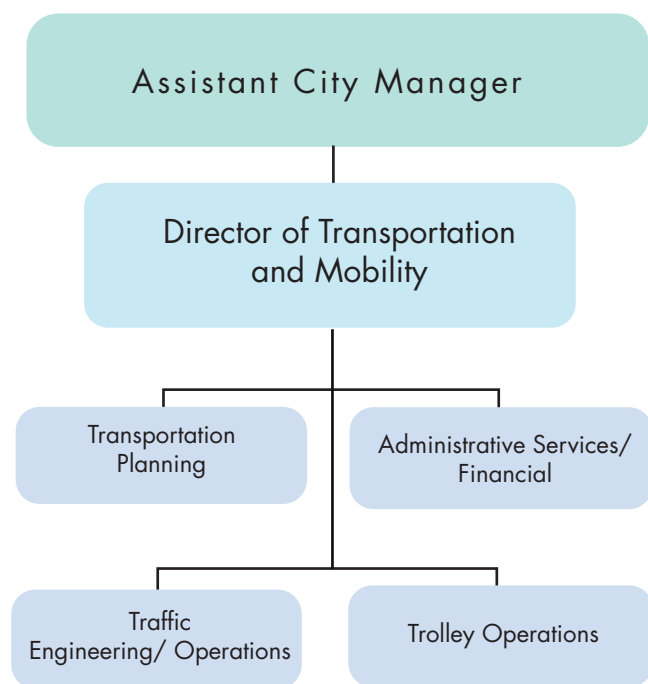


# TRANSPORTATION AND MOBILITY

## DEPARTMENT MISSION STATEMENT

We oversee the safe and efficient movement of Miami Beach residents and visitors through an interconnected transportation system that emphasizes mobility, livability, accessibility, and alternative modes of travel. We strive to support the City in its effort to achieve environmental and economic sustainability, while improving the quality of life for all who live, work, and play in our vibrant, tropical, community.



## DEPARTMENT DESCRIPTION

Formed by the Mayor and City Commission in April 2014, the department focuses on transportation planning, traffic engineering/operations as well as transit service planning and operations. The accomplishment of our mission depends on effective collaboration with state and county agencies with jurisdictional authority over major roadways, traffic control/signalization and transit service in Miami-Dade County, including incorporated municipalities.

In addition to overseeing the Miami Beach Citywide Trolley System, the Transportation and Mobility Department is charged with implementing the Transportation Master Plan as well as the Bicycle-Pedestrian Master plan approved by the City Commission. These plans reflect the City's adopted modal strategy, which prioritizes pedestrians, transit, and bicycles over private automobiles.

## DEPARTMENT DESCRIPTION CONT'D

The Miami Beach trolley system consists of four routes: North Beach Trolley, Collins Express, Mid Beach Trolley and South Beach Trolley. The City's trolley service is operated as a turnkey service by a contractor with oversight from the department. The trolley service is supplemented by a free ecofriendly, on-demand transit service operated by a private contractor.

A traffic monitoring contractor monitors traffic conditions throughout the City and in-house staff makes real-time adjustments to signal timing as needed. The staff also coordinates with first responders, including Police, Fire, and Emergency Management on various incidents to mitigate congestion. The department works with Marketing and Communications to disseminate real-time traffic information to the community and motoring public. The department commenced the installation of new state-of-the-art technology in phases beginning in August 2022 as part of the Intelligent Transportation System and Smart Parking System Project. This will allow the department to more efficiently manage congestion on major thoroughfares while managing parking demand within the City.

## FISCAL ENVIRONMENT

Current funding sources for transportation projects and the use of these funds (i.e., for capital or operating expenditures) are listed below:

- City's Share of Half Cent Transit Surtax (People's Transportation Plan)  
In 2002, Miami-Dade County voters approved by referendum a half-penny surtax to fund transportation projects. Per ordinance, the County distributes 20% of surtax proceeds to municipalities for transportation and transit projects.  
Uses: Trolley operations and maintenance
- 1% Resort Tax (split between Quality of Life (30%), Transportation (60%), and Arts (10%))  
Uses: Balance of the trolley operations, professional services and department operating expenditures
- Mobility Fee (replaced Transportation Concurrency Mitigation)  
Uses: One-time capital expenditures for projects recommended in the Transportation Master Plan
- Advertising Revenues  
Derived from advertising on the exterior of the trolley vehicles, and on bus shelters  
Uses: Department operating expenditures

