



MIAMI BEACH

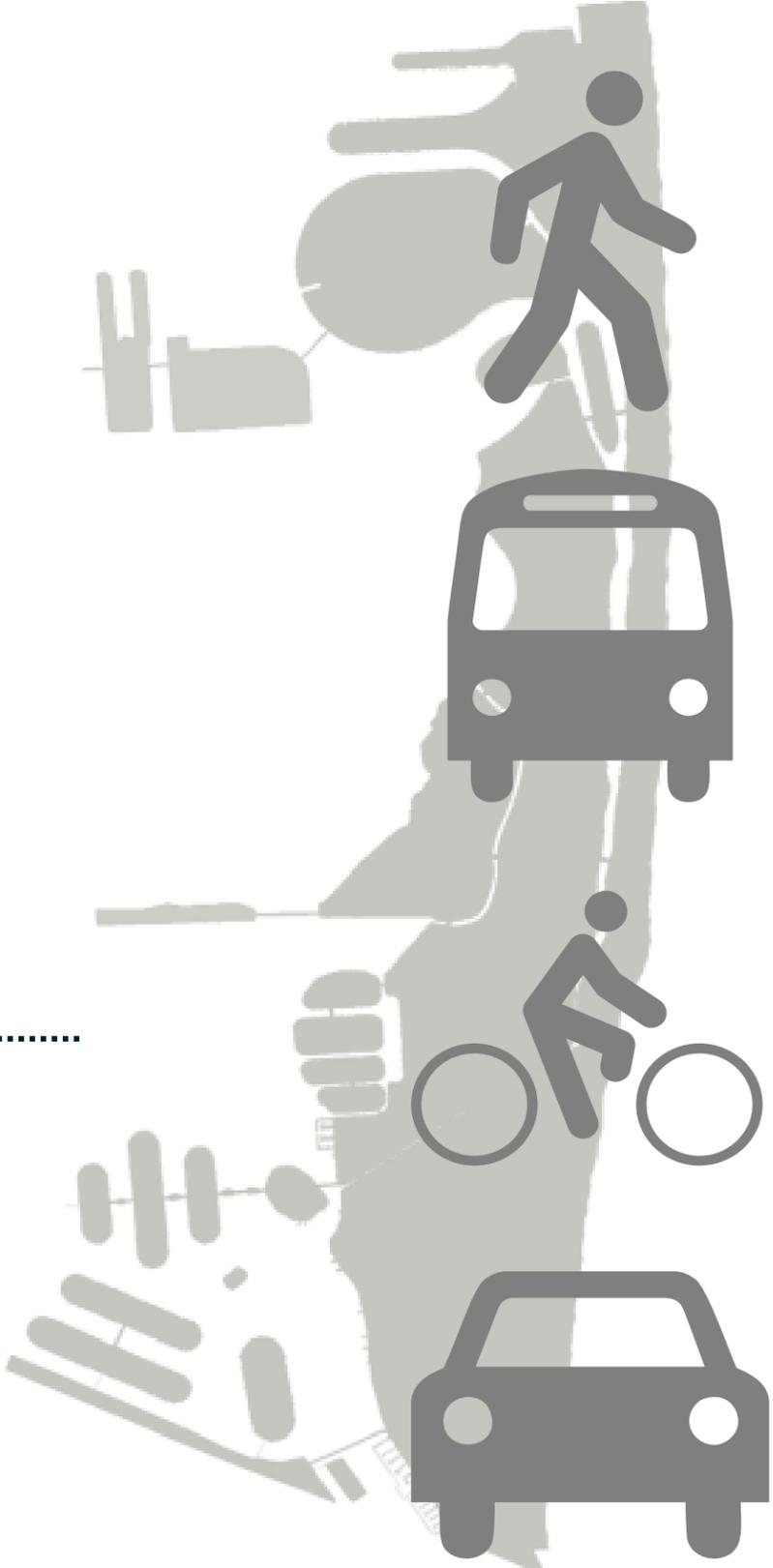
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Transportation

Existing

# INITIATIVES

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# TRANSPORTATION INITIATIVES

## Transit

- North Beach Trolley
- Collins Link
- Middle Beach Trolley
- Water Taxi
- Expanded South Beach Trolley Service
- Short-Term Beach Corridor Transit Connection
- Miami Beach Light Rail/Modern Streetcar

