Why are we here tonight?

- Information
- Input
- Inspiration
Dade Boulevard Project Description

1. Primary Purpose
   - Evaluate the feasibility of the shared use path and road diet

2. Secondary Purpose
   - Identify and recommend short-term and long-term plans to create more LIVABILITY and multi-modal MOBILITY
Dade Boulevard Project Goals

1. Improve Safety
2. Improve Economic Vitality
3. Enhance the Bicycle/Pedestrian Network
4. Reduce Green House Gases
URBAN RESILIENCE
The capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.
Miami Beach Strategic Plan: Through the Lens of Resilience

A PEOPLE-FIRST CITY where the pedestrian is prioritized in mobility options and community services are pathways to prosperity.
Dade Boulevard Project Origin
2016 Miami Beach 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
Dade Boulevard Project Origin
2016 Transportation Master Plan

ADOPTED MODE SHARE

Understanding Mode Share

Existing Estimated Overall Mode Share

- 64% Automobile
- 11% Transit
- 10% Bicycle
- 5% Pedestrian
- 10% Other

2035 Overall Mode Share Vision

- 43% Automobile
- 20% Transit
- 17% Bicycle
- 10% Pedestrian
- 10% Other

Represents a reduction of approximately 99.2 Metric Tons of Green-house gases per day.

In order to change the way we travel...

...we need to prioritize for better alternatives

-1.8% Growth Rate

Automobile Traffic is Declining on Dade Boulevard

The team reviewed the following data:
- Causeway transit data
- Overnight and Non-overnight visitor data
- Transit usage within the City of Miami Beach

Based on the calculations, the team arrived at the estimated mode share shown above.

Source: FDOT Traffic Online Website
Dade Boulevard:
Recommended Bicycle/Pedestrian Network and Multi-modal connector.

Source: Miami Beach Transportation Master Plan
Project Opportunities – Historic Collins Canal

Reconnect to its Recreational Past

Source – Miami Dade Public Library
Gleason Waite Romer Photographs
Project Opportunities – Historic Collins Canal

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Reconnect to its Recreational Past

Source – www.floridamemory.com
Study Area
Existing Condition

- **Multimodal:**
  
- **Vehicular Level Of Service (LOS)**
  - Hotspot: Alton Road at Michigan Avenue
  - Acceptable: All other intersections and segments

- **Bicycle Level Of Service (LOS)**
  - All Intersections: F (except Purdy Road and Bay Road)
Existing Conditions – Pent Up Demand

Miami Beach High School
Existing Condition

Safety Analysis

❖ 633 Crashes
❖ 4 pedestrian crashes
❖ 5 bike crashes

• Prominent locations:
  • Dade Blvd at Alton Rd
  • Michigan Ave at Alton Rd
Existing Typical Section
Why are we here tonight?
Possible Future Typical Sections – Protected 2-Way Bi-Directional Bike Lanes

2-Way bi-directional bike paths are safe and in compliance with Federal Highway Administration Guidelines.
Providing a two-way separated bike lane on a two-way street may be desirable under certain circumstances such as minimizing conflicts on high frequency transit corridors or along corridors with a higher number of intersections or driveways on one side of the street (such as along a waterfront).
Possible Future Typical Sections – Shared Path with Landscaping
Possible Future Typical Sections – Sidewalk Level
Protected Bike Lanes
Possible Future Typical Sections – Protected Bike Lanes
Possible Future Typical Sections – Shared Path & Protected Bike Lanes
Possible Future Typical Sections – Shared Path
Implemented – Vancouver, Toronto, and Montreal
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Next Steps

- Develop Concepts
- Test Concepts
- Review Internally
- Review with Partner Agencies
- Review with Major Stakeholders
- 2nd Public Meeting (3-4 months)
- Neighborhoods Committee Review
- Commission Approval