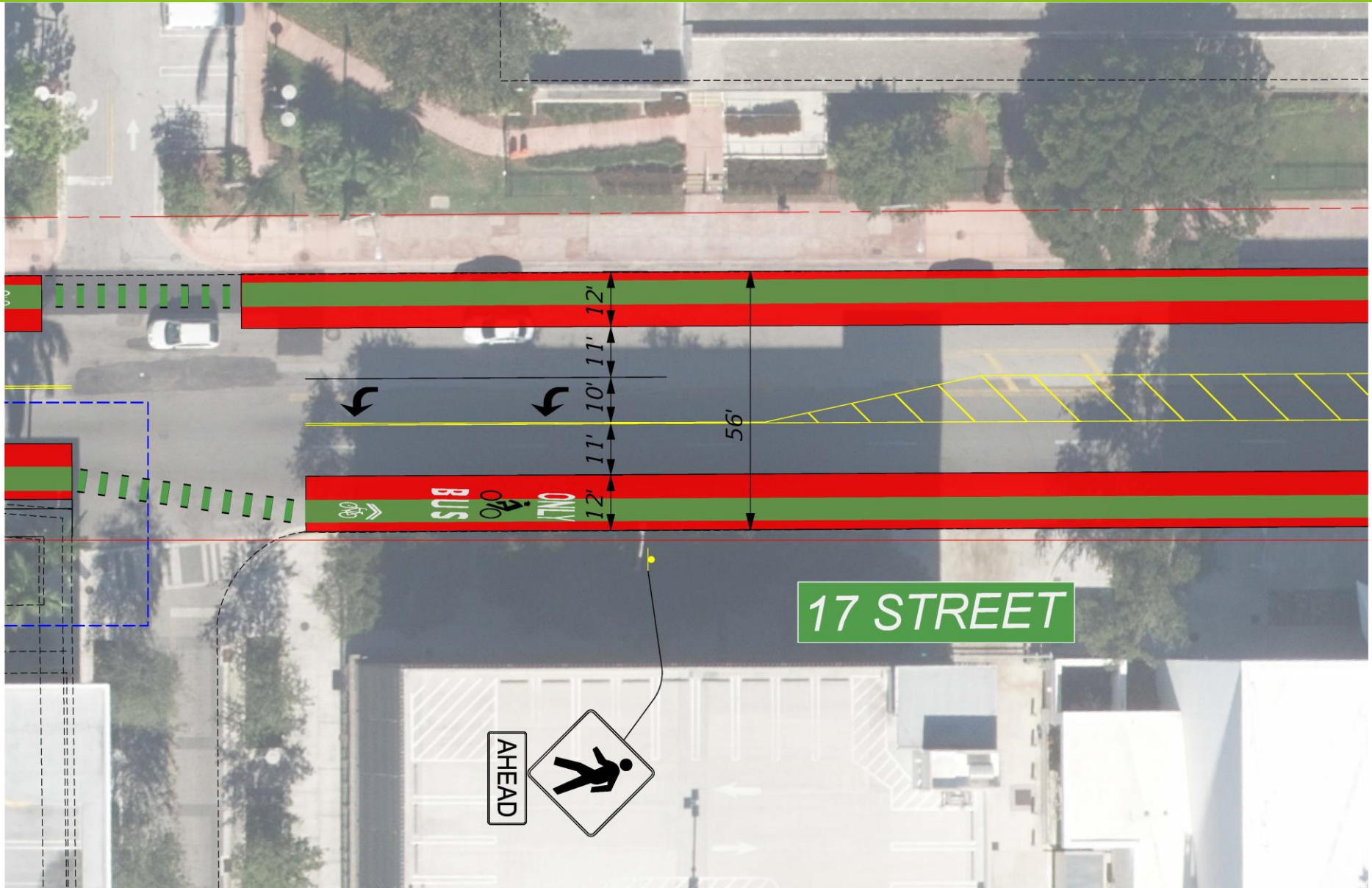
### MAIN FEATURES:

- Improved pedestrian infrastructure at all signals
- Bicycle lanes between West and Meridian, and Collins Avenue to the Beachwalk
- Dedicated bus and transit lanes between Meridian Avenue and Collins Avenue



# Proposed Concept

## Alternatives 1 and 3, Southbound Left Turn @ Pennsylvania





# Parking East of Collins

Existing 43 spaces





# Parking East of Collins

## Proposed 38 Spaces (Alternatives 2 and 3)



- Sidewalks are kept at 10', except near the freight parking (8')
- Bike station is moved closer to the Beachwalk