## Parking

- Freight Loading Zone Program
- New Parking Garages

## Traffic

- Traffic Monitoring and Management
- Intelligent Transportation Systems (ITS)/ Smart Parking Systems
- Adaptive Traffic Signal Control
- Corridor Re-timing Effort
- Signal Optimization on North Beach
- Traffic Field Specialists

## Master Planning

- Transportation Master Plan
- Bicycle/Pedestrian Master Plan
  - Miami Beach Bike Parking Program
  - Street Design Guide

Existing

# MODAL SPLIT

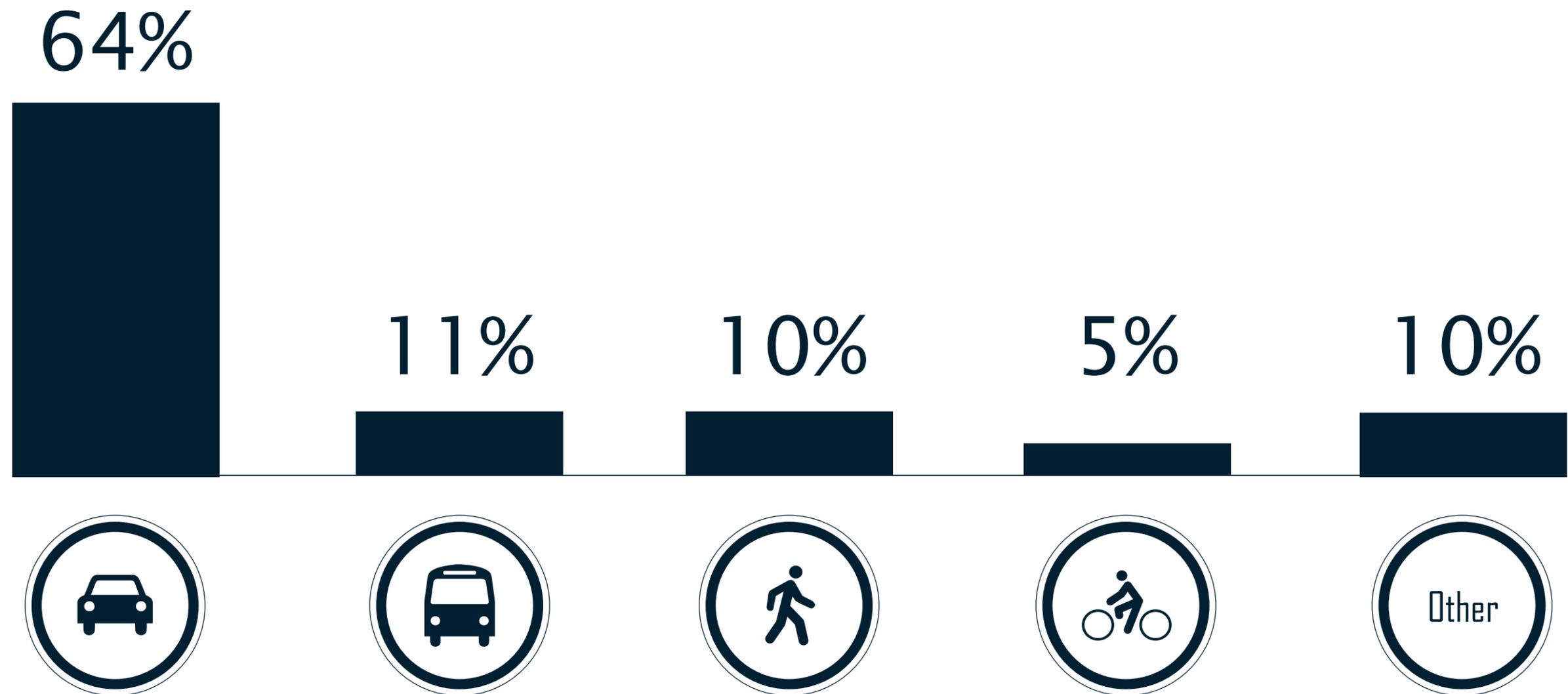
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# HOW PEOPLE TRAVEL (MODE SHARE)

## Estimated Existing Overall Mode Share

(To, From, and Within City)\*



\* Percentages are based on an approximate average of the existing available data gathered and overall professional judgement.

