

City of Miami Beach Capital Improvement Projects Office

Meeting Summary

Subject:

West Avenue Neighborhood Improvement Project Phase 2, Segment 2
Community Recommended Parking Layout Discussion

Project Managers:

Mina Samadi, CIP Senior Project Manager & Rodney Perez, CIP Project Manager

Purpose of meeting:

Meeting to review community's proposed parking plan within Segment 2 and to explain what, if anything, could be implemented.

Date/Time/Location of meeting:

June 6, 2023 @ 1:30 p.m.
CIP Large Conference Room and via Microsoft TEAMS

Elected or Public Officials attendees:

Commissioner Alex Fernandez; Commissioner Aide Monica Salinas

Other City attendees or City Consultants:

Mina Samadi, P.E., CIP; Rodney Perez, CIP; David Gomez, CIP; Giancarlo Pena, P.E., PWD; Monica Beltran, Parking; Lauren Firtel, NAC; Kevin Pulido, NAC; Darlene Coitino, CHA; Heily Revoll, CHA; Mike Fischer, RMCF; Derek Northenscold, RMCF; Joel Ewing, RMCF; Luis Leon, P.E., S&S; Jose Caraballo, P.E., CES; Sergio Williams, P.E., CES; Jose Aldir, P.E., CWI; Heather M. Leslie, PIO HML Public Outreach

Building representatives:

Stephan Ginez, 1409 Lincoln Road; Bobby Duke, Nancy Duke and David Reid, 1450 Lincoln Road; Merle Inasi and Derek Becker, 1670 Bay Road; Valerie Navarrete and Tracy Thornton, 1441 Lincoln Court; Henry Barrabes, Angie Alexander and Chi Lam, 1673 Bay Road; Janice Overstreet and Alice Palatnick, 1400 Lincoln Road

Key items discussed:

The team for the West Avenue Neighborhood Improvement Project Phase 2 met with building representatives from Segment 2 to discuss a community-submitted proposal for parking changes along Lincoln Road between Bay Road and the street end, and along Bay Road from Lincoln Road to the canal. The group discussed the project history and what's been evaluated to develop the parking plan along Segment 2 and throughout the corridor. The project team reviewed local, state and federal requirements that govern allowable parking areas and addressed the locations identified in the community recommended parking layout. There are restrictions where parking spaces may not be designed based on lane shifts distances, sight distance triangles and distance from crosswalks. Below are the discussion points and action items from the meeting:

- The maximum 6 -ft maximum allowable lane shifts/ travel lane deflection at intersections
- The 15 ft Sight distance triangles at either side of a driveway for both pedestrian and vehicles
- The 20-ft setback requirement at all the intersection from the crosswalks.
- The 30 ft setback from signalized intersections
- The 7-ft setback at either side of a fire hydrants.

Avenue Neighborhood Improvement Project Phase 2, Segment 2
Community Recommended Parking Layout Discussion

- The proposed parking along Bay Road between Lincoln Road and the canal was found not in conformance because of:
 - The maximum 6 -ft maximum allowable lane shifts/ travel lane deflection at intersections
 - Parking spaces were too close to the north and south sides of each driveway not accounting for the 15-ft sight distance triangles.
 - Parking spaces were included in areas too close to the crosswalk at Lincoln Road and Bay Road not accounting for the 20-ft setback.

- The team mentioned that the current design does not reflect the correct pedestrian ramps per the City's master plan. The pedestrian ramps at the crosswalks must be bidirectional (one ramp per each walking direction). This would likely impact the parking spaces closest to the intersection and eliminate at list the first parking space closest to the intersection.

- The proposed parking along Lincoln Road between Bay Road and the street end was found not in conformance because of:
 - Parking spaces were included in areas too close to the crosswalks not accounting for the 20-ft setback from an intersection.
 - Visibility and blockage issues for first responder access needed to be maintained at the cul de sac; therefore, the parking space cannot back into the cul de sac.
 - Impacts to landscaping opportunities was also discussed.
 - **The team would further investigate whether one parking spot could be gained on the north side of Lincoln Road between Lincoln Court and the street end.**

- Resident comments/questions included:
 - How many traffic incidents have been reported in the area to warrant such strict guidelines. *The team reiterated that the new design must adhere to the code requirements for safety reasons.*

 - Could left or right turn only signs be installed to potentially minimize sight distance concerns or swapping the proposed on-street parking on Bay Road to the opposite side of the street. *The team informed the group that a motorist still needs a clear view and enough space to maneuver turns. The same conflicts would remain if parking was placed on the west side of the street.*

 - Are their differences in the code for single or double wide driveways? *No, there is no difference.*

 - Could the street be repaved later without placing all the pavement markings at parking areas. *No. The pavement marking based on the current requirement must be installed.*

 - Can a variance from the County or State be requested to lessen parking requirements? *Variances for safety reasons are not typically requested. It would be a high risk for an engineer or agency.*

 - Does a neighborhood's zoning determine changes in the parking requirements? *No.*

 - Will physical barriers be installed to delineate a no parking area? *No, just striping and signage.*

 - Is the size of the cul de sac changing? *No.*

 - Can parking be prioritized over bicyclist/pedestrian mobility and landscaping? *That would conflict with the city's master plan and require direction from Commission.*

Avenue Neighborhood Improvement Project Phase 2, Segment 2
Community Recommended Parking Layout Discussion

- **Can the width of the seawall at the Lincoln Road street end be minimized, pushing the cul de sac further west, the add additional parking spots? *The team can investigate that. Initially it doesn't appear it would provide enough significant space for many spots. There is also a concern about what underground features could be impacted.***
- Can loading zones be installed so residents can have temporary spots to unload groceries? City can identify *A parking space to be marked as loading zone, but it would further minimize the number of available parking spots.*
- The team discussed the signage and pavement marking plan review process and explained that the County was the agency who would ultimately approve the plan and maintain the pavement marking and signage.
- The group discussed the proposed parking garage at the circle lot on West Avenue south of Lincoln Road.
 - Some residents were opposed to the garage, while others suggested a garage would be more beneficial than just gaining a couple of spaces here and there.
 - A new parking structure would likely increase resident parking permit prices, which could discourage use.
- The team reiterated they have been investigating ways to maximize the allowable parking spaces throughout the corridor and would continue to look for opportunities to gain spaces.
- The group requested looking for parking opportunities in particular at buildings that did not have on-property parking.
- After the meeting adjourned there was discussion about the Baywalk and the mooring field. **The city needs to follow up with residents regarding mooring field plan.**