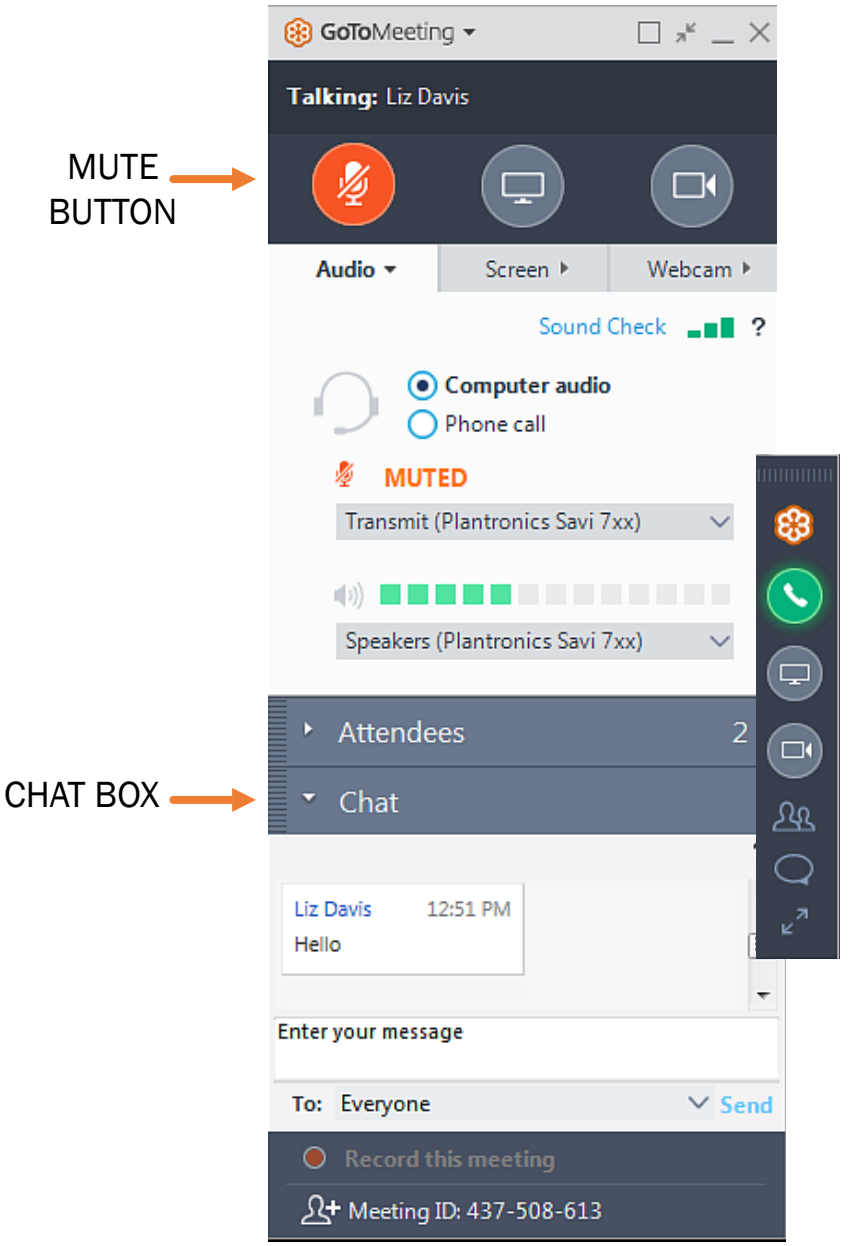
# COLLINS MULTIMODAL CORRIDOR STUDY

## PROJECT ADVISORY TEAM MEETING #2

## JANUARY 18, 2022

# RULES OF ENGAGEMENT

- Project Advisory Team Representatives welcome to comment at any time.
- Other attendees are encouraged to type questions/comments into chat box
- Public comment period is the last agenda item
- Please share cameras when speaking, go on mute otherwise
- This meeting will be recorded
- If you have any technical difficulties, please let us know via the chat box. Community Outreach Specialist Maria Alzate is on standing by to help. You can also reach her at **1-800-418-0524** for technical support.
- All ideas are welcomed; share respectfully



# INTRODUCTION - PROJECT TEAM

FDOT

Tiffany Gehrke,
Project Manager

RENAISSANCE PLANNING

Dan Hardy,
Project Manager

Nicole Estevez
Senior Planner

CALTRAN ENGINEERING GROUP

INFINITE SOURCE COMMUNICATIONS GROUP

# INTRODUCTION - PROJECT ADVISORY TEAM

| Agency / Entity | Prefix | First Name | Last Name | Title |
|---|---|---|---|---|
| Miami-Dade Transportation Planning Organization | Ms. | Jeannine | Gaslonde | TPO Transit and Regional Manager |
| | Mr. | Kevin | Walford | Transportation Planner III |
| Miami-Dade Department of Transportation and Public Works | Mr. | Leandro | Ona | Highway Engineering |
| Miami-Dade County Department of Regulatory and Economic Resources | Mr. | Vinod | Sandamassy | Supervisor |
| FDOT District 6, Traffic Ops/Design | Mr. | Omar | Meitin | Traffic Operations Engineer |
| FDOT District 6, Drainage | Mr. | Nathaniel | Pulido | District Drainage Design Engineer |
| Miami Beach Chamber of Commerce | Mr. | Jerry | Libbin | President and CEO |
| City of Miami Beach Transportation and Mobility Department | Mr. | Jose | Gonzalez | Director |
| | Mr. | Josiel | Ferrer | Assistant Director |
| | Mr. | Milos | Majstorovic | Transportation Manager |
| Greater Miami and the Beaches Hotel Association | Ms. | Wendy | Kallergis | President and CEO |
| Mid-beach Neighborhood Association | Ms. | Alicia | Casanova | Chair of Collins Ave Working Group |
| FDOT Distirct 6, Modal Development | Ms. | Nilia | Cartaya | Public Transportation Manager |
| | Mr. | Raymond | Freeman | Passenger Operations Manager |

# INTRODUCTION - DISCUSSION TOPICS

1. INTRODUCTIONS
2. STUDY PURPOSE
3. STUDY CONTEXT
4. ALTERNATIVES EVALUATED
5. NEXT STEPS

# STUDY PURPOSE AND NEED

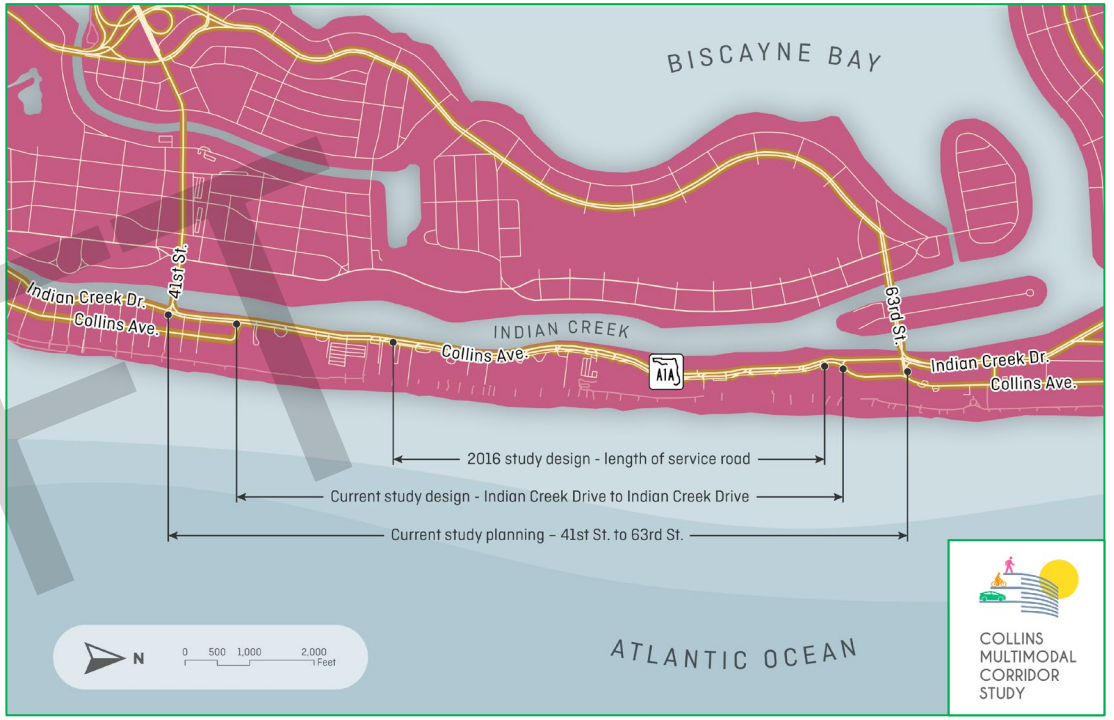
Station: 1. Purpose and Need
Display: Poster size