TMP

GOALS



# GOALS

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1.

Prioritize **PEDESTRIANS**. Encourage City residents and visitors, through safe and engaging infrastructure, to resort to walking



4.

Provide accessible and convenient off-street **PARKING** facilities. Seek opportunities for off-street parking facilities that support and encourage multi-modal activity.



2.

Improve **TRANSIT** Service and Infrastructure. develop a city-wide transit network that will have exclusively assigned road space and easy to access transfer areas. utilize vehicular alternatives (i.e. car-sharing) for trips where transit is not convenient.



5.

Plan for efficient **FREIGHT** mobility and delivery of goods. Improve the way in which goods are delivered through the City and on which roadways.



3.

Develop a safe, connected, and consistent **BICYCLE** network. Promote bicycling, through well designed facilities, education, and encouragement.



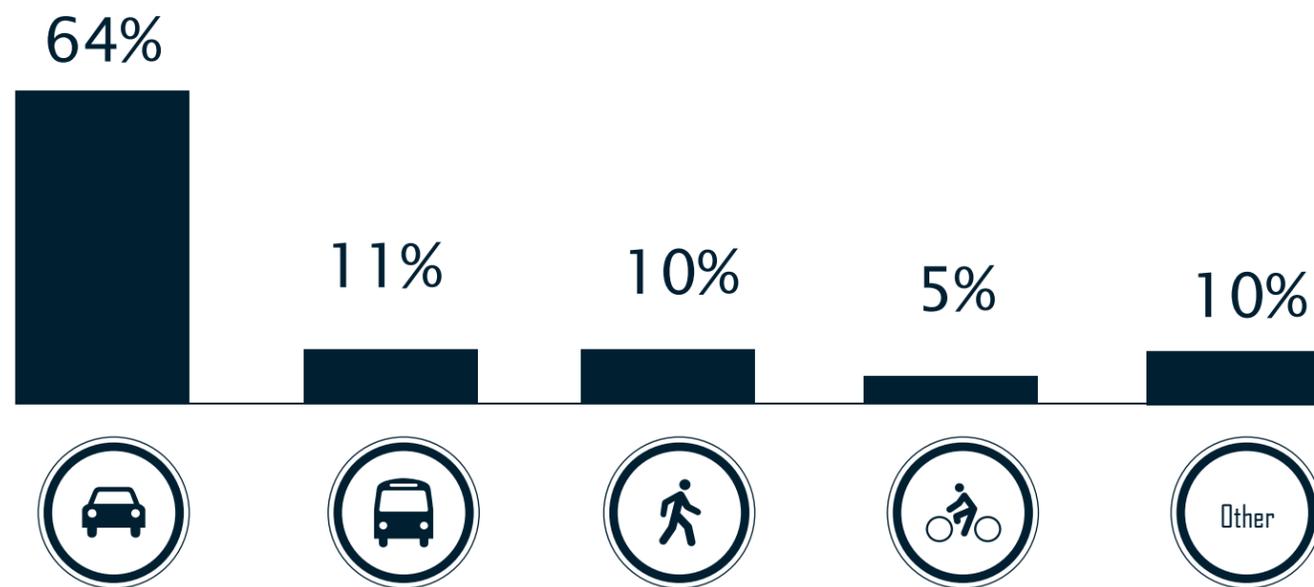
6.

provide **POLICIES** for the future. Ensure that transportation policies support the projects recommended and promote multi-modal best practices.