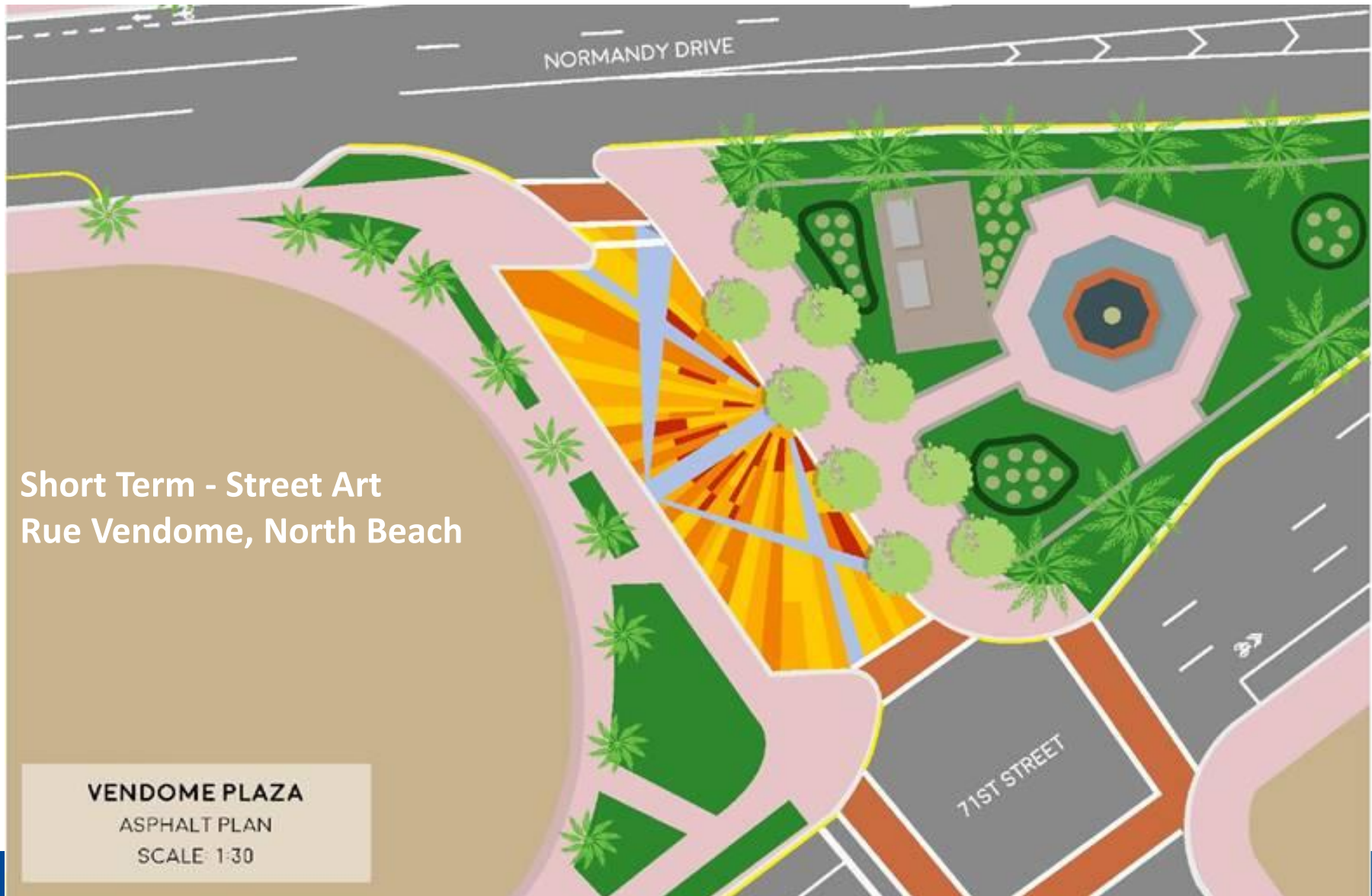


# Parking between Alton Rd. and West Ave.

Existing spaces on north side remain



# Examples of Tactical Urbanism





# Examples of Tactical Urbanism



**Short Term - Street Art**  
Located at Plaza 98  
Miami Shores

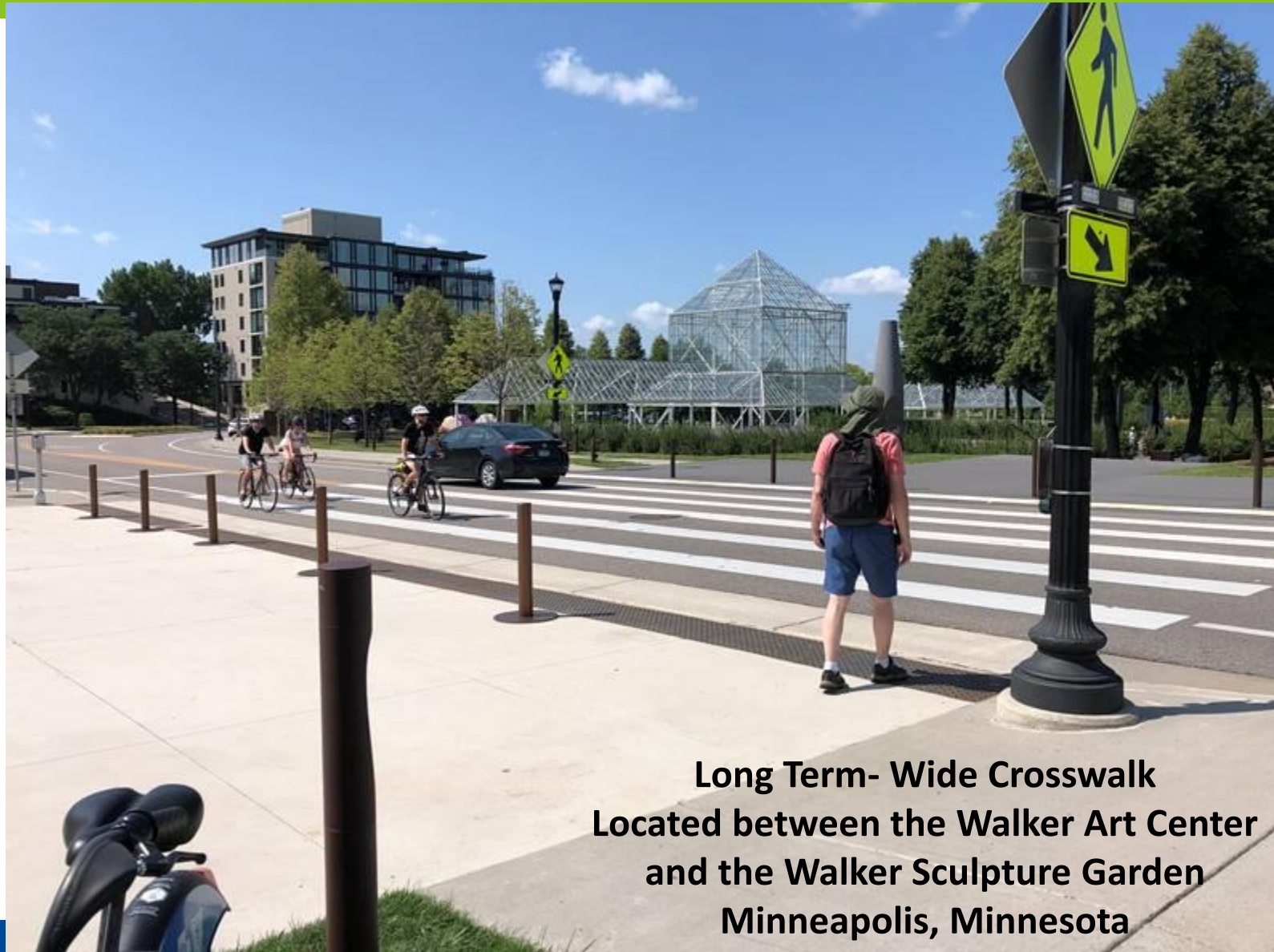
# Examples of Tactical Urbanism



**Long Term- Pavers**  
**Located at the Arsht Center**  
**Biscayne Boulevard, Miami**



# Examples of Tactical Urbanism



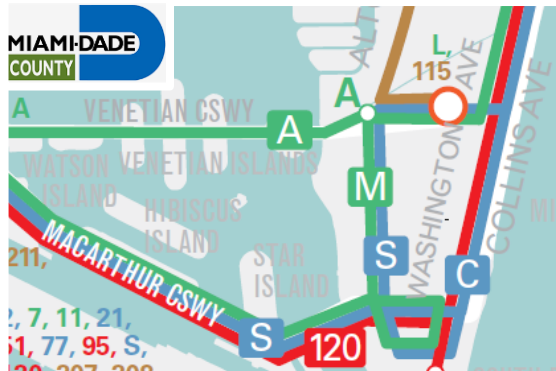
**Long Term- Wide Crosswalk  
Located between the Walker Art Center  
and the Walker Sculpture Garden  
Minneapolis, Minnesota**

# Access

## Convention Center and Convention Center Hotel

### Maintained or improved access.

- New booking policy minimizes regional trips.
- Shuttle service is reducing congestion.
- New premium bus capacity will connect to both downtown Miami and MIA.