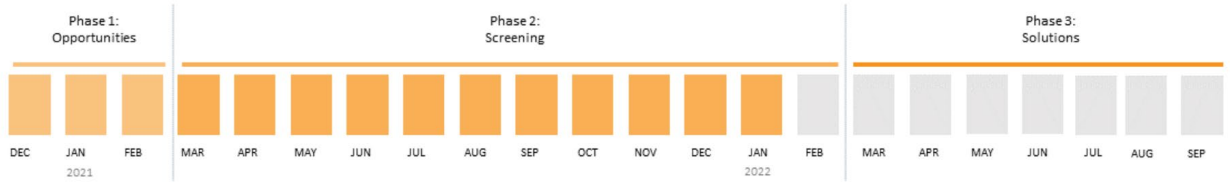
The Florida Department of Transportation (FDOT) is evaluating and planning for a multimodal improvement project along State Road (SR) A1A/ Collins Avenue from W 41 Street to W 63 Street, in the City of Miami Beach, Florida.

The purpose of the study is to identify, develop, and evaluate multimodal improvements addressing existing and future mobility for all modes of travel including pedestrian, bicycle, motorists, and transit. This study will address the possibilities to repurpose the service road, improve walkability, increase the overall comfort for all users, and connect users within and beyond the study area.

The study has three phases:

- **Opportunities** included data compilation and community engagement.
- **Screening** developed candidate alternatives and we are today seeking your feedback on what resonates with you.
- **Solutions** will develop a proposed set of near-term and long-term improvements based on your feedback, with a second public meeting to be scheduled for late spring 2022..



# STUDY AREA CONTEXT

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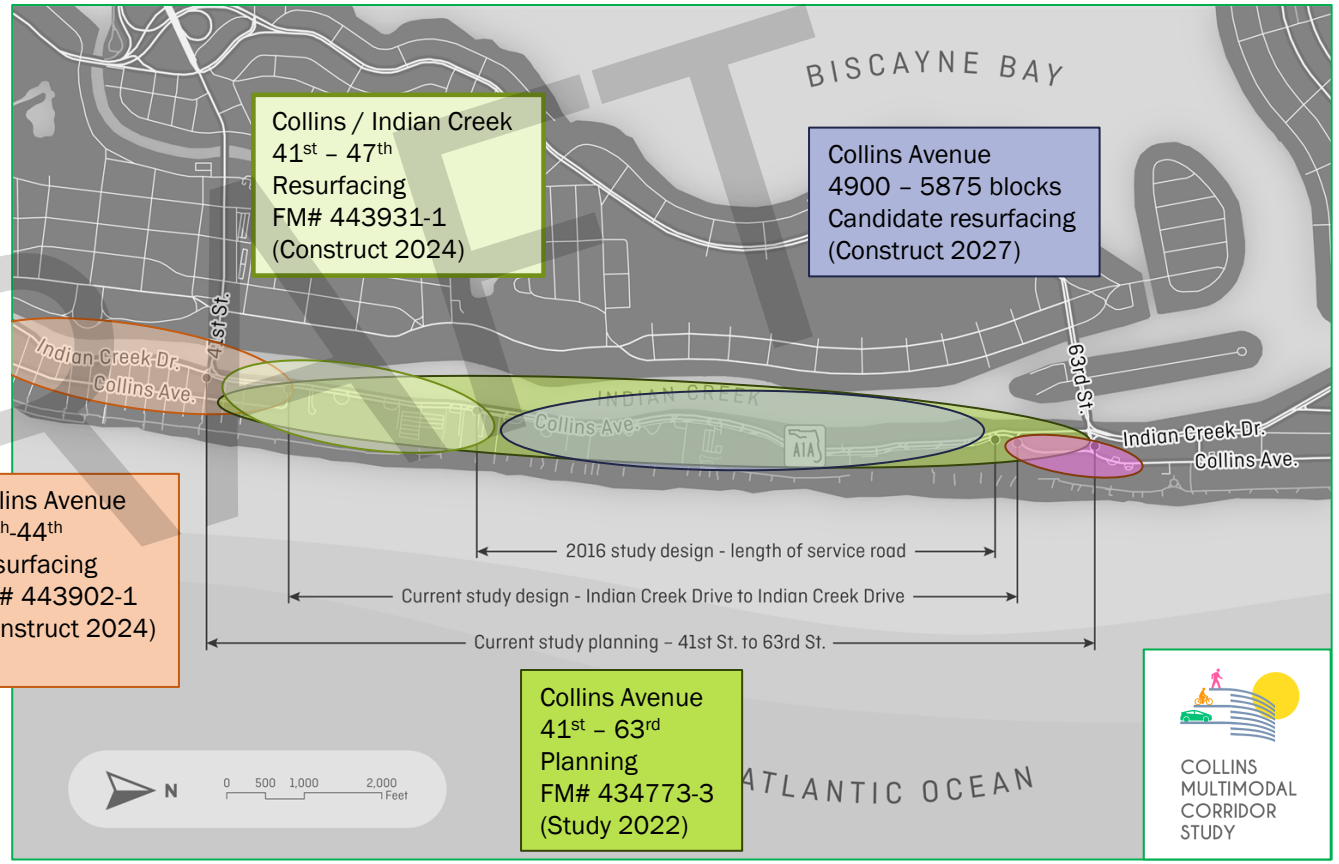
The Collins Avenue Multimodal Study (also described as FM# 434773-3) is rethinking how to best serve multimodal needs in the MidBeach neighborhood.

The portion of Collins Avenue from 41st to 63rd Streets has a context classification of C-6 Urban Core, reflecting the most urban area type statewide.

This planning study encompasses a prior safety study (FM# 434773-1) that produced draft 60% design plans in 2016. Several other projects, primarily related to resurfacing, provide opportunities to improve multimodal connectivity.



# WHERE DO YOU.....

Station: 1. Purpose and Need
Display: Roll plot

BASE MAP ROLL PLOT (from alternatives slide) WITH STICKY DOT FOR LIVE, WORK, VISIT COLORS

# MEETING PURPOSE

Station: 1. Purpose and Need
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The FDOT Project Team has developed two basic alternatives that examine tradeoffs in achieving desired community goals (both per adopted plans and community engagement):

- **Alternative 1: Retrofit** – accommodate desired changes without full reconstruction (possible for a truncated alternative between 46th and the 5875 Block or extended with right-of-way impacts southward to 41st Street). Changes without right-of-way impacts might be feasible for implementation as part of repaving
- **Alternative 2: Reconstruct** – provide more flexibility for protected transit lanes and bicycle facility flexibility by a full roadway reconstruction, but with more environmental studies required and more impacts during construction.

This meeting seeks your feedback on which Alternative/Option combinations have the greatest potential for further study, and what design details in any alternative are most important to you.

Your input will be used to further develop those options with greatest potential and provide a recommended design and implementation plan at a second public meeting in late spring 2022.