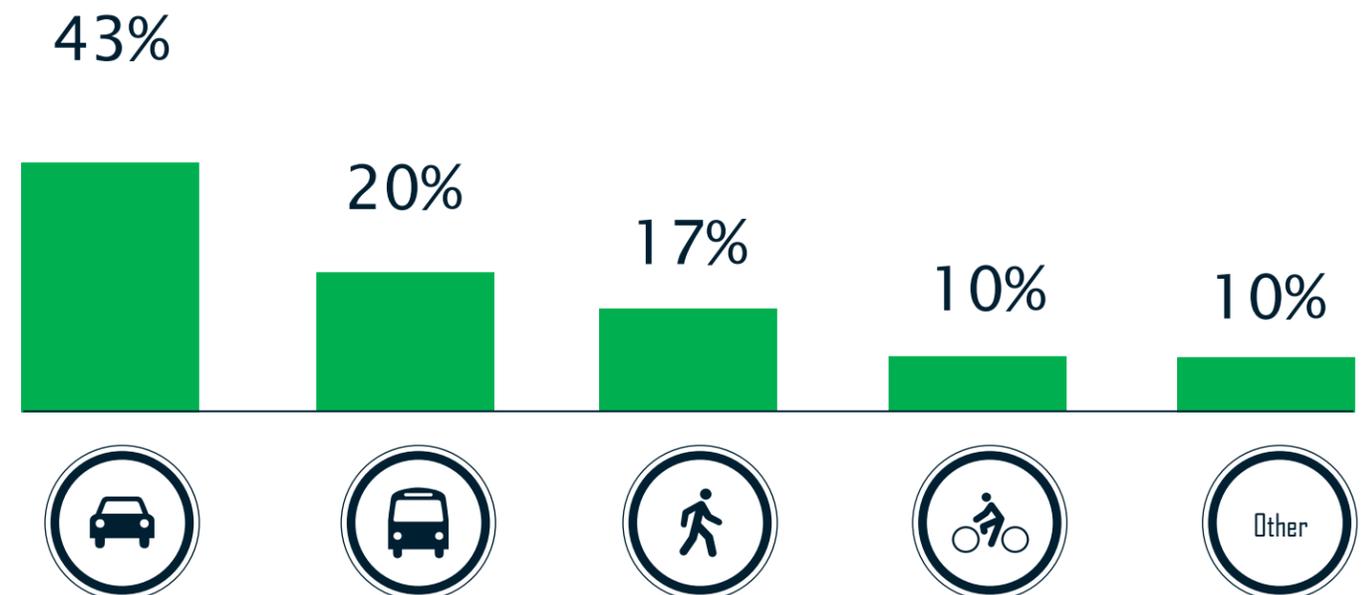


# HOW PEOPLE TRAVEL (MODE SHARE)

## EXISTING Estimated overall mode share



## 2035 overall mode share vision



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

# ADOPTED MODE PRIORITIZATION

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PEDESTRIANS



TRANSIT



BICYCLISTS



FREIGHT



PRIVATE VEHICLES

---

1

2

3

only **CITY** in **MIAMI-DADE COUNTY** to adopt this mode hierarchy

Sample

# PROJECTS

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# WASHINGTON AVENUE LIGHT RAIL TRANSIT

6

Limits: SR A1A / 5<sup>th</sup> Street --- Dade Blvd

Type:     

Objective: Exclusive Light Rail Lanes

Cost: \$ 110,500,000

EXISTING



PROPOSED



# WASHINGTON AVENUE LIGHT RAIL TRANSIT

6

Limits: SR A1A / 5<sup>th</sup> Street --- Dade Blvd

Type:     

Objective: Exclusive Light Rail Lanes

Cost: \$ 110,500,000

Existing



Proposed



# WEST AVENUE PROTECTED BICYCLE LANES (BPMP)

7

Limits: 6<sup>th</sup> Street --- 20<sup>th</sup> Street

Objective: Protected Bike Lanes

Type: 