104 existing Vehicle  
Trips per Day  
Weekdays 6am to  
12am

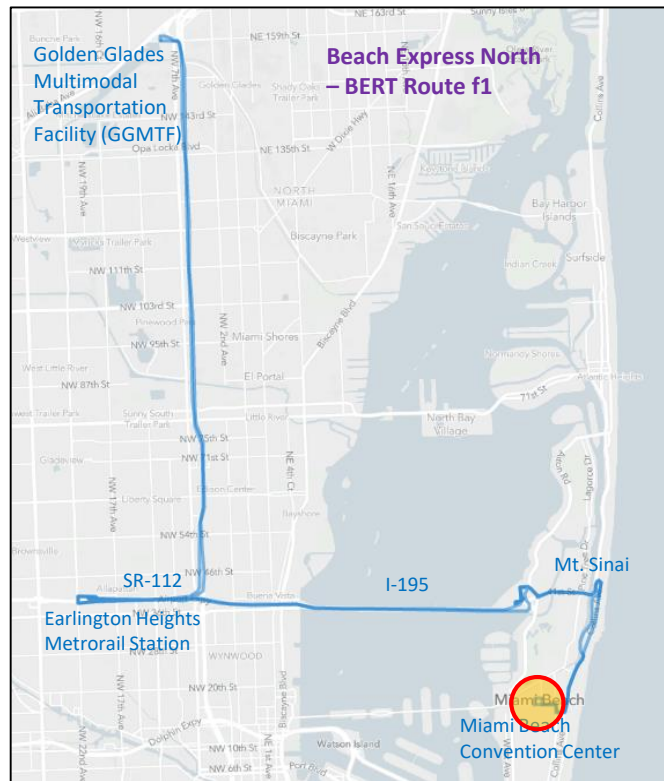
271 existing Vehicle  
Trips per Day  
Weekdays 6am to  
12am