PLACEHOLDER FOR MAP OF PUBLIC MEETING STATIONS

# TRAVEL DEMAND

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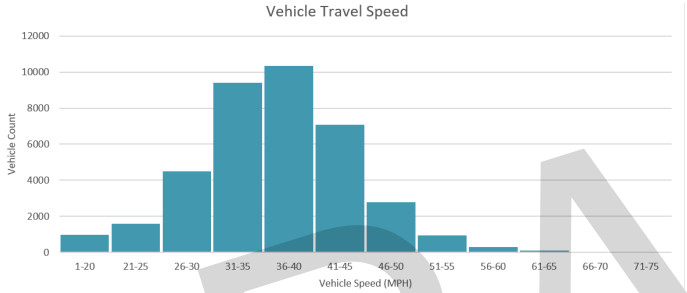
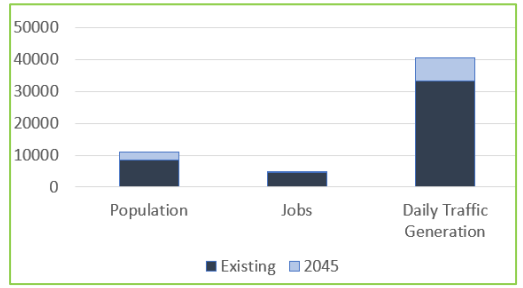
Speeding traffic is one of the most compelling stakeholder concerns. About 57% of the traffic over the course of the day exceeds the 35 MPH mainline speed limit.



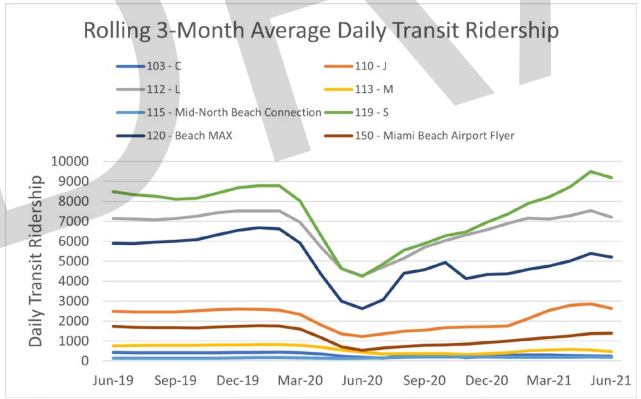

Source: Project data collection, May 2021

Adopted regional long-range forecasts indicate an additional 2,000 residents in the study area by 2045. Forecast daily traffic volumes are expected to grow at rates generally comparable to growth in development.



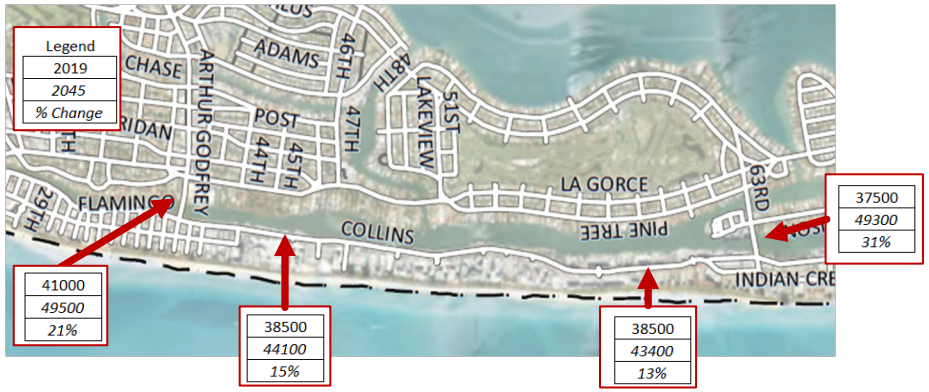

Source: Southeast Florida Regional Planning Model

Ridership on transit routes in the corridor have rebounded nearly to pre-COVID levels. Transit routes serving the corridor are oriented in part to serve tourism, making these routes more resilient than many routes nationally.




Source: Miami Dade Transit

Forecast daily traffic volumes are expected to grow at rates of 15% - 30%, generally comparable to growth in development. Similar growth rates are expected for all modes of travel.




Source: Southeast Florida Regional Planning Model

# TRAVEL CONDITIONS

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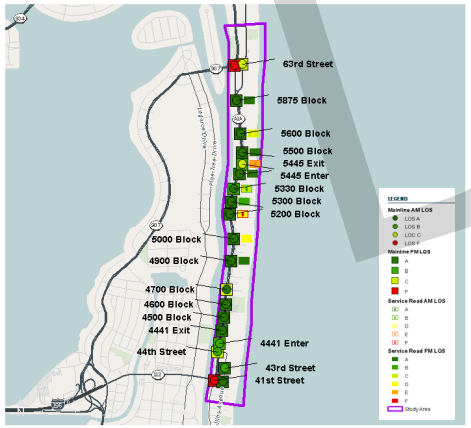
## TRAFFIC LEVEL OF SERVICE (LOS)

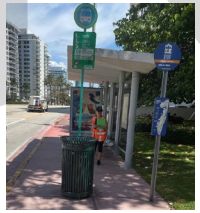
- LOS F currently exists at the junctions of Collins/Indian Creek with 41st and 63rd Streets
- Between these junctions, traffic operates at LOS C or better except for certain service road junctions where a few cars experience lengthy delays.

COLLINS MULTIMODAL CORRIDOR | INTERSECTION LOS




## TRANSIT QUALITY OF SERVICE (QOS)

- Eight Miami-Dade Transit (MDT) routes serve the corridor: Quality of Service (QOS) for segments ranges from A to B
- Bus shelter quality is variable, with higher quality shelters reducing effective sidewalk width
- The Better Bus Network is being implemented starting in 2022

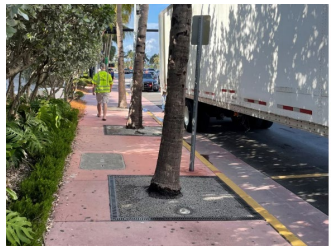


## BICYCLE LEVEL OF SERVICE (BLOS)

- There are no dedicated facilities (marked lanes or designated paths) in the study area: BLOS for segments ranges from D to E
- Better facilities along Collins Avenue could help reduce pedestrian/bicyclist conflicts on the Beachwalk

## PEDESTRIAN LEVEL OF SERVICE (PLOS)

- Sidewalks are affected by high traffic volumes and speeds; PLOS for segments ranges from C to D
- Signalized driveways lack guidance for pedestrians walking along Collins Avenue
- Utilities and street furniture create sidewalk obstructions



## TRAFFIC SAFETY

- Many stakeholders note that the unconventional service road design creates a safety concern
- As shown in the “heat map” at right, crash frequency is greatest in the vicinity of 41st and 63rd Streets

# INTERACTIVE ENGAGEMENT TOOLS

Station: 2. Context
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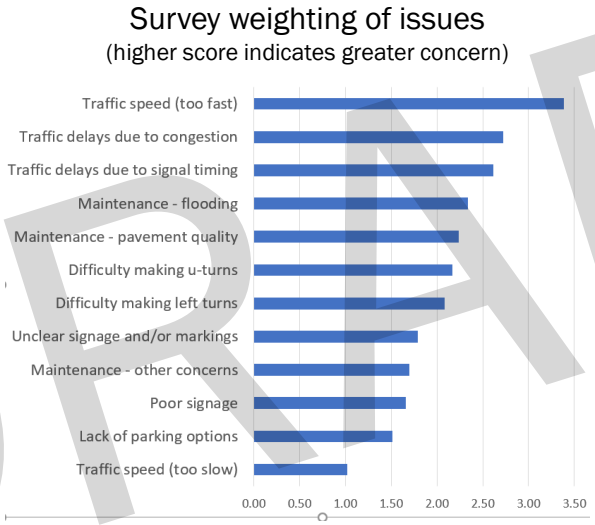
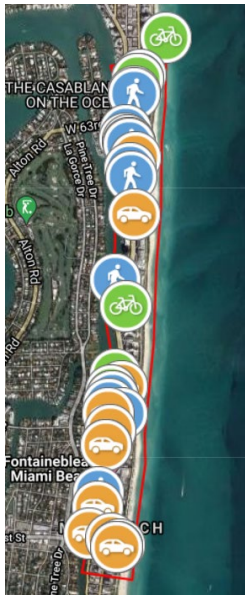
## Online survey results

- Survey active fall 2020 through August 2021
- 47 responses, representing
  - 70% full-time residents
  - 47% use bikes/scooters
  - 33% use transit
  - 31% retirees
- Areas of greatest concern including:
  - Bicycle safety (67%)
  - Speeding (67%)
  - Pedestrian safety (65%)