Cost: **\$ 530,000**

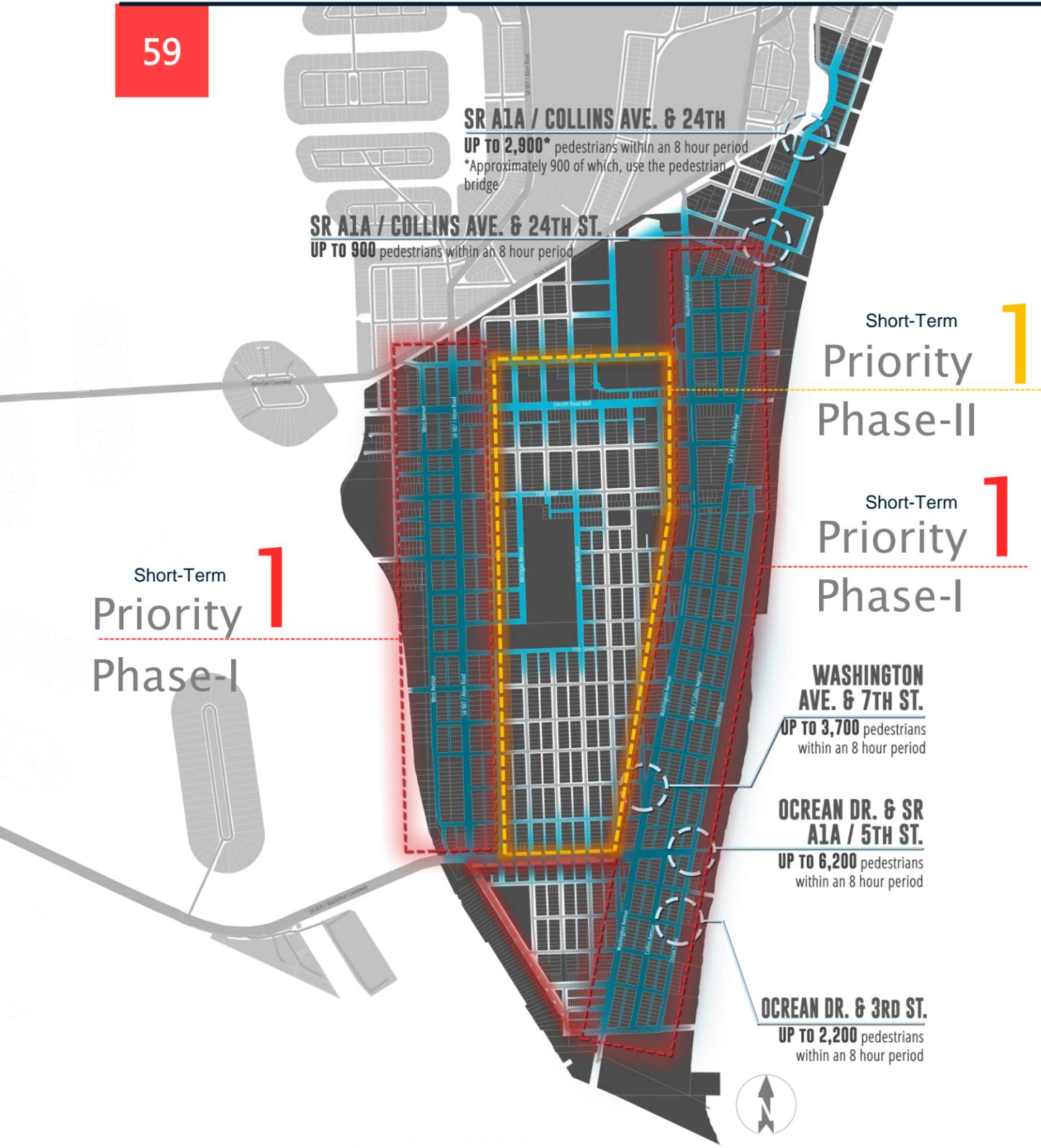


Existing

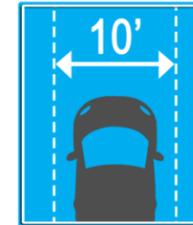


Proposed

# PEDESTRIAN PRIORITY ZONE SOUTH BEACH



Prohibit Right-Turns On Red



Limit Mixed Traffic Lane Widths



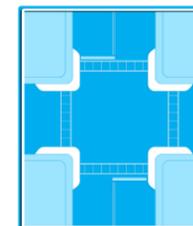
Provide Adequate Sidewalk Widths



Provide Crosswalks At All Intersections



Designate 25 MPH Speed Limits



Provide Specific Traffic Calming Improvements



Provide Sufficient Shading and Lighting



Improve Pedestrian Signalization

# SR 934 / 71<sup>ST</sup> STREET / NORMANDY DRIVE

7

Limits: Bay Drive --- SR A1A / Collins Avenue

Type:     