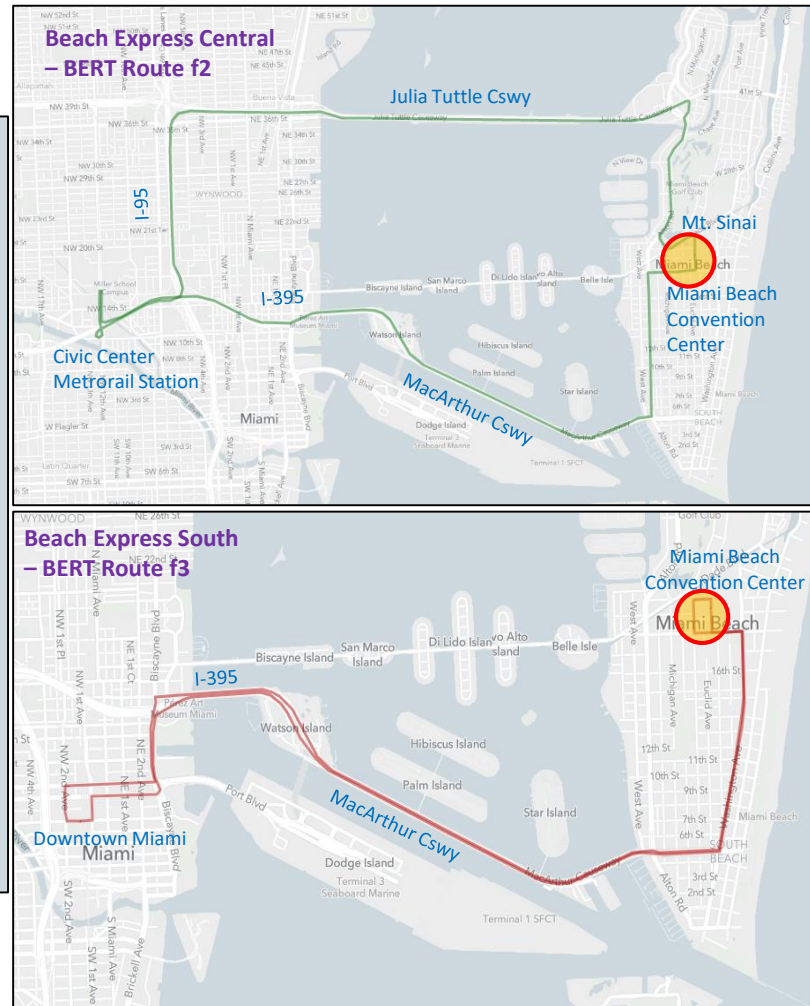


# Access Convention Center and Convention Center Hotel

## Proposed Bus Express Rapid Transit hub at 17 Street

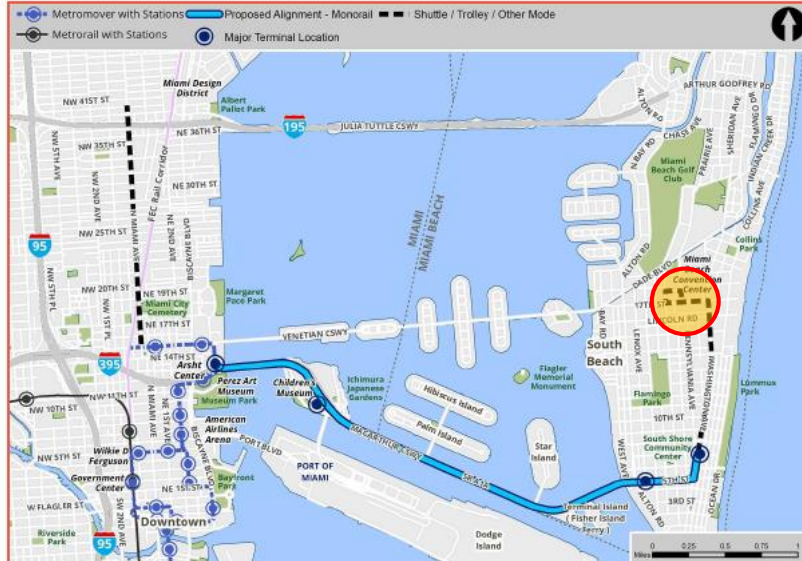


 Route Access on 17th Street

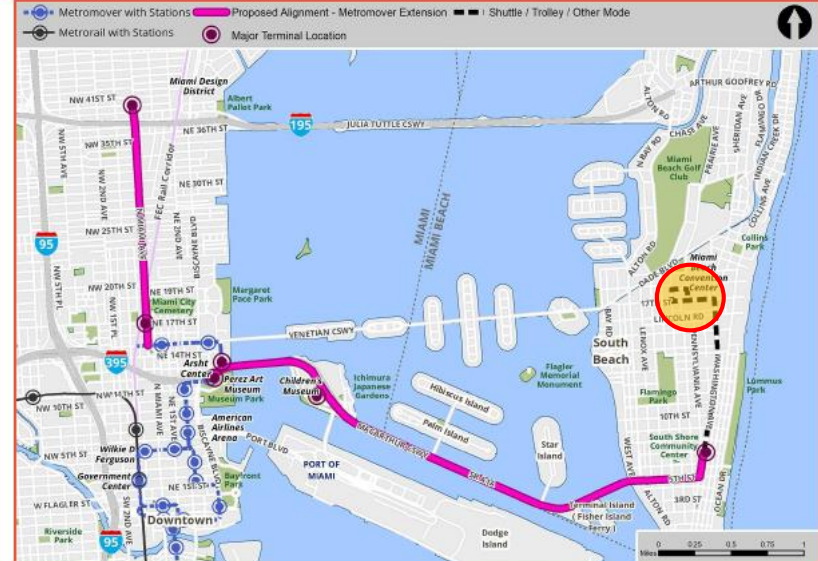


# Access - Convention Center and Convention Center Hotel Proposed Beach Corridor hub at 17 Street

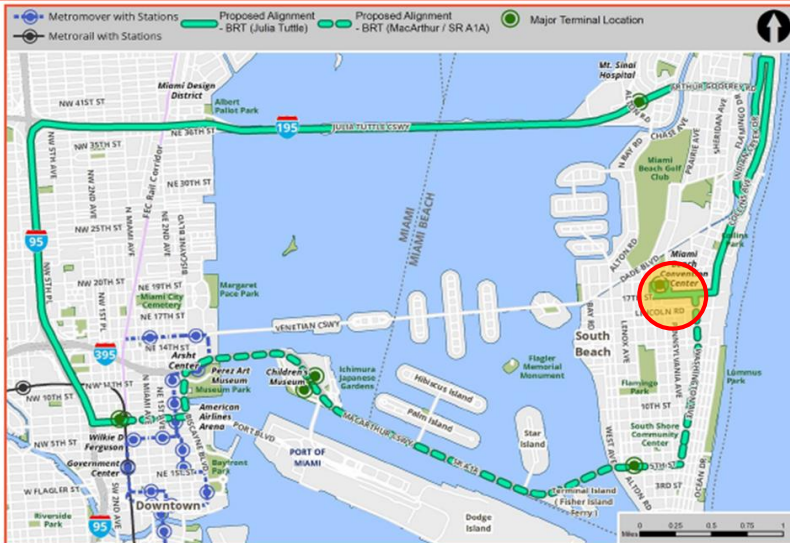
## Monorail



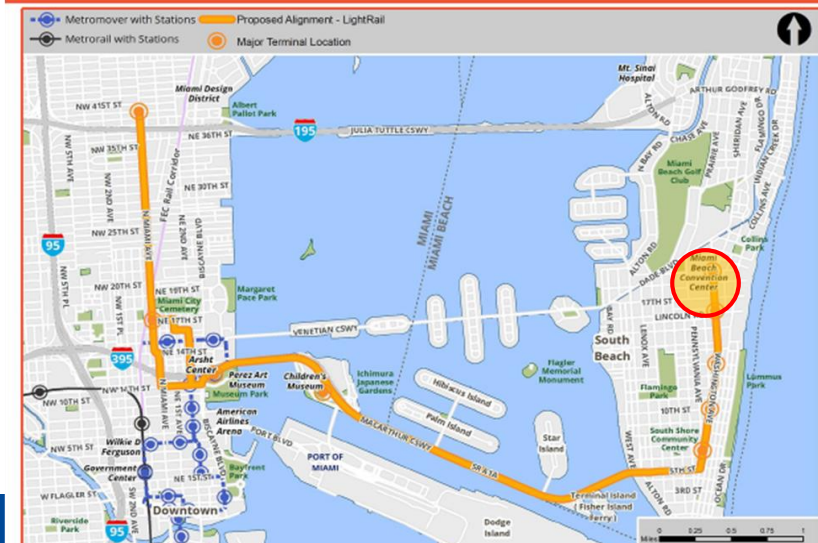
## Metromover (AGT)



## Bus Rapid Transit



## Light Rail





# Access

## Convention Center and Convention Center Hotel

### Proposed SMART Plan 17 Street service reduces congestion

Service Type	Vehicle Type	Seats	Peak Hour Headway (mins)	Peak Hour Capacity (seats)	Peak ** Hour Total Capacity (People)	Peak*** Hour Potential Vehicles Removed
<b>Bus Express Rapid Transit (BERT)</b>						
BERT Beach Express North	60' Articulated bus	60	10	360	432	157
BERT Beach Express South	40' transit bus	40	15	160	192	70
BERT Beach Express Central	40' transit bus	40	15	160	192	70
<b>Total Bus Express Rapid Transit</b>				<b>680</b>	<b>816</b>	<b>297</b>
<b>Beach Corridor Peak Hour Frequencies</b>						