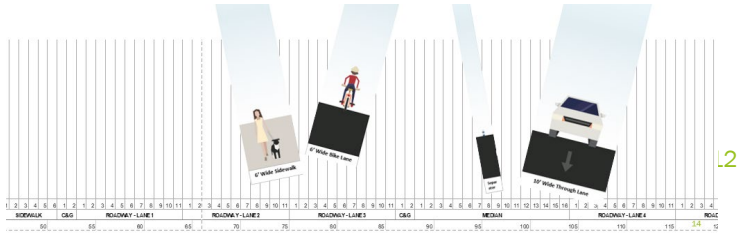

## Wikimap

- Site specific concerns and recommendations provided via online platforms
- Can be accessed via FDOT project website:
- Will be maintained throughout the course of the study
- Comments to date relatively evenly split among walking, biking, and driving modes
- About two-thirds of the concerns identified are safety concerns



## Design Workshop and StreetMix

- An interactive Design Workshop in August 2021 used the tool StreetMix to evaluate options using cardboard cutouts to allow participants to mix and match design elements
- The outcome of the event included interest in both dedicated bicycle and transit space and shared appreciation for the challenge of tradeoffs between retrofit and reconstruction approaches



# ALTERNATIVES DEVELOPMENT

Station: 2. Context
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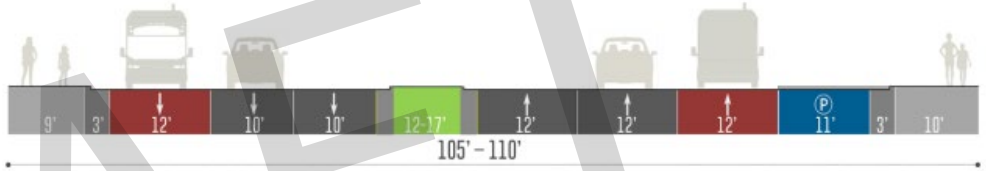
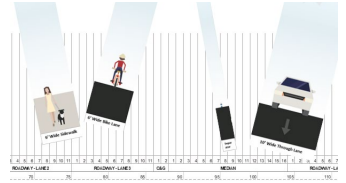
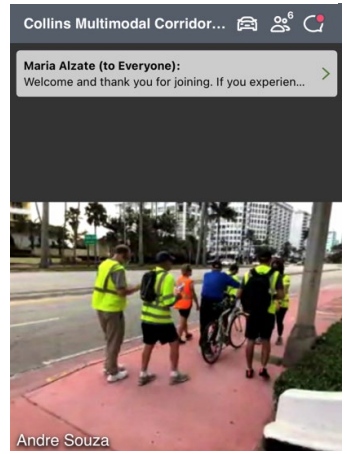
The alternatives presented at this public meeting were developed through synthesis of adopted plans, quantitative analysis of current and future conditions, and continuing stakeholder coordination.


The City of Miami Beach Transportation Plan recommends converting the service road space to use by bicyclists and dedicating two of the six travel lanes to buses










## Key stakeholder coordination events

- Virtual Project Advisory Team (PAT) Meeting #1 was held on Tuesday, March 2, 2021.
- Collins Avenue Walking Audit Session #1 was held on Wednesday, May 12, 2021.
- Collins Avenue Walking Audit Session #2 was held on Wednesday, May 19, 2021.
- MidBeach Neighborhood Association (MBNA) Collins Avenue Working Group Community Design Workshop was held on Wednesday, August 18, 2021.
- Continuing coordination with the MBNA Collins Avenue Working Group and City of Miami Beach

## Ideas generated for alternatives

The outreach to date generated several ideas. Some elements have been determined not to be feasible and have been dropped from further study, including double-decking one or more elements, light rail transit, and converting the median into a “paseo” or promenade. Other ideas will be incorporated in the next phase, including:

- Landscaping opportunities (with native species)
- Noise attenuation
- Vehicular speed management
- Maintenance, enforcement

# PROJECT ALTERNATIVES: SECTIONS

Station: 3. Alternatives
Display Poster size



Several alternative treatments were evaluated to improve bicycle and transit quality of service, with a focus on repurposing the **Existing** service road:

**Alternative 1: Retrofit** – where the service road exists (between the 4900 and 5875 blocks) this alternative could be constructed without moving outside curbs or major utilities. An **Alternative 1 Truncated** would only involve the current service road limits. For Alternative 1 two options are considered for the same typical section:

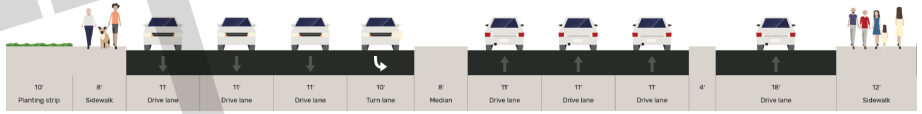
**1A.** With a curb-lane dedicated for transit (shown)
**1B.** Without a curb-lane dedicated for transit

**Alternative 2: Reconstruct** – provide more flexibility for protected transit lanes and bicycle facility flexibility by a full roadway reconstruction, but with more environmental studies required and more impacts during construction. Three suboptions are considered:

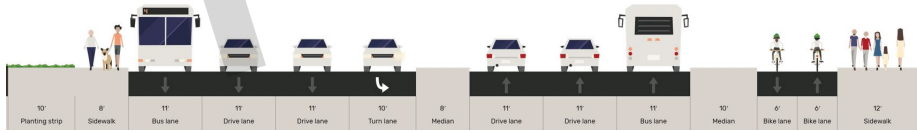
**2A.** With concurrent-flow bicycle lanes in each direction
**2B.** With a two-way cycle track on the east side
**2C.** With a two-way cycle track on the west side

These graphics show the elements of each alternative in a **"typical section"** view, looking northward (Atlantic Ocean to the right, Indian Creek to the left) in the vicinity of the 5000 block.

