

COLLINS MULTIMODAL CORRIDOR STUDY



PUBLIC MEETING #2:

- **IN PERSON: 6/29/22**
- **VIRTUAL: 6/30/22**

**We would like to recognize any federal,
state, county, or city officials who
may be present.**

**Please select the raise hand feature on
the control panel.**

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- This meeting is being recorded
- Attendees **will remain muted** throughout the presentation except for the **Open Discussion** session. To provide a comment:
 - Use the “**Raise Hand**” button on your GoToWebinar panel and you will be unmuted
 - Submit Comments via the “**Questions**” Box
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Persons wishing to express any concerns about Title VI may do so by contacting either:

FDOT District Six Title VI Coordinator

Nicholas Danu, P.E. at 305-470-5219 or in writing: FDOT, 1000 NW 111 Avenue,
Miami, FL 33172, email: Nicholas.Danu@dot.state.fl.us

State Title VI Coordinator

Jacqueline Paramore at 850-414-4753 or in writing: Equal Opportunity Office
605 Suwannee Street, MS 65,
Tallahassee, FL 32399 email: Jacqueline.Paramore@dot.state.fl.us

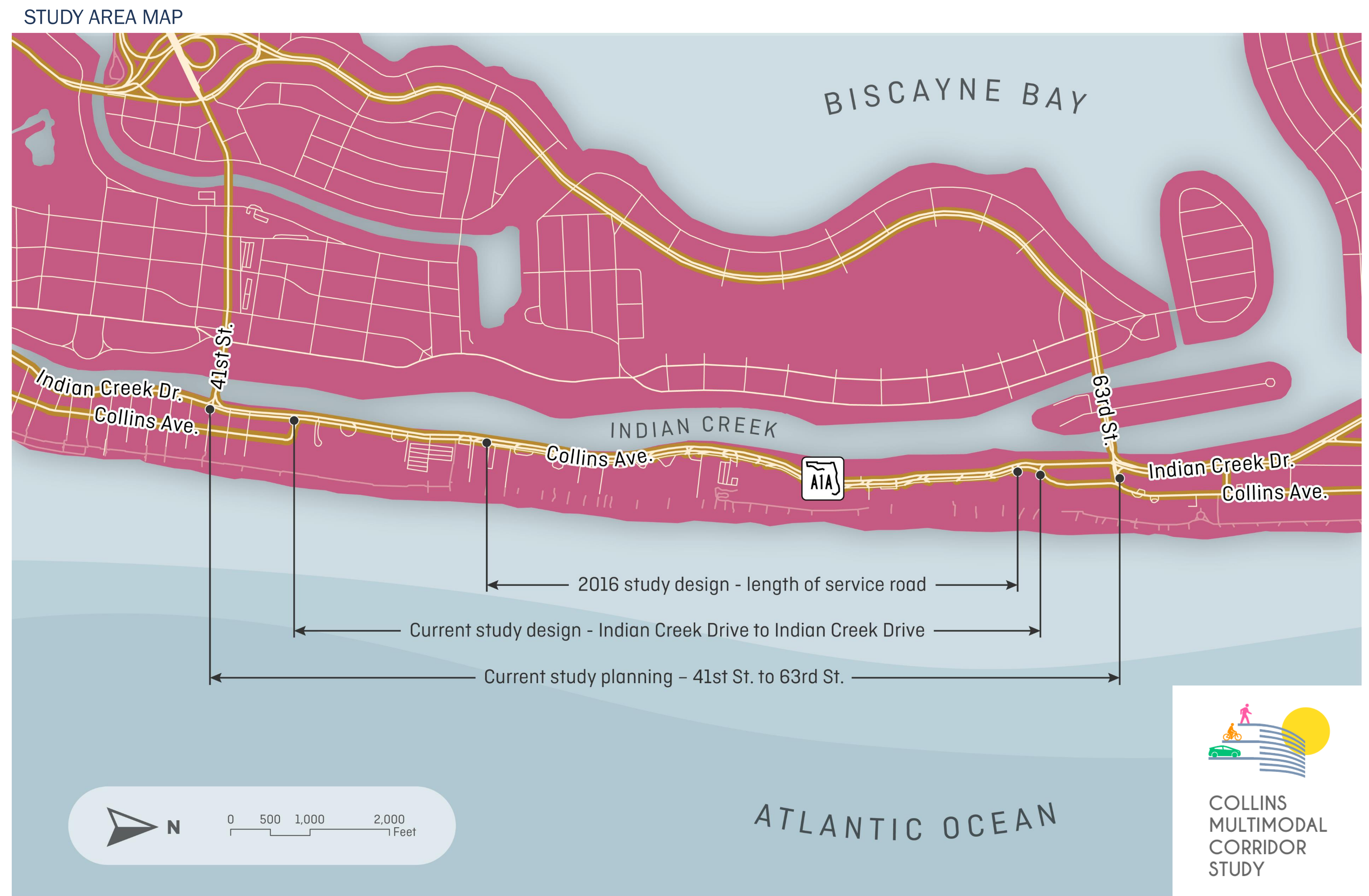
STUDY PURPOSE AND NEED

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.

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.