Automated People Mover*	People Mover	200	5	2,400	N/A	873
Monorail*	MonoRail	200	5	2,400	N/A	873
Bus Rapid Transit	60' Articulated bus	60	5	720	864	314
Light Rail	Light Rail	240	5	2,880	N/A	1,047
<b>BERT + Beach Corridor Potential Vehicles removed from CMB Roads Peak Hour***</b>						<b>From 611 to 1,344</b>

\* Mainline Service ends at 5 Street and connected by bus to 17 Street

\*\* Includes 20% of seats for space for standees

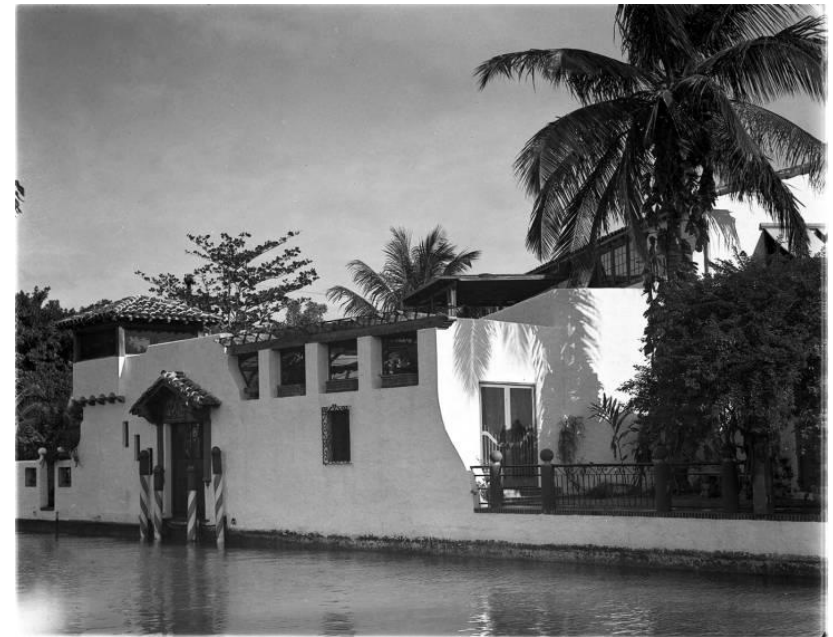
\*\*\* Assuming a 1.1 person per vehicle and that buses would be 60% full

# Palm View Access

## Resident Mobility Preserved

### Maintained or improved access.

- Special event traffic calming will continue
- Alton Road intersection queueing minimized
- New right in/right out at Lennox
- Walkability improvements along 17 Street, including automatic pedestrian signals when warranted
- Option 2: Bicycle users will have their own lane
- Travel lanes designed to modern standards
- Convention Center shuttle service currently reducing congestion.
- Proposed SMART Plan service will further reduce congestion and improve connectivity.
- New premium bus capacity will travel to both downtown Miami and MIA.