# TRANSPORTATION AND MOBILITY

## FISCAL ENVIRONMENT CONT'D

- Transportation Capital Trust Fund**  
 The City Commission-approved Transportation Capital Trust Fund requires that 20% of one-time capital contributions be deposited into the fund. While the annual contribution may not be large, it is anticipated that the fund would grow over time. Together with other funding sources, the Capital Trust Fund will help pay for important transportation projects.  
 Uses: General one-time transportation expenditures
- Grants**  
 Capital and operating funds received from federal and state discretionary grant programs, including Florida Department of Transportation (FDOT) Transit Service Development and the FDOT Transportation Alternatives grant programs, are used to offset funding from various sources as appropriate

Given that the department’s budget relies heavily on the 1% Resort Tax, the department’s revenues have been steadily increasing since fiscal year 2022. It is essential to identify new funding sources for the department to achieve strategic goals such as becoming a less car-centric City while increasing pedestrian, bicycle, and transit use, thereby improving mobility for all modes of transportation throughout the City.

Since fiscal year 2020, the department no longer receives an allocation from the Parking Fund to subsidize its operating budget. Given that the department’s budget relies heavily on the 1% Resort Tax, the department significantly reduced or eliminated personnel, cut back on citywide trolley services and traffic monitoring/management services in fiscal years 2021 and 2022. In fiscal year 2022, the department recovered the positions lost in fiscal year 2020 given that traffic conditions and mobility challenges, particularly during high-impact periods, had returned to pre-2020 levels and the department’s workload had increased significantly.



## STRATEGIC ALIGNMENT

Main Vision Area:

### Mobility

Management Objectives:



- Mobility**
  - Increase multi-modal mobility citywide and connectivity regionally improving transportation equity by implementing the Transportation Master Plan and leveraging state and federal plans and funds. Support access to a quality, regional workforce through improved transportation options to the mainland.
  - Address traffic congestion through solutions such as Intelligent Transportation System (ITS); targeting loading, ride share, and any other mobility disruption
  - Improve the walking and biking experience by providing safe, properly lit, shaded and well-maintained bike lanes, sidewalks, Beachwalk and Baywalk
- Prosperity**
  - Revitalize targeted areas and increase investment through master plans and business vibrancy efforts as well as core services like safety and code enforcement. Better leverage our assets and parking lots. Areas include North Beach, Ocean Drive, 41<sup>st</sup> Street, Lincoln Road and Washington Avenue.
- Organizational Innovation**
  - Support all objectives to improve strategic decision making and financial stewardship, making the city more business friendly and user friendly, with an employee culture of problem solving and engagement

### Strategic Plan Actions:

- COMPLETE** Ocean Drive renovation, activation and programming underway
- IMPLEMENT** Ocean Drive Pedestrian Promenade 13<sup>th</sup> Street to 14<sup>th</sup> Place
- CONTINUE** implementing the Transportation Master Plan
- IMPLEMENT** bus rapid transit on the Julia Tuttle Causeway
- FACILITATE** bus rapid transit on the MacArthur Causeway
- PILOT** test a subsidized Water Taxi Program

### Budget Enhancement Actions:

- Beachwalk Safety Enhancements
- Traffic Signal Optimization Pilot Project
- Water Taxi Subsidy Pilot Program



# TRANSPORTATION AND MOBILITY

## BUSINESS ENVIRONMENT

The Transportation and Mobility Department deals directly with community members, stakeholders, contracted service providers, internal stakeholders, and external transportation partners. Department staff provides technical expertise and support to multiple city departments, while delivering project updates to neighborhood groups, advisory committees as well as the City Commission.

The overall regulatory environment is expected to remain stable as continued working relationships with transportation partners remain important. One significant change to the regulatory environment has been the adoption of the Miami-Dade County SMART Plan for transit expansion and the recent decision by the County to pursue a Metromover extension for the Beach Corridor (Baylink) project connecting downtown Miami and Miami Beach via the MacArthur Causeway. To this end, the department is working closely with Miami-Dade County to advance SMART Plan projects in Miami Beach, including the Beach Corridor Rapid Transit project (Bay Link) and Bus Express Rapid Transit (BERT) routes on the Julia Tuttle and MacArthur causeways.

Specialized contracted services continue to help the department provide services to the community, such as Miami Beach trolley services, traffic monitoring/management services, and traffic control device installation and maintenance services. The department relies heavily on consultant support to conduct transportation planning and feasibility studies, traffic engineering/operational studies, and related design development. These activities have helped move multiple Transportation Master Plan projects and other valuable projects forward.

Feedback from the customers identified above is regularly solicited and used to address pedestrian, bicycle, and vehicular traffic safety issues in the field, improve trolley operations and customer service, identify best transportation planning practices to meet mode share goals, and provide internal City stakeholders and external transportation partners with the information they need to advance their projects.