Objective: Exclusive Transit and Protected/Buffered Bicycle Lanes

Cost: \$ 11,900,304.00



# SR A1A/MACARTHUR CSWY POTENTIAL

## TYPICAL SECTION

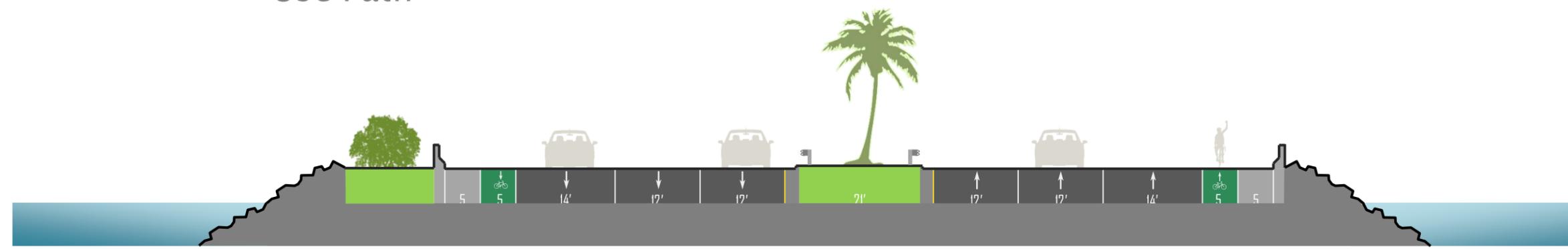
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Limits: US-1 / Biscayne Blvd --- Washington Ave