Source: Miami-Dade Public Library Romer Collection



# Traffic Impacts

- FDOT 2018 counts show 16,800 vehicles per day
- The design capacity of the roadway is 33,800 vehicles per day

LOS A, B, C

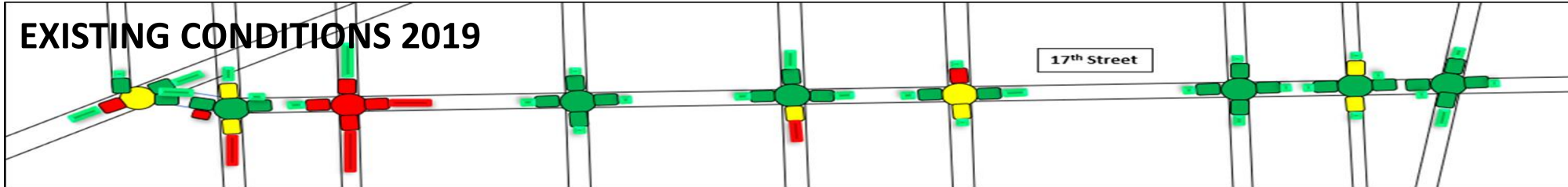
LOS D

LOS E, F

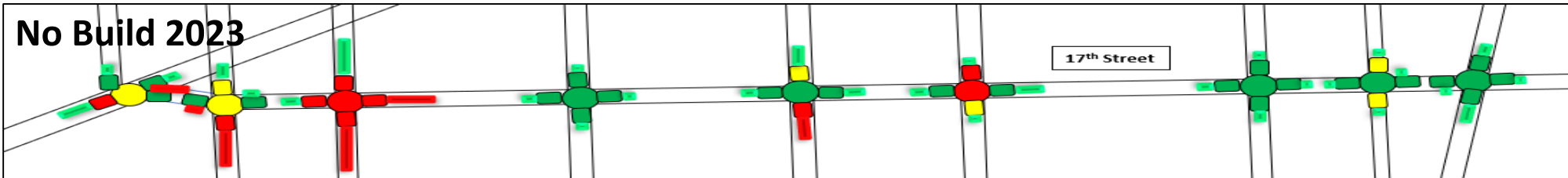
Queue Length (Okay)

Queue Length (Fail)