STATION 1 PURPOSE AND NEED

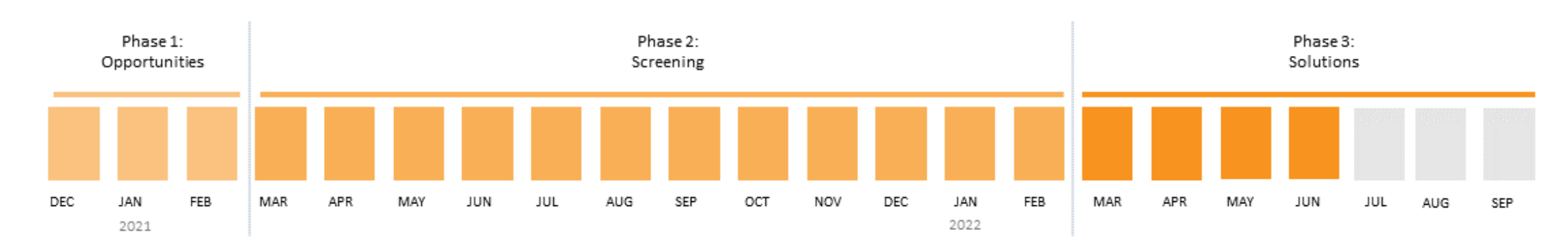


STUDY SCHEDULE

The study has three phases:

- 1 Opportunities** included data compilation and community engagement.
- 2 Screening** developed candidate alternatives shared at public meetings on February 4, 2022 (in person) and February 7, 2022 (virtual).
- 3 Solutions** includes a proposed set of near-term and long-term improvements based on your feedback, reviewed at public meetings on June 29, 2022 (in person) and June 30, 2022 (virtual).

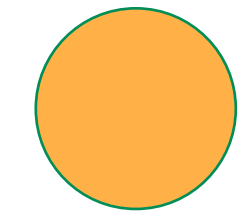
TIMELINE



WHERE DO YOU....

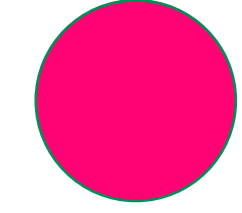
STATION 1 PURPOSE AND NEED

LIVE?

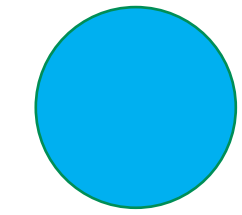


Place a sticky dot at locations in the study area that are important to your daily activities.

WORK?



VISIT OFTEN?



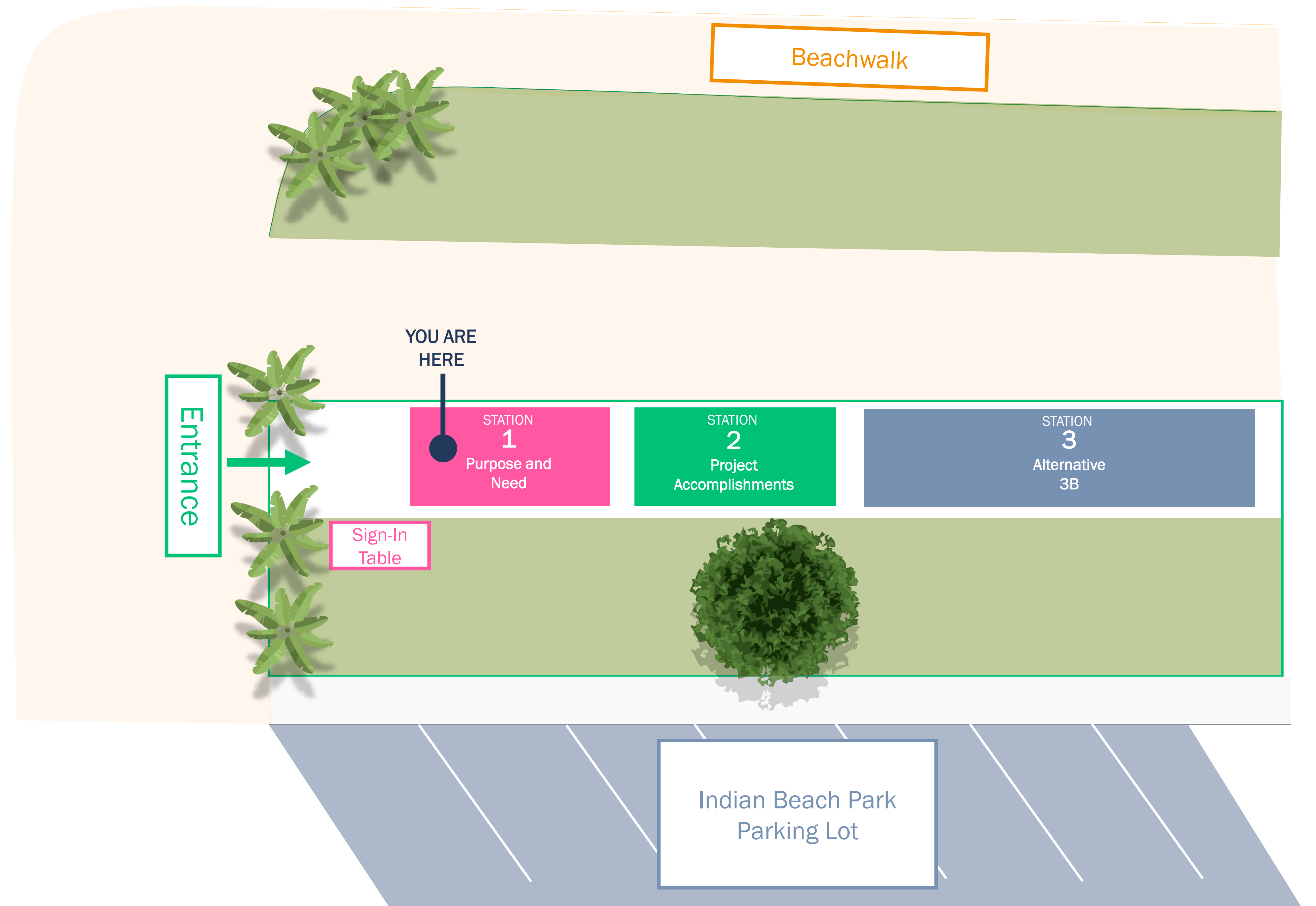
MEETING PURPOSE

The FDOT Project Team developed three alternatives that seek to balance community and stakeholder goals, reflecting both adopted plans and community engagement. These alternatives were presented at public meetings in February 2022. Alternative 3, involving a reconstruction of Collins Avenue between 44th Street and the 5875 Block, was the alternative that received the greatest support to move forward with.