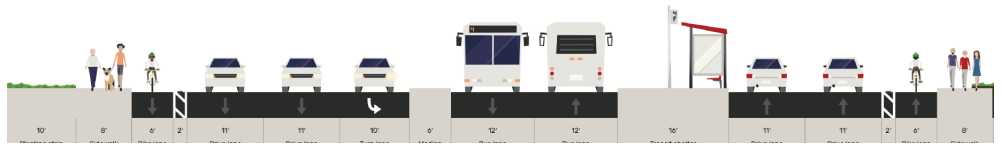
Existing



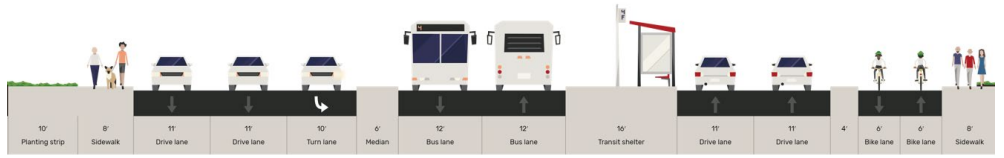
1A, 1B



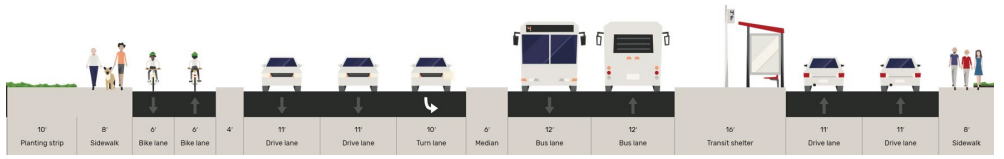
2A



2B



2C



# PROJECT ALTERNATIVES: FOOTPRINTS

Station: 3. Alternatives
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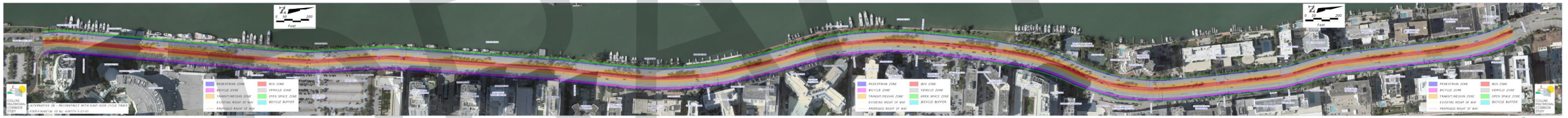
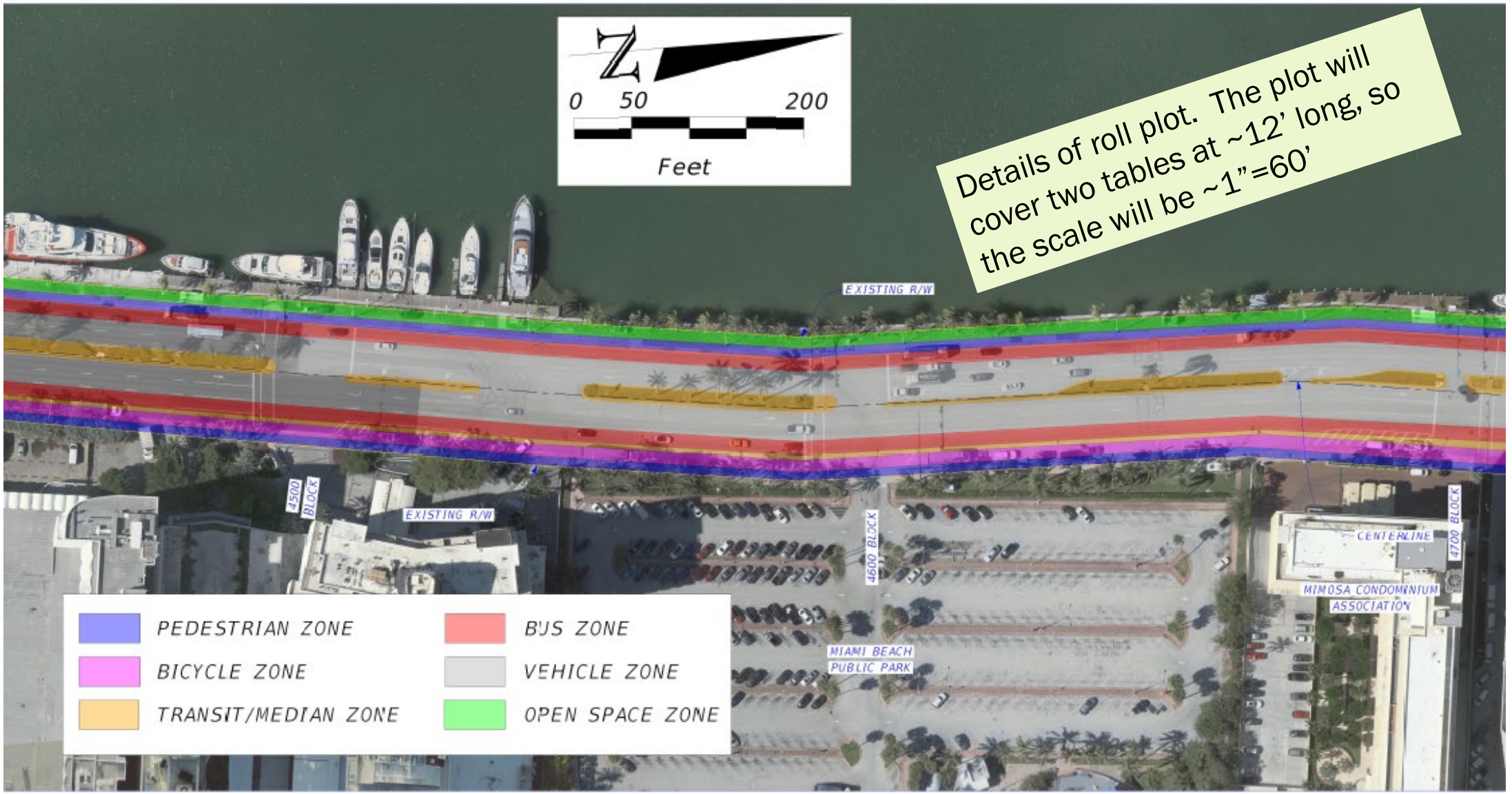




These two plots can be zoomed in on with PPT/PDF for review.

FEEDBACK: They will be stand-alone roll plots with sticky notes to add comments in the margins and we will take zoom-in snapshots for PPT presentations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0 50 200
Feet
Details of roll plot. The plot will cover two tables at ~12' long, so the scale will be ~1"=60'
EXISTING R/W
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CENTERLINE
4700 BLOCK
MIMOSA CONDOMINIUM ASSOCIATION
MIAMI BEACH PUBLIC PARK
PEDESTRIAN ZONE
BUS ZONE
BICYCLE ZONE
VEHICLE ZONE
TRANSIT/MEDIAN ZONE
OPEN SPACE ZONE

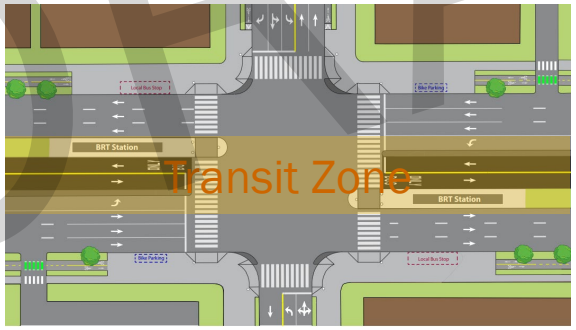
# CANDIDATE TRANSIT TREATMENTS

Station: 3. Alternatives
Display: Poster size

MEDIAN TRANSITWAY

- Buses travel in exclusive lanes separated by landscaped medians
- Median space used for *far side* bus shelters and *near side* left turn lanes
- Riders cross to the median for boarding
- Usually part of a larger bus rapid transit (BRT) system
- Requires judgment as to whether all buses are served in the transitway or some remain at the curb; given the number of routes on Collins Avenue, rider expectations would best be served by all buses using the same shelter

Source: NACTO guidance on median transitway (shown with one-direction separated bicycle lanes

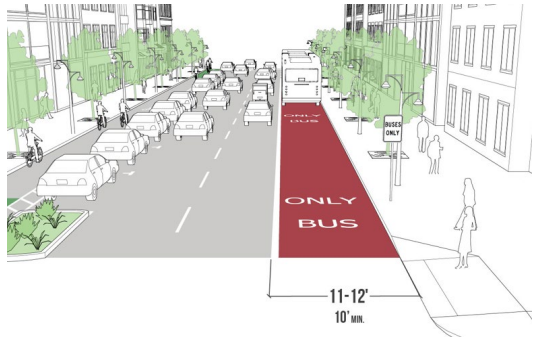



Source: Fairfax County, VA, DOT application of near-side left-turn lanes and far-side bus stops in transit zone

CURB TRANSIT LANE

- Curb lane limited to buses and right turns
- Can be implemented for “queue jumps” or “RED” lanes for shorter applications
- Could also be signed to be used by bicyclists
- Temporary blockages due to right turns or breakdowns are more likely with the curb transit lane, but bypassing blockages is easier since buses are readily able to change lanes as appropriate.

For any preferential transit lane treatment (median or curb), the efficiency of people movement should be considered.



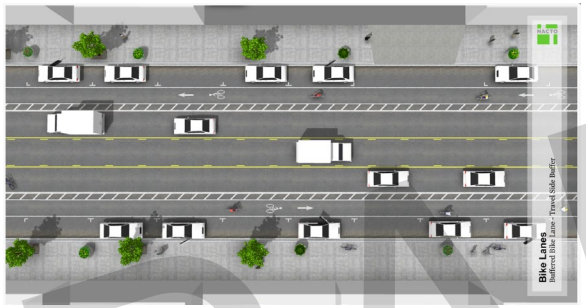

Source: NACTO guidance on median transitway (shown with one-direction separated bicycle lanes

Source: NACTO guidance on shared bus/bike lanes

# CANDIDATE BICYCLE TREATMENTS

Station: 3. Alternatives
Display: Poster size

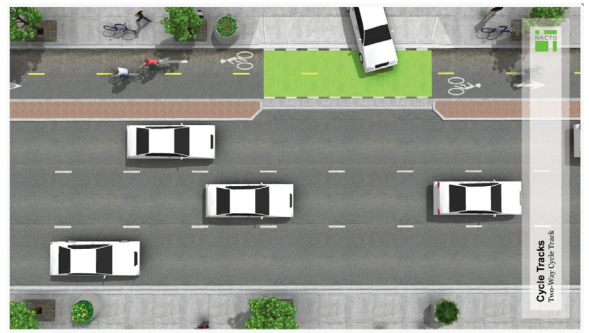
CONCURRENT FLOW BICYCLE LANES
- Bicycles have a separate lane between the curb and the rightmost general purpose travel lane
- Most suitable for higher-speed cyclists




Source: NACTO guidance on concurrent-flow buffered bicycle lanes

BUFFER / SEPARATOR TREATMENTS
- A variety of separation treatments are available; the best treatment depends on visibility, degree of porosity to/from the lane, and maintenance

TWO-WAY CYCLE TRACK
- Bicyclists have a facility for two-way flow on one-side of the street
- Suitable for cyclists not comfortable riding in or near traffic.