Objective: Light Rail Transit/Shared-Use Path

Cost: \$ 177,000,000



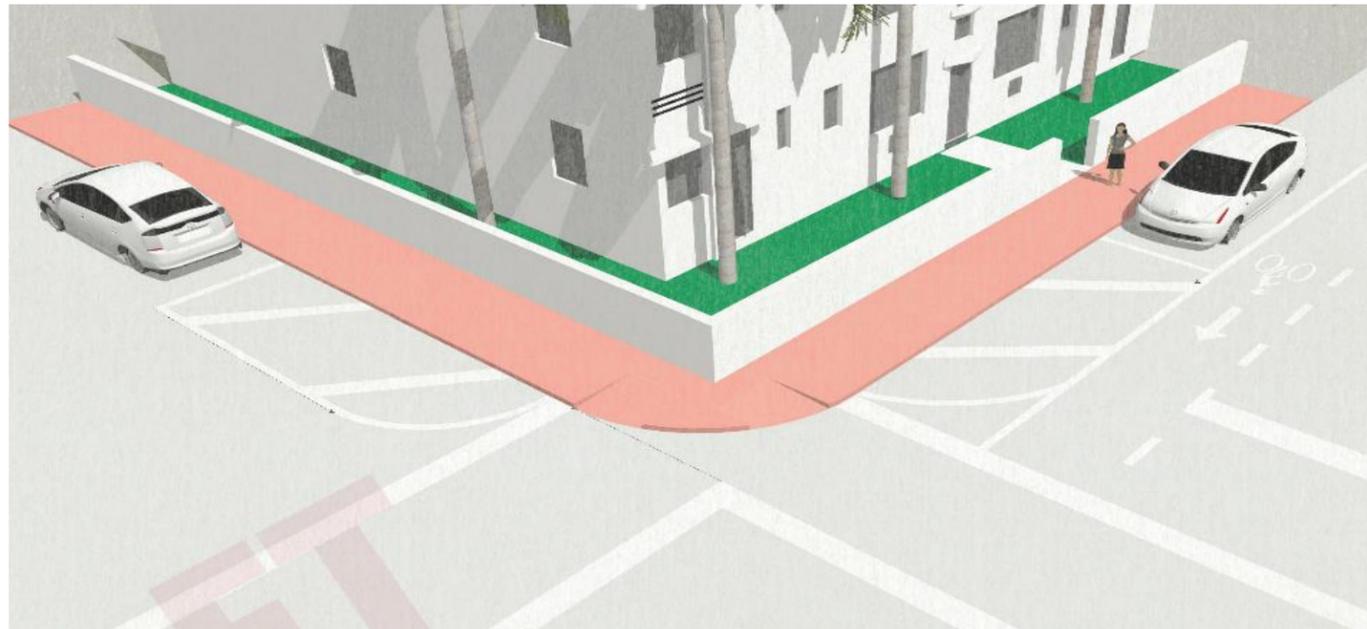
120'  
MacArthur Causeway



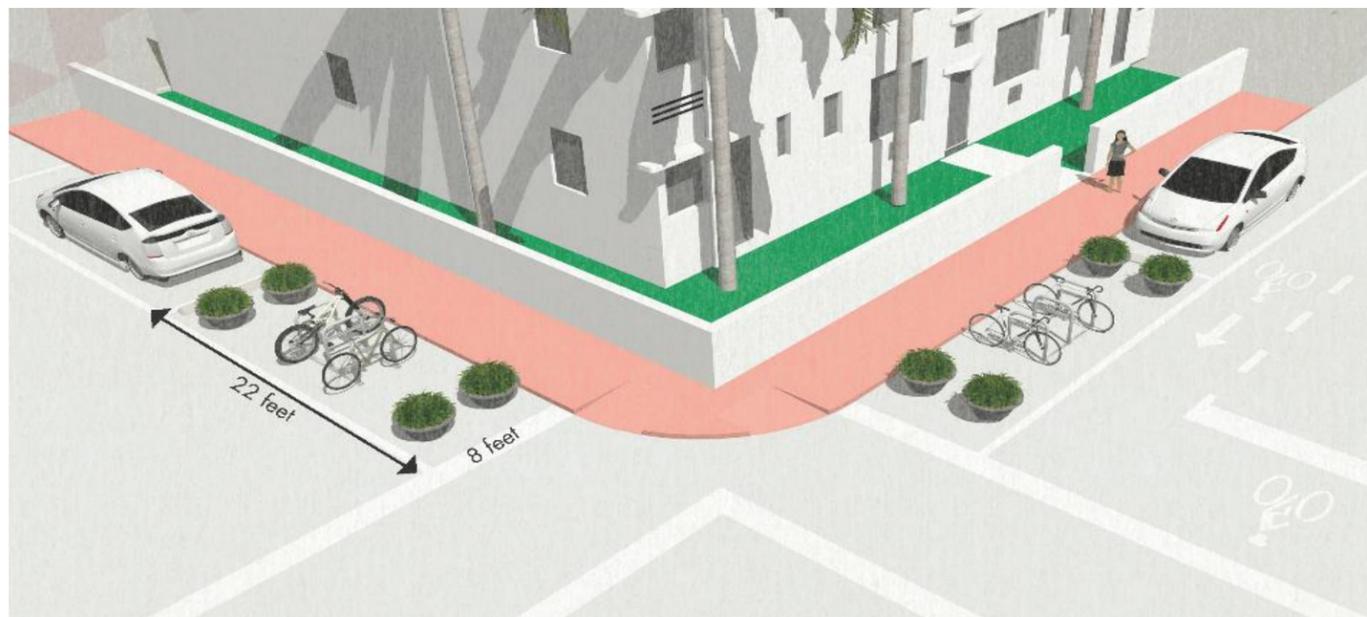
120'  
MacArthur Causeway



# Bicycle Parking



Underutilized curbside spaces within residential neighborhoods may be suitable



Short-term, temporary, and low-cost materials may be used to provide landscaping and beautification

## DISTANCE FROM WALLS/MAINTAIN PEDESTRIAN AISLE

To ensure safe maneuvering and circulation, bicycle rack placed perpendicular to a wall must be at least 4 ft. from the wall to the nearest vertical component of the rack. Bicycle racks placed parallel to a wall must be at least 3 ft. from the wall. For indoor racks placed in groups, an adequate pedestrian aisle must be provided so that bicyclist can access and maneuver in and out of the parking space. Pedestrian aisle should be at least 5 ft. wide.