This meeting seeks your feedback on elements of Alternative 3B. We are interested in your feedback on areas of interest or concern, with a particular focus on the roll-out conceptual design plans. Your input will be used to set the stage for the Project Development and Environment (PD&E) process to follow this multimodal planning study.

STATION 1 PURPOSE AND NEED

PUBLIC WORKSHOP LAYOUT



*Illustrative map

STUDY AREA

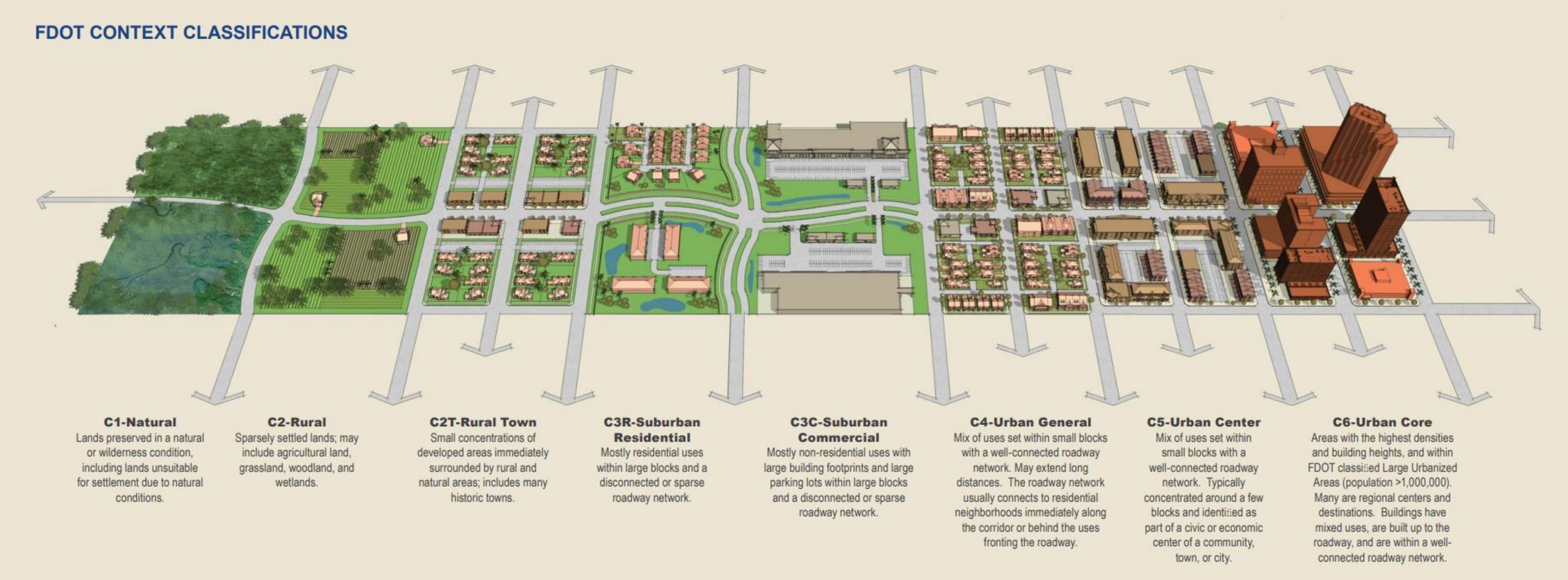
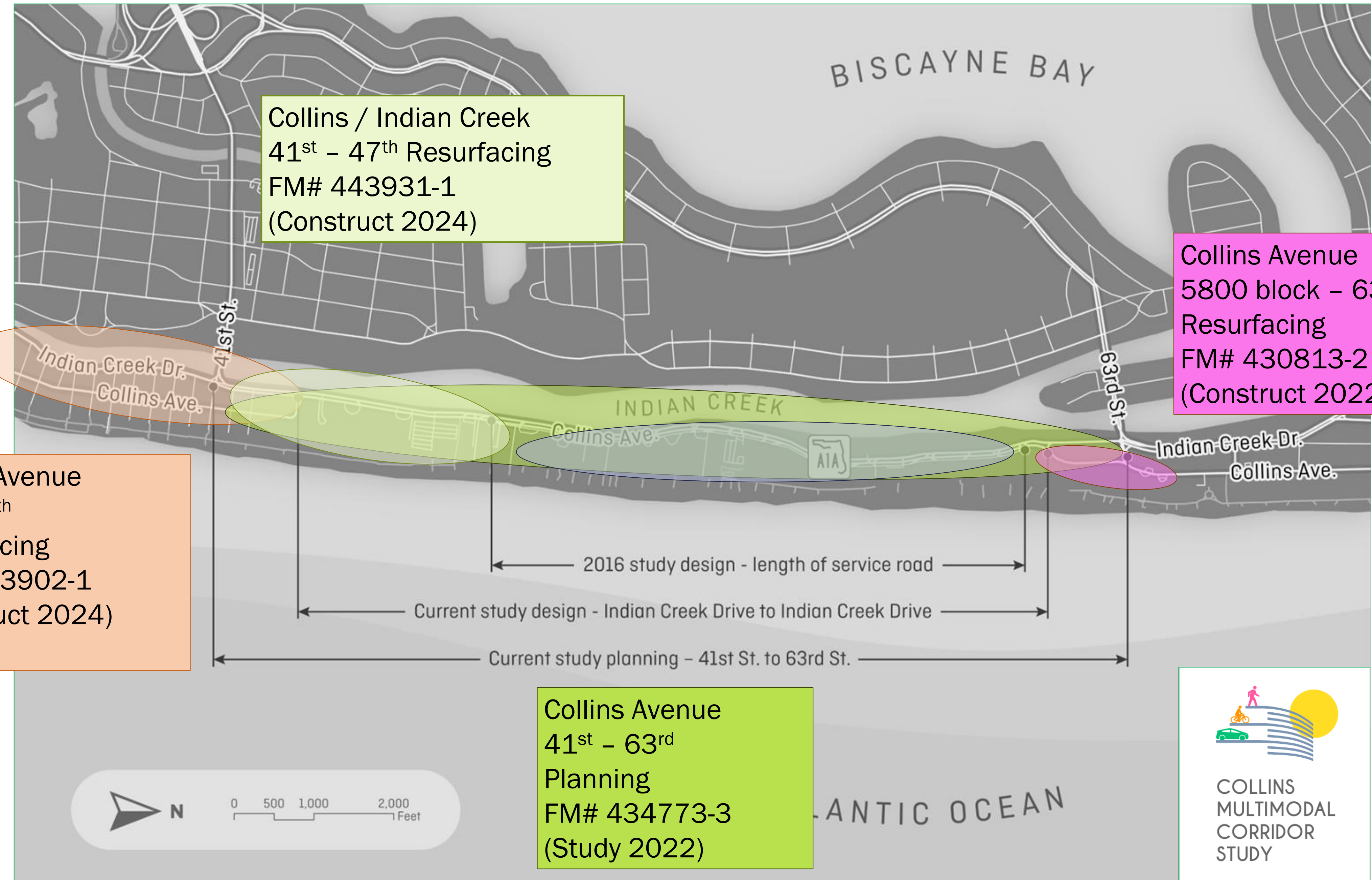
The Collins Avenue Multimodal Study (FM# 434773-3) is rethinking how to best serve multimodal needs in the MidBeach neighborhood.