Source: NACTO guidance on two-way cycle track

A two-way cycle-track needs to serve both north and south directions of bike travel on either the west or east sides of Collins Avenue, with a tradeoff between serving the greatest number of users (likely the east side) and providing the best quality of service to the cyclist (likely the west side).

West side offers:
- Better access to bridges to mainland
- Fewer driveway conflicts

East side offers:
- Better access to beaches
- Greater access for non-recreational origins/destinations which are greater on eastern side of street


Source: NACTO guidance on two-way cycle track

# COMPARING ALTERNATIVES

Station: 3. Alternatives
Display: Poster size

The comparison of alternatives highlights the tradeoffs inherent in the corridor:

- **Alternative 1 - Retrofit** provides meaningful improvement in multimodal conditions with limited right-of-way and property impacts
- **Alternative 2 – Reconstruct** provides substantial improvement in multimodal conditions but with greater right-of-way and property impacts



| | Alternative 1 - Retrofit | | | Alternative 2 - Reconstruct | | |
|---|---|---|---|---|---|---|
| | Full | | Truncated | | | |
| | Option A | Option B | Option B | Option A | Option B | Option C |
| **Elements** | | | | | | |
| **Transit lane** | Curb lane | None | | Median lanes | | |
| **Bicycle lane** | East side cycle track | | | Concurrent flow lanes | East side cycle track | West side cycle track |
| **Limits of construction evaluated** | 44th - 5875 block | | 4900 block - 5875 block | 44th - 5875 block | | |
| **User Perspectives** | | | | | | |
| Collins Avenue motorist | Increased delay | | | Increased delay | | |
| Driveway user | Limited U-turns, two-stage entrance/exits | Two-stage entrance/exits | | | Two-stage entrance/exits | |
| Local transit rider | Curb bus lane may help increase bus speeds | | | Median bus stops surrounded by traffic may be slightly less welcoming | | |
| Through transit rider | Curb bus lane may help increase bus speeds | | | Median bus runningway less suscpetible to driveway activity friction | | |
| Pedestrian walking along Collins Avenue - west side | | | | | | Greater separation from traffic |
| Pedestrian walking along Collins Avenue - east side | Greater separation from traffic | | Greater separation from traffic (for shorter length) | | Greater separation from traffic | |
| Pedestrian crossing Collins Avenue | Shorter crosswalk lengths | | | Shorter crosswalk lengths | | |
| Delivery vehicle | Fewer loading areas at hotels/condos | | Fewer loading areas at condos | Fewer loading areas at hotels/condos | | |
| Casual or recreational cyclist oriented toward beaches | Better access to Beachwalk | | | | Better access to Beachwalk | |
| Casual or recreational cyclist oriented toward mainland | | | | | | Better access to bridges |
| Advanced cyclist | | | | Greater separation with low side-friction | | |
| Aesthetics | Opportunities for landscaping generally vertical to minimize impacts | | | Median transitway and full reconstruction provide additional landscaping opportunities using native foliage | | |
| **Impacts and timeline** | | | | | | |
| Historic District impacts mitigation | Signficant effects south of 4900 block | | Minor | Significant effects | | |
| Natural environmental impacts mitigation | Minor | | Minor | Minor | | |
| Estimated right-of-way acreage | 0.3 acres | | Negligible | 1.0 acres | | |
| Estimated capital cost | $3M - $5M | | $2M - $4M | $20M - $25M | | |
| Approval process complexity | Design and ROW | | Design | PD&E study, design, ROW | | |

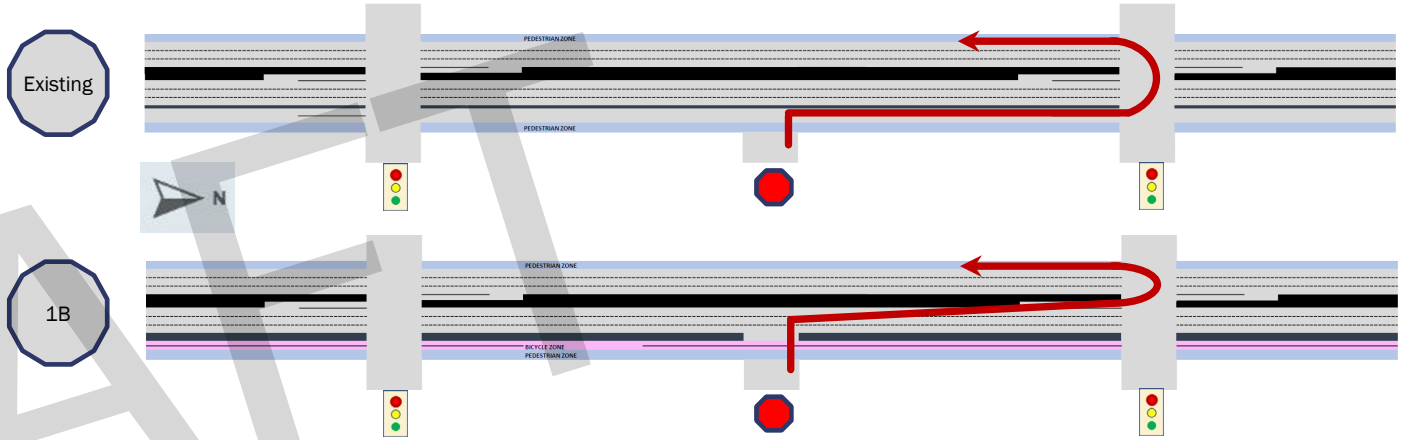
| Comparison of effects across Alternative / Option choices based on user perspectives | | |
|---|---|---|
| Best | Intermediate | Worst |

# EFFECTS ON LOCAL ACCESS

Station: 3. Alternatives
Display: Poster size

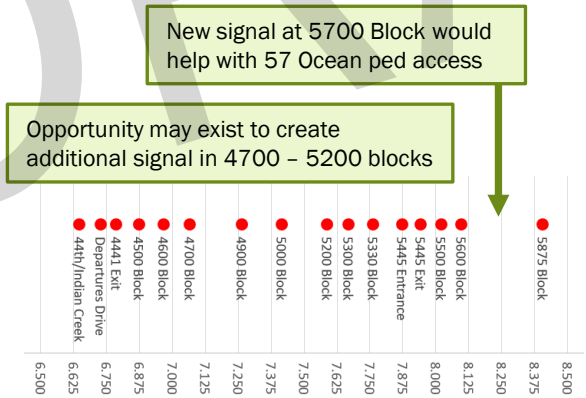
REMOVING THE SERVICE ROAD:

- Moves northbound U-turns from the service road to the mainline road and requires a sufficient gap to cross NB mainline traffic flow
- Makes conditions for service road properties (4900-5875 Block properties on east side) that are the same as for properties throughout the rest of the study area
- Can be facilitated with signal timing strategies that create longer gaps in upstream Collins Avenue traffic




CONSIDERING ADDITIONAL SIGNAL LOCATIONS

- Between 44th Street and the 5875 Block, signals are generally located at intervals close to the 1/8-mile minimum distance recommended for the Urban Core (C6) context.
- Additional signals would help manage coordinated flow along/across Collins for all modes.