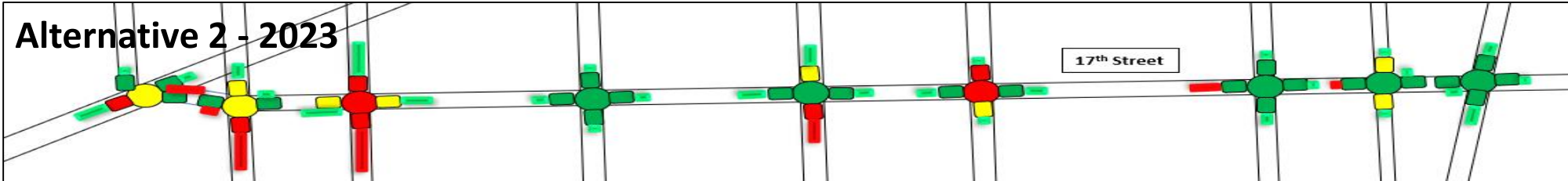
## EXISTING CONDITIONS 2019



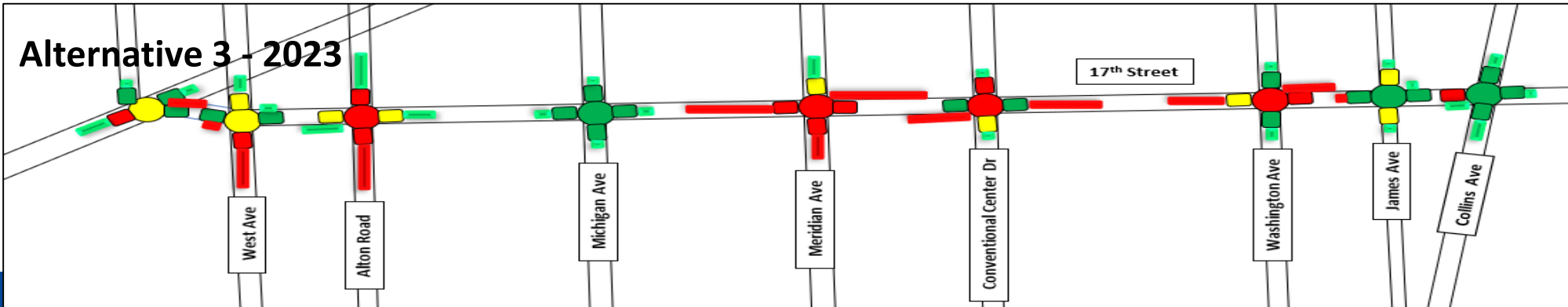
## No Build 2023



## Alternative 2 - 2023



## Alternative 3 - 2023



# Multimodal Benefits Will be Significant

Segment	Existing			2023 No-Build			2023 Build 1,2			2023 Build 1,3		
	Ped LOS	Bicycle LOS	Bus LOS	Ped LOS	Bicycle LOS	Bus LOS	Ped LOS	Bicycle LOS	Bus LOS	Ped LOS	Bicycle LOS	Bus LOS
Dade Blvd to West Ave	C	C	B	C	C	B	C	C	B	C	C	B
West Ave to Alton Rd	C	E	B	C	E	B	C	B	B	C	B	B
Alton Rd to Michigan Ave	D	E	B	D	E	B	D	C	B	D	C	B
Michigan Ave to Meridian Ave	D	E	B	D	E	B	D	C	B	D	C	B
Meridian Ave to Convention Center Dr	D	E	B	D	E	B	D	C	B	D	C	A*
Convention Center Dr to Washington Ave	D	E	B	D	E	B	D	C	B	D	C	A*
Washington Ave to James Ave	C	E	B	C	E	B	C	B	B	C	B	A*
James Ave to Collins Ave	C	D	B	C	D	B	C	B	B	C	B	A*
Collins Ave to Beach Walk	B	C	N/A	B	C	N/A	B	B	N/A	B	B	N/A

\* The FDOT Quality Level of Service (QLOS) Tables does not account for adding a bus lane. Planning and Engineering judgement were used to conclude that there should be a higher LOS with a Bus (and Bike) Only Lane.



# Recommended Alternative

Strategy (0 points to 3 Points, 3 Having The Most Positive Impact)		No-Build	Alternate 1: Pedestrian and ADA Improvements	Alternate 1, 2: Pedestrian and ADA and Bike Lane Improvements	Alternate 1, 3: Pedestrian and ADA, Bike Lane and Transit Lane Improvements
<b>A</b>	Implement Projects to Reach Transportation Master Plan Mode Shift Targets	0	1	2	3
<b>B</b>	Provide Multimodal Connections to Beach Link and BERT Routes	0	2	2	3
<b>C</b>	Grow Pedestrian Activity by Implementing Uniform and High Visibility Features	0	2	2	3
<b>D</b>	Create a Seamless Bicycle Connection from Venetian Causeway to Beach Walk	0	0	3	3
<b>E</b>	Elevate Public Space at City Center	0	1	2	3
<b>F</b>	Maintain and Improve Traffic Operations at Alton Road and Lennox Avenue	1	1	2	2
<b>G</b>	Leverage Funding and Reduce Construction Impacts	1	1	2	3
<b>H</b>	Improve Freight Operations	0	0	3	3
<b>I</b>	Bring 17 Street Lane Widths Up to Standard	0	0	2	3
<b>J</b>	Minimize Impacts to On-Street Parking	2	0	2	2
<b>Ranking</b>		<b>4</b>	<b>8</b>	<b>22</b>	<b>28</b>

# Project Outreach

6



## **Study Advisory Group Meetings**

February 8, 2019  
April 16, 2019  
September 4, 2019

## **Technical Review**

April 5, 2019 (DTPW)  
May 6, 2019 (DTPW)

## **Field Review**

February 12, 2019

2



## **Transportation Presentations**

November 4, 2019 (TPBFC)  
October 22, 2019 (BPAC)

2



## **Public Meetings**

March 28, 2019  
November 18, 2019

1



## **Neighborhood Association Meetings**

November 12, 2019

1



## **Stakeholder Meetings**

November 13, 2019



# Next Steps - Project Approval



**City Commission Referral**



**Neighborhoods and  
Community Affairs  
Review**



**City Commission  
Approval**

# Next Steps – Street Art




**Rue Vendome (North Beach)**



**Plaza 98 (Miami Shores)**



# Next Steps - Pilot



It doesn't take much money to make riding the bus a lot more convenient. With little more than orange cones, Boston set up a bus lane on one of its most important but congested bus corridors — and it [worked wonders](#).

At first, the city let the one-month bus lane experiment on Washington Street expire, frustrating bus riders and advocates who expected the test run to transition seamlessly to a permanent improvement.

But the administration of Mayor Marty Walsh quickly came around and announced yesterday that the bus lane will be back beginning June 18. The city won't wait for permanent markings and signage to reinstitute bus priority each weekday morning from 5 a.m. to 9 p.m.