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.

STATION 1 PURPOSE AND NEED



PROJECT ALTERNATIVES: SECTIONS

Several alternative treatments were presented at the February 2022 public meetings, with a focus on repurposing the **Existing** service road. These graphics show “typical section” views, looking northward in the vicinity of the 5000 block.

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 share the same typical section:

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

Alternative 2: Reconstruct with transitway – 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 options 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

Alternative 3: Reconstruct without transitway – This reconstruction alternative combines elements of Alternative 1 and 2, while retaining the Alternative 1 typical section footprint: Two options share the same typical section:

- 3A. With the curb lane dedicated for transit
- 3B. Without the curb lane dedicated for transit

Existing

1A, 1B

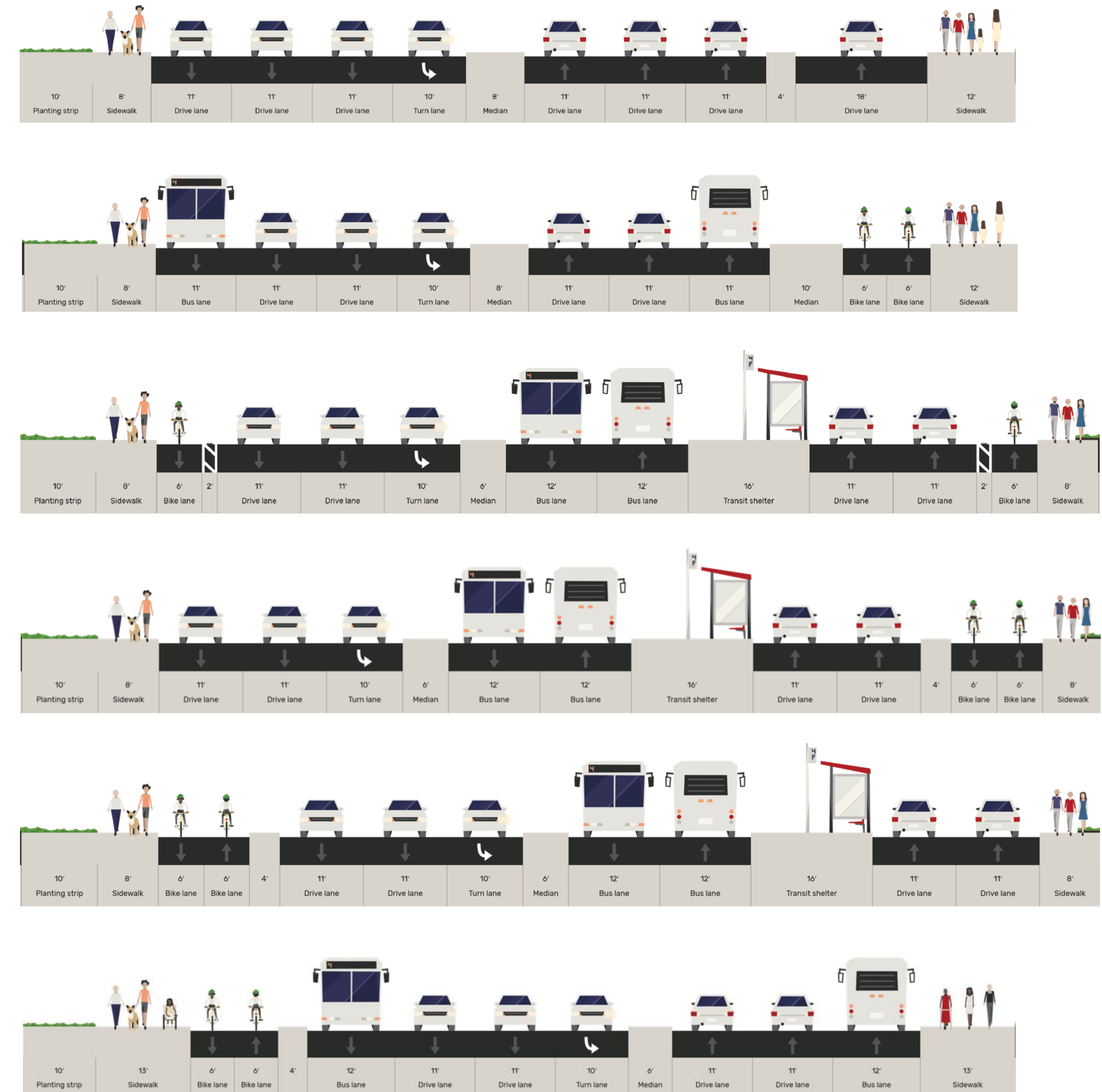
2A

2B

2C

3A, 3B

STATION 2 PROJECT ACCOMPLISHMENTS



Indian Creek side of street

Atlantic Ocean side of street

EVALUATION MATRIX

STATION 2 PROJECT ACCOMPLISHMENTS

Comparison of effects across Alternative / Option choices based on user perspectives

Best	Intermediate	Worst
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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 with median transitway** provides more comprehensive improvement to improve resilience and urban design but with greater right-of-way and property impacts
- **Alternative 3 – Reconstruct without median transitway** is a hybrid that retains the benefits of full reconstruction for resilience and urban design but with a smaller footprint than Alternative 2

The Alternatives are fundamentally different so that a phased implementation does not facilitate a short term retrofit with a longer-term reconstruction.

Elements	Alternative 1 - Retrofit			Alternative 2 - Reconstruct With Median Transitway			Alternative 3 - Reconstruct Without Median Transitway	
	Full		Truncated	Option A		Option B		Option C
	Option A	Option B	Option B	Option A	Option B	Option C		
Transit lane	Dedicated curb lane	None		Dedicated median lanes			None	
Bicycle lane	East side cycle track			Concurrent flow lanes	East side cycle track	West side cycle track	West side cycle track	
Limits of construction evaluated	44th - 5875 block		4900 block - 5875 block	44th - 5875 block			44th - 5875 block	
User Perspectives								
Collins Avenue motorist	Notable delay			Notable delay				
Driveway user	Limited U-turns, two-stage entrance/exits	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 susceptible 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 distance)		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				
Safety	Removes high-speed weaving on frontage road, introduces many new driveway/cyclist conflicts			Removes high-speed weaving on frontage road, introduces many new driveway/cyclist conflicts		Removes high-speed merges on frontage road, introduces some new cyclist/driveway conflicts		
Drainage	Retain current trunk lines			Could elevate roadbed slightly to address some sea level rise				
Aesthetics and amenities	Retrofit opportunities focused on spot locations where space is available			Full reconstruction facilitates comprehensive / continuous design approach				
Impacts and timeline								
Historic District impacts mitigation	Notable effects south of 4900 block		Minor	Notable effects			Notable effects south of 4900 block	
Natural environmental impacts mitigation	Minor		Minor	Minor			Minor	
Estimated right-of-way acreage	0.3 acres / 10 properties		Negligible	1.3 acres / 43 properties			0.8 acres / 14 properties	
Estimated capital cost (excluding right-of-way)	\$4M - \$6M		\$2M - \$4M	\$25M - \$35M				
Approval process complexity	Design and ROW		Design	PD&E study, design, ROW				