SR A1A mileposts, with gridlines indicating minimum signal spacing at 1/8 mile intervals

A two-way cycle-track would require driveway users to be aware of cyclists traveling in both directions and would likely require a two-stage driveway exit:

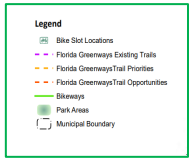
1. to cross the sidewalk and cycle-track,
2. to make the right turn onto the Collins Avenue mainline.

Source: Virginia Department of Transportation (showing two-stage enrance markings from Netherlands

# BICYCLE CONNECTIVITY

Station: 3. Alternatives
Display: Poster size

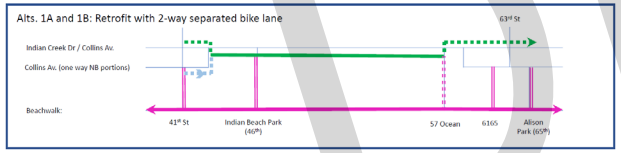
## Miami Beach 2019 Comprehensive Plan

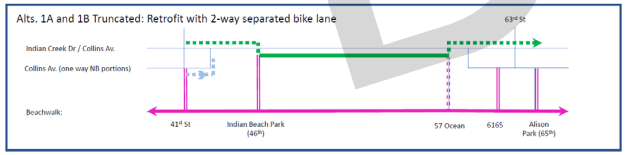




The Miami Beach 2019 Comprehensive Plan identifies both Collins Avenue and portions of the Beachwalk as designated elements of the Florida Greenways Trail. Greater reliance on Collins Avenue to accommodate trail users provides a desired parallel route for bicyclists to reduce bicycle/pedestrian conflicts on the Beachwalk.

Public comment has also focused on opportunities to connect these north-south bicycle facilities to the Indian Creek bridges at 41st and 63rd Streets. Future protected facilities for bicyclist travel beyond the current conceptual design limits may be more practical along Indian Creek Drive than Collins Avenue, due to available space to repurpose pavement. In any case where a bicycle facility crosses Collins Avenue, traffic signal protection is needed (i.e., a new signal in the 5700 block would be desired). in all cases shown.

## Alternative 1 – Retrofit Options

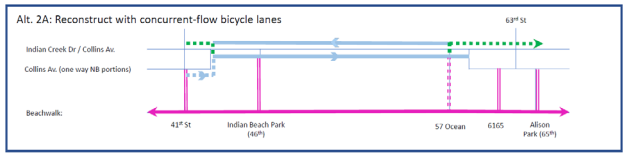


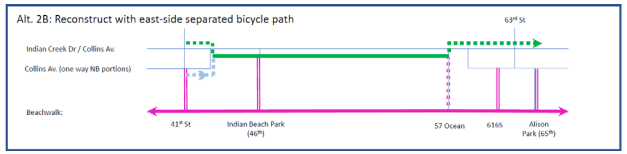



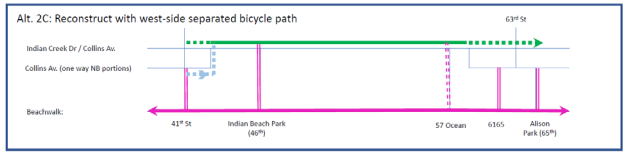


Retrofit options in Alternative 1 would leverage connections to the Beachwalk at 46th Street and 57 Ocean to provide redundancy for the Florida Greenways Trail.

## Alternative 2 – Reconstruct Options

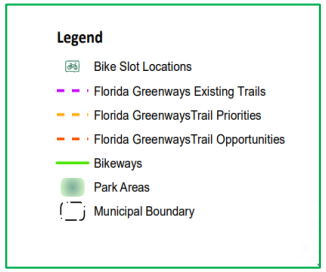


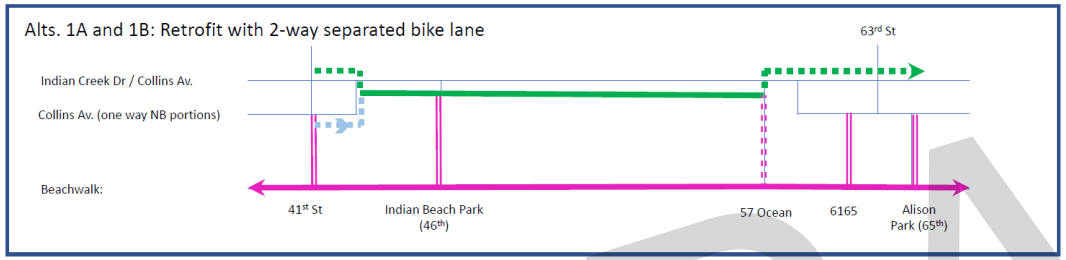



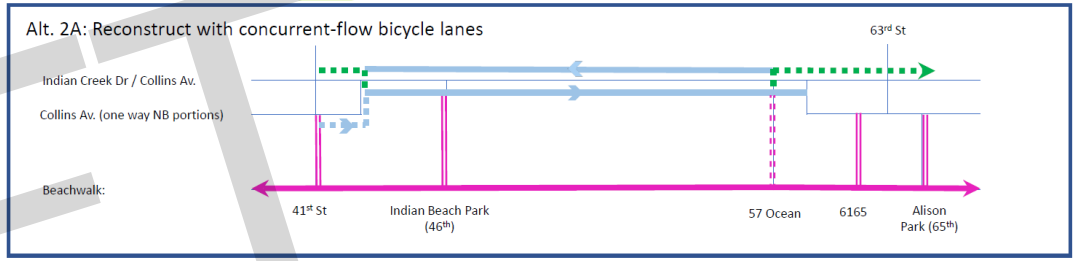



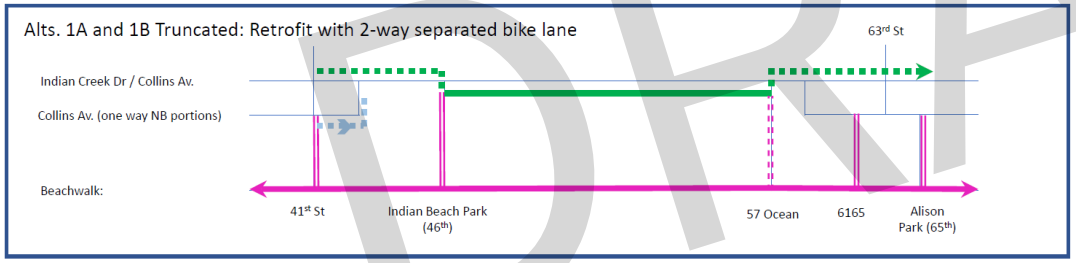

Reconstruct options in Alternative 2 would create additional flexibility for either on-road bike lanes or a separated bike path on either west or east sides of the road

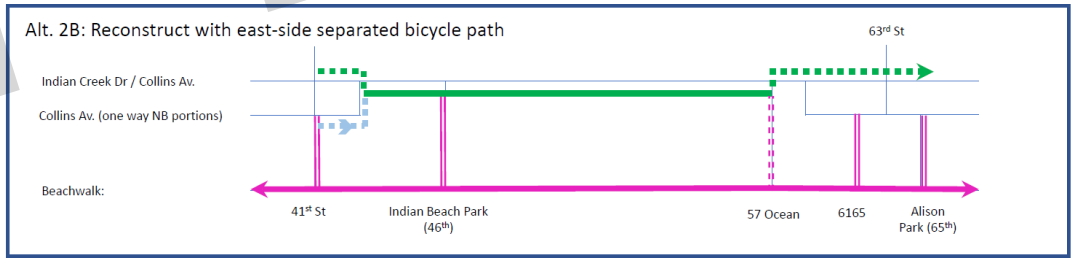
# Details of bicycle connectivity schematics