The department relies on the support of other city departments to meet strategic objectives. Procurement input is critical to procuring and using contracted services. Collaborations with the Public Works Department and the Office of Capital Improvements Projects to implement bicycle and pedestrian safety improvements as part of routine maintenance, right-of-way/neighborhood improvement projects, and stormwater resiliency projects provide a significant efficiency for the City. The Marketing and Communications Department has been key to implementing our bicycle safety campaign, promoting the City's Trolley service, designing signage for transportation initiatives, and coordinating community outreach for transportation studies as well as active and planned mobility improvements. The Parking Department provides support in the

## BUSINESS ENVIRONMENT CONT'D

installation of pavement markings, signage, and safety devices for temporary or permanent projects. The Transportation and Mobility Department and its contractor collaborate with Police and Fire Communications Division, the Communications Department, and the FDOT Traffic Management Center as part of the citywide Traffic Monitoring/Management services, particularly during high impact periods and major events.

## SIGNIFICANT ACCOMPLISHMENTS

- Completed design and commenced construction of new bus shelters and street furniture at no cost to the City under a revenue-sharing agreement
- Secured County approval for the reconfiguration of Ocean Drive including a pedestrian promenade and protected bicycle path

***Implemented the South Beach Promenade / Española Way East tactical urbanism improvements.***

- Implemented Slow Streets 2.0 Pilot Program in the Flamingo Park neighborhood
- Implemented the South Beach Promenade/Española Way East tactical urbanism improvements
- Completed design of the G.O. Bond Bayshore Neighborhood Traffic Calming, Normandy Drive Traffic Calming, and Palm View Traffic Calming projects
- Implemented temporary traffic calming in the South of Fifth neighborhood

# TRANSPORTATION AND MOBILITY

## CRITICAL SUCCESS FACTORS

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- Communication and responsiveness to the public is critical to departmental success. The department would like residents to support new projects as they come online. We want to assure residents that the department is responsive to traffic, safety and mobility-related concerns.
- Continued internal partnerships with City departments are critical to departmental success. Implementing bicycle and pedestrian safety improvements during large scale roadway and stormwater resilience projects is one way to ensure cost effective implementation. This partnership also expedites interdepartmental plan reviews and approvals. In-house support in organizing community outreach has been extremely effective.
- Continued external partnerships with FDOT and Miami-Dade County Transportation and Public Works Department to ensure that City of Miami Beach projects are included in the FDOT Work Program, Miami-Dade County Long Range Transportation Plan and Transportation Improvement Program. This is also critical for the successful implementation of the Intelligent Transportation System/Smart Parking System/ Adaptive Traffic Signal Control Project on major thoroughfares in the City, many of which are state roads under FDOT jurisdiction. With the adoption of the County's SMART Plan, this partnership will be key to implementing any future regional rapid transit connections to Miami Beach.
- Continued contractual relationships with transportation service providers and transportation planning and engineering consultants are critical to departmental success
- Restoring service levels of the Miami Beach trolley to pre-2020 levels is critical to improving service reliability, reducing wait times, and enhancing citywide mobility
- Research, evaluation, and implementation of alternative multimodal transportation options – even if on a pilot/demonstration basis – are critical to improving citywide mobility
- Continued professional development opportunities for department staff is critical to continued success in recruitment and retention of appropriately skilled personnel

## FUTURE OUTLOOK

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The Transportation and Mobility Department is exploring zero-emission technology options for its next generation municipal circulator service. Furthermore, the department is working with Miami-Dade County to secure a commitment from the County to deploy electric buses on Miami Beach transit routes. The Transportation and Mobility Department will continue to work with the County to improve regional bus service efficiency and connectivity to, from and within Miami Beach, as well as the integration of the City's trolley network.

Furthermore, the department collaborates with FDOT to ensure that future FDOT projects in the City address safety and mobility and include multimodal accommodations with a focus on pedestrian and bicycle network enhancements. The department is working with FDOT to include safety and multimodal enhancements in the future Alton Road reconstruction projects between Michigan Avenue and 63<sup>rd</sup> Street, as well as the future projects on Collins Avenue between 26<sup>th</sup> Street and 63<sup>rd</sup> Street.

The department will also focus on the implementation of important mobility projects, such as complete streets, protected bicycle lanes, shared-use paths, neighborhood greenways, short- and long-term bicycle parking, traffic calming, pedestrian priority zones, intermodal hubs, and improved bus shelters.

Expedited project delivery methods such as pilot/tactical urbanism demonstration projects, public-private partnerships, and piloting new/emerging technologies, such as autonomous/connected vehicles, will be explored and applied as appropriate.