COMMUNITY FEEDBACK

STATION 2 PROJECT ACCOMPLISHMENTS

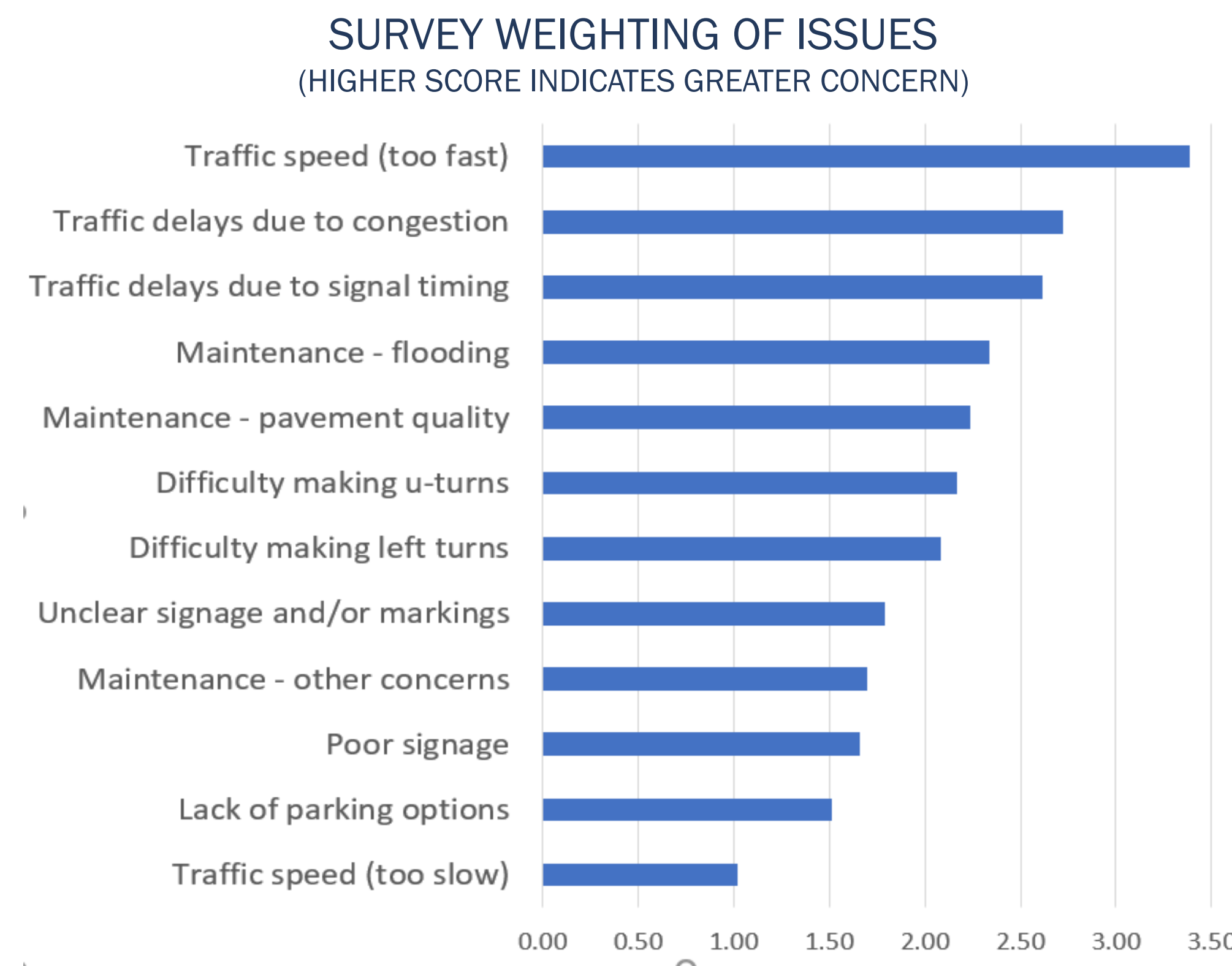
ONLINE SURVEY RESULTS

Survey active fall 2020 through August 2021