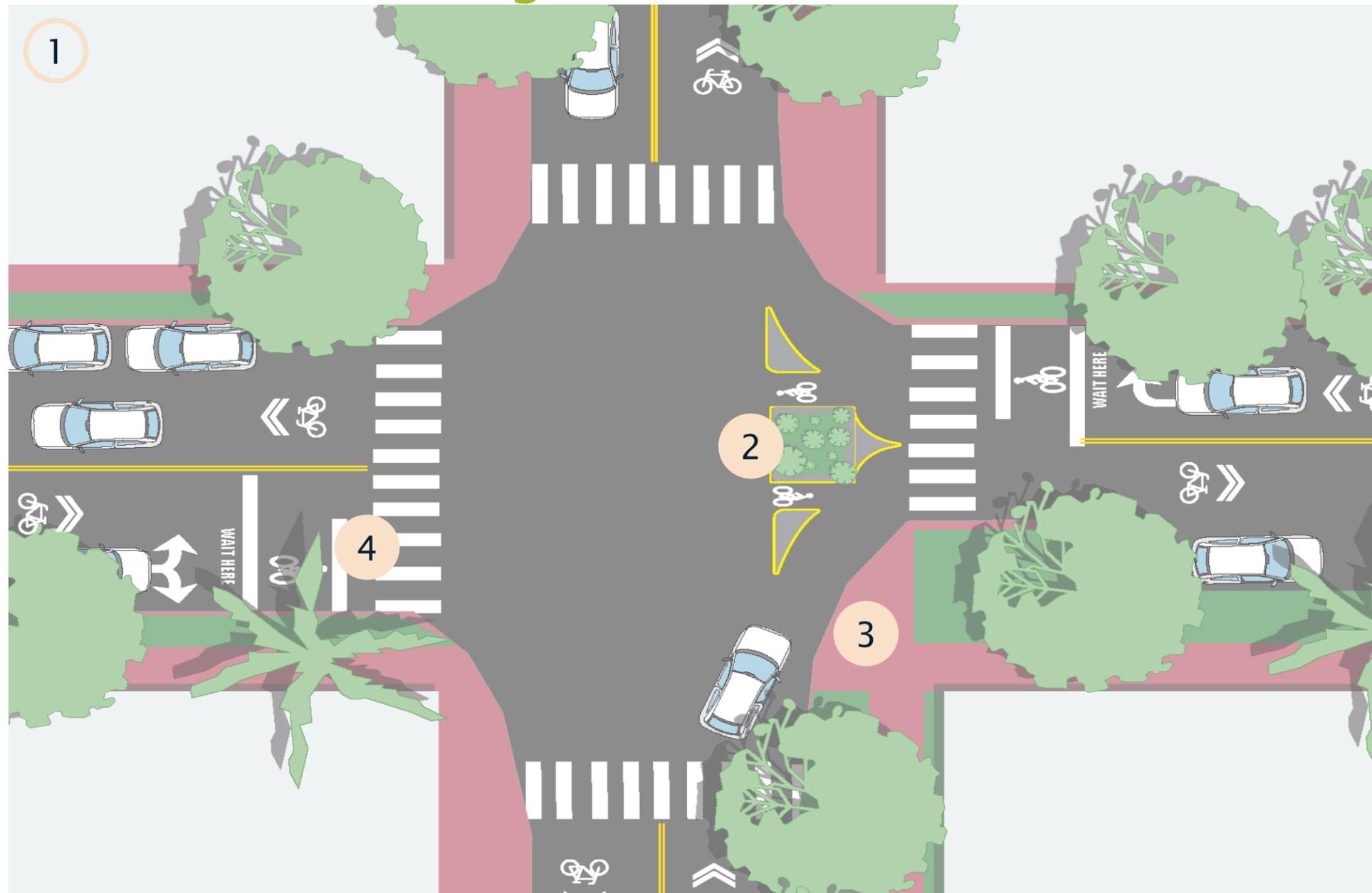
## ADDITIONAL SITE DISTANCES RECOMMENDATIONS

- 15 ft. from fire hydrants, bus stops, taxi stands, hotel loading zones, transit stops, news paper kiosks, etc.
- 10 ft. from intersections, driveways, and curb cuts
- 5 ft. from any standpipes or above-ground structures such as signs, meters, lights, mail boxes, planters, public bathrooms, pay phones, etc.
- 3 ft. from tree pit edges, grates, utility covers, etc.

# Greenways

## For Local Streets

Neighborhood of **Flamingo** is a prime candidate for this conceptual plan view



- 1 Appropriate education should be provided to residents
- 2 Closures and diverters should be liberally marked to alert drivers of emerging bicyclists not turning at this feature
- 3 Supplemental signage and markings needed at major intersections
- 4 Forward stop bars or bike boxes should be considered on minor intersections

Thank You &

Questions

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