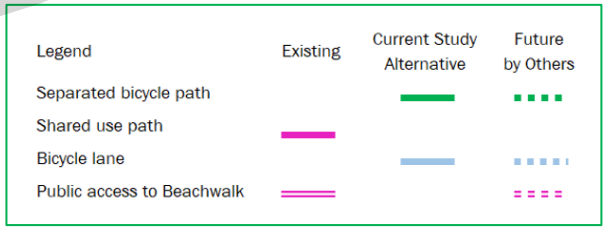



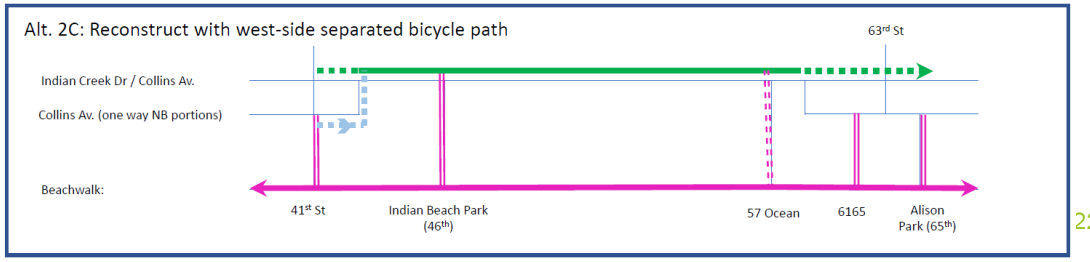



# WHICH ALTERNATIVE(S) DO YOU PREFER?

Station: 3. Alternatives
Display: Poster - FEEDBACK

Please indicate your preference(s) for a given alternative by placing 3 dots in the table below: you can put them all on one alternative or split them among multiple alternatives. If your preference is to do nothing, place your dots outside the table.

| | Alternative 1 - Retrofit | | | Alternative 2 - Reconstruct | | |
|---|---|---|---|---|---|---|
| | Full | | Truncated | | | |
| | Option A | Option B | Option B | Option A | Option B | Option C |
| **Elements** | | | | | | |
| Transit lane | Curb lane | | None | Median lanes | | |
| Bicycle lane | East side cycle track | | | Concurrent flow lanes | East side cycle track | West side cycle track |
| Limits of construction evaluated | 44th - 5875 block | | 4900 block - 5875 block | 44th - 5875 block | | |
| | | | | | | |

# NEXT STEPS – STUDY DETAILS

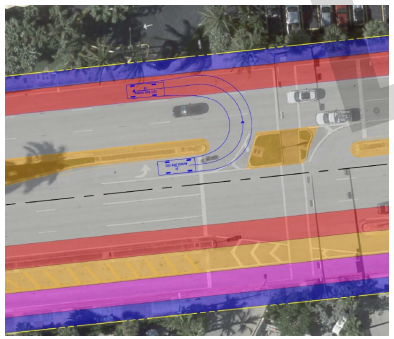
Station: 4. Next Steps
Display: Poster

After identifying which alternative( / option best resonates with community feedback, the study team will develop a conceptual plan that includes further incorporation of design details, including treatments to address several areas of stakeholder interest across all alternatives.

SERVICE VEHICLE ACCESS

- Opportunities for loading zones both physically (greatest in Alt. 1A / 1B) and/or managed by time of day
- Consideration of operational limitations as shown in graphic below

As one example, U-turns for autos in Alt. 1A would require cars to encroach into the curb transit lane; large trucks would be prohibited.




SPEED MANAGEMENT

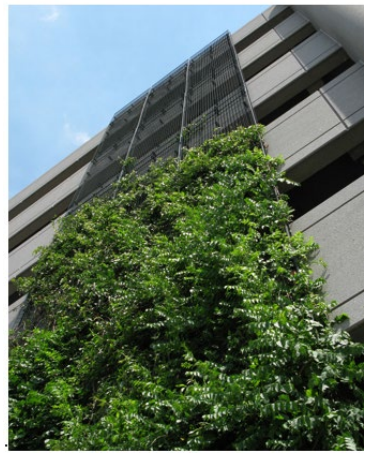
Approaches to include:

- Design elements such as curb bulbouts and horizontal deflection as devices to visually frame and narrow the roadway for motorists
- Guidance regarding traffic signal operations and education/enforcement
- Consideration of noise attenuation strategies
- Multiple “E”s: engineering, education, enforcement, encouragement, evaluation


LANDSCAPING / AESTHETICS

Identification of placemaking opportunities

- Continued branding / wayfinding
- Planting with native species
- Considering opportunities for public art

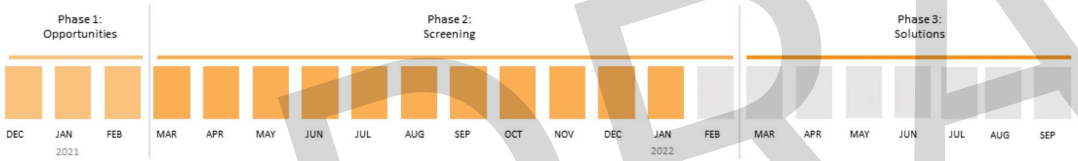


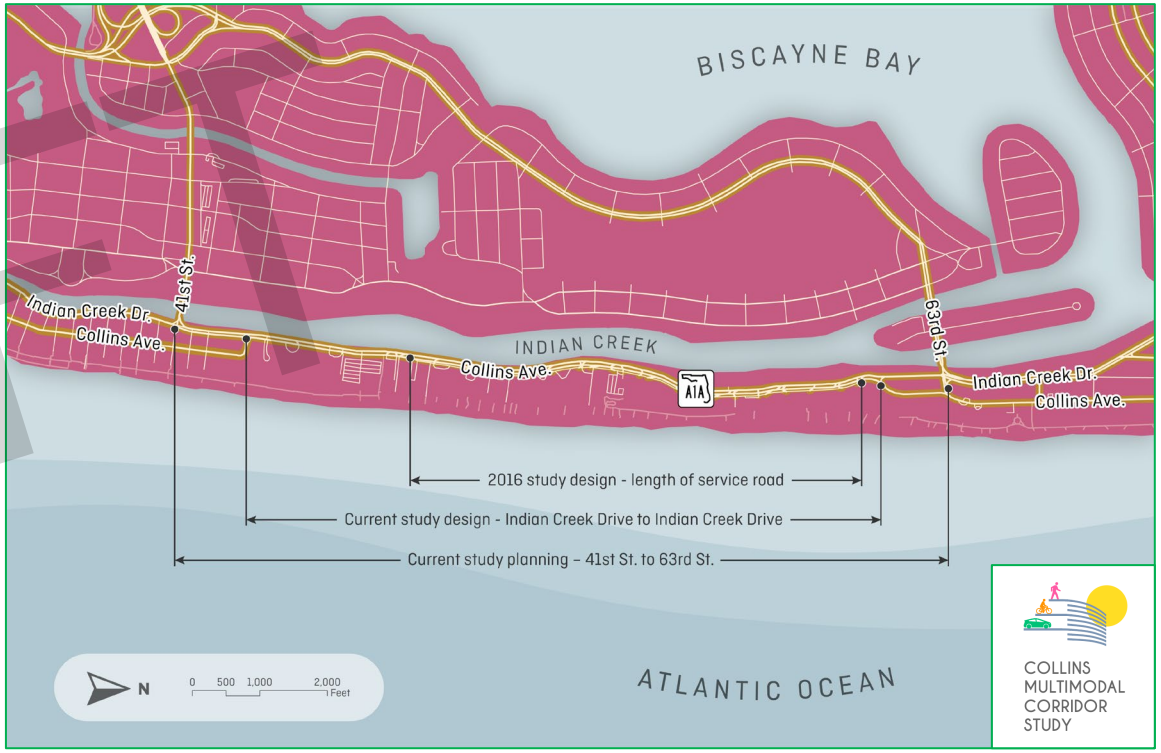
# NEXT STEPS - ENGAGEMENT

Station: 4. Next Steps
Display: Poster

Next steps will include:

- Completing the Screening phase with a briefing to the Miami Beach Mayor and Council
- Documenting existing conditions and project forecast traffic
- Developing detailed concept for alternative/options retained for further study
- Continuing “meet where you are” public engagement
- Second public meeting on recommendations in late spring 2022




We welcome your continued comments! Please feel free to comment after the meeting by any one or more of the following methods:

- Describing your concerns / suggestions directly on the project wikimap
- Contacting one of our study leaders: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Scan this QR Code to access
fdotmiamidade.com/collinsavestudy.html
For access to study information and the project Wikimap

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