- 47 responses, representing
- 70% full-time residents
- 47% use bikes/scooters
- 33% use transit
- 31% retirees

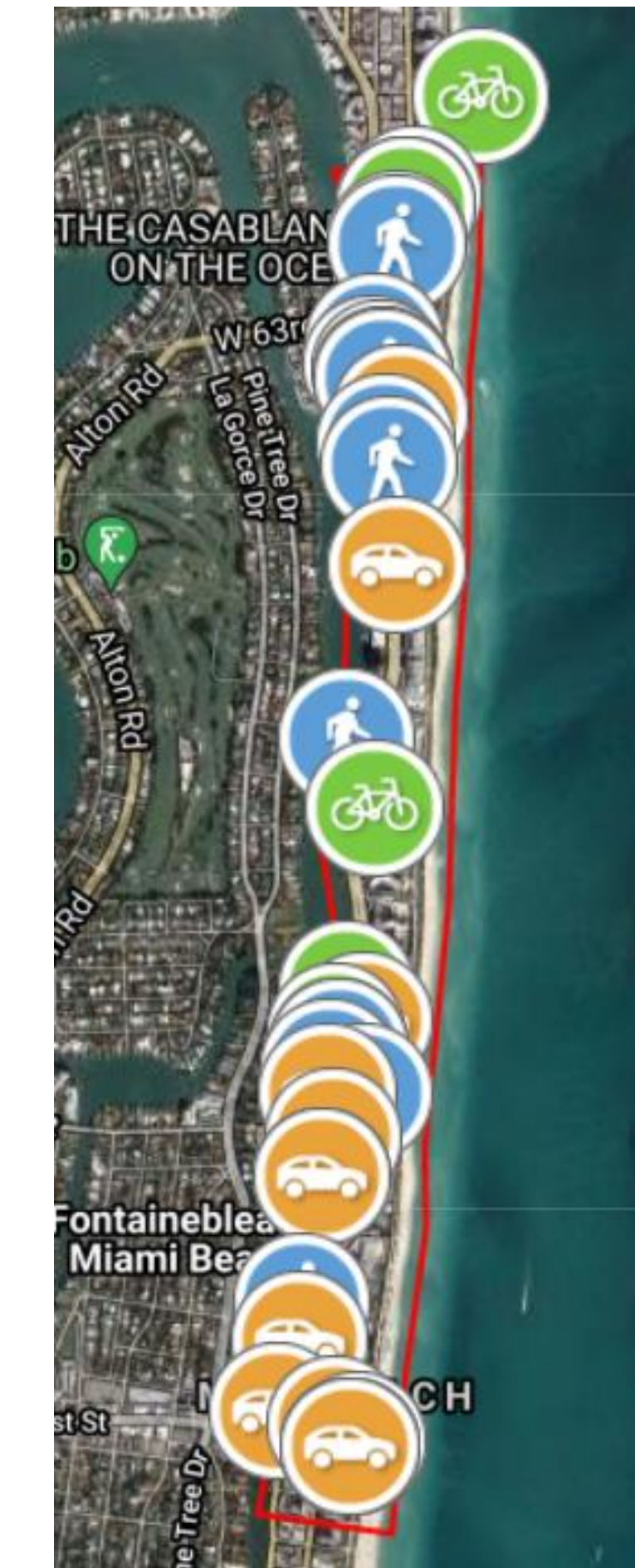
Areas of greatest concern including:

- 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: fdotmiamidade.com/collinsavestudy.html
- 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



PUBLIC MEETING #1

Greatest level of support for Alternative 3, with opinions split on Alt 3A or Alt 3B

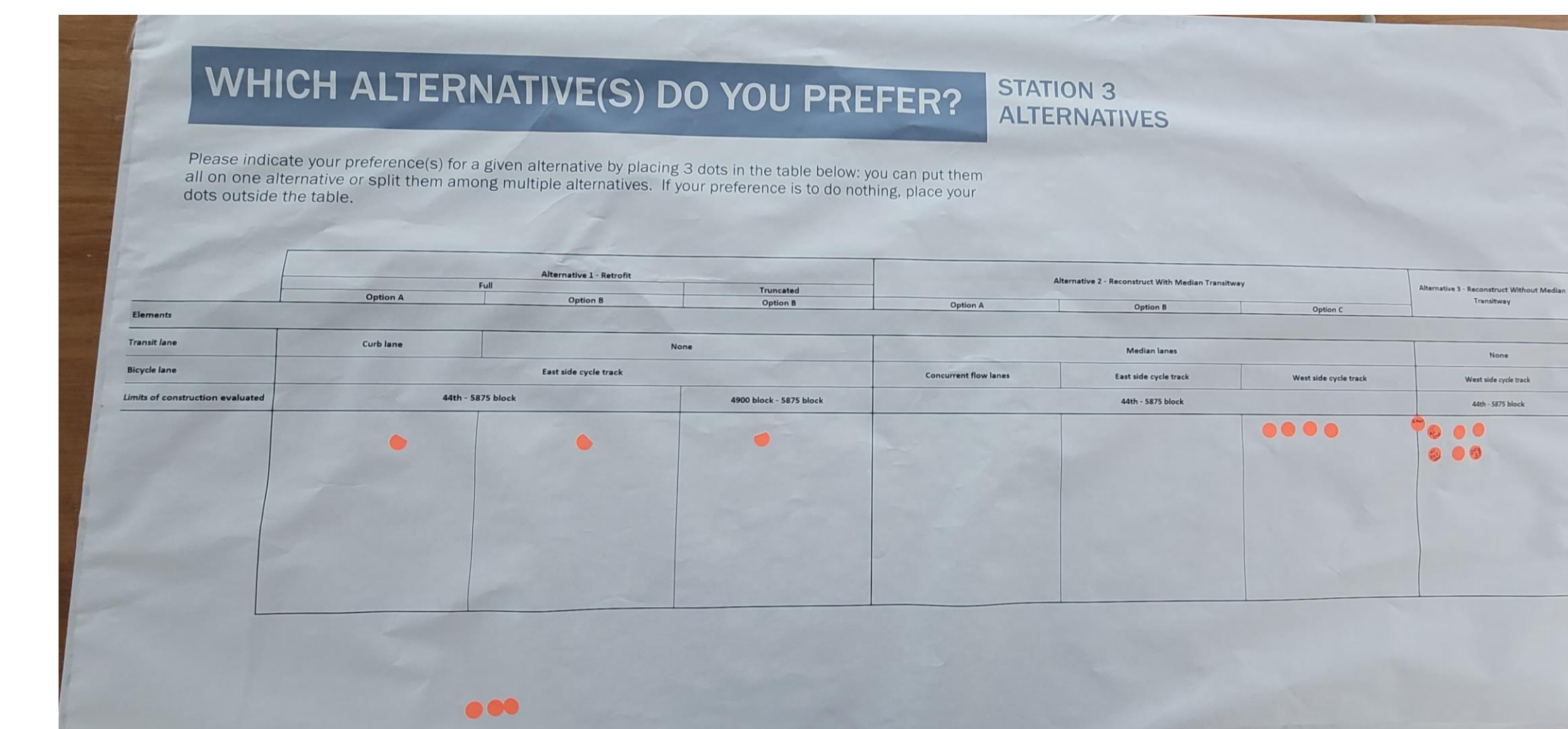
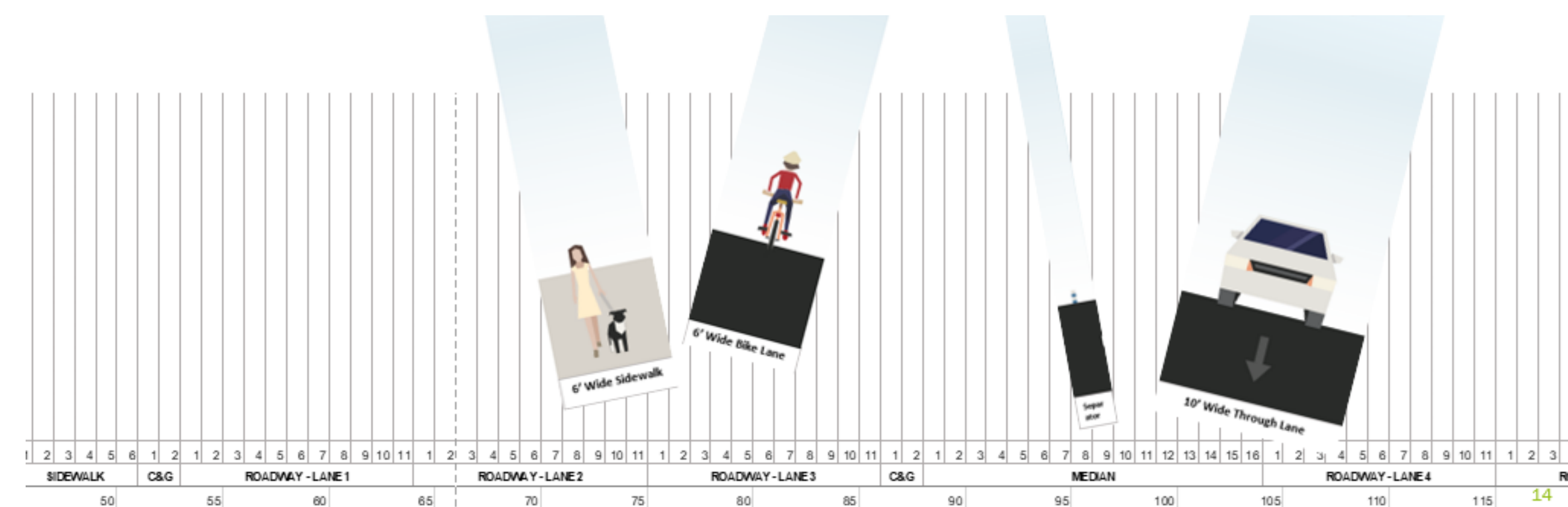
Key areas of interest included:

- Safe access and circulation to properties
- Quality bicyclist accommodation
- Improved pedestrian crossing
- Landscaping opportunities
- Vehicular speed management
- Traffic enforcement
- Noise

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



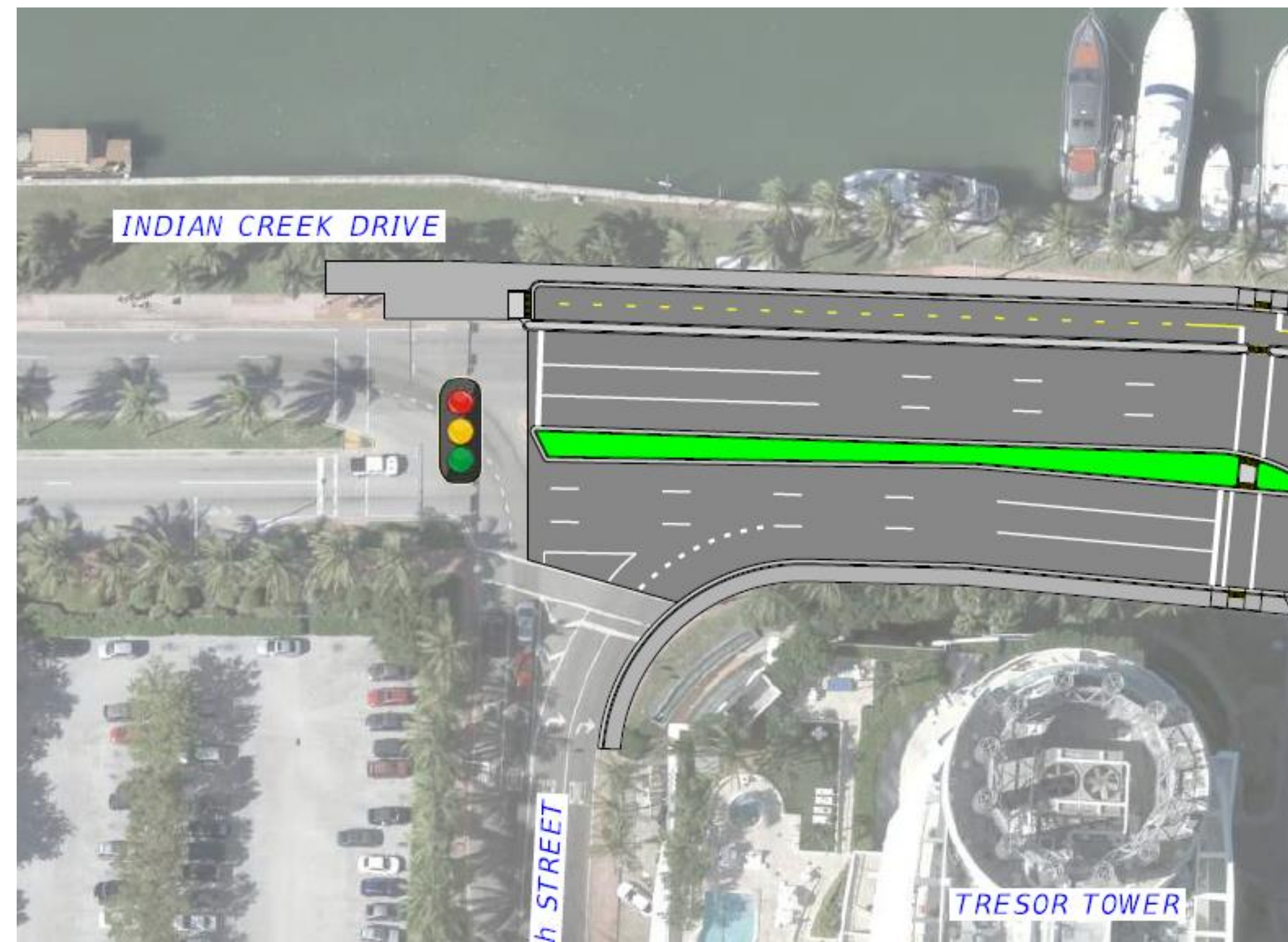
ROLL PLOT

STATION 3 ALTERNATIVE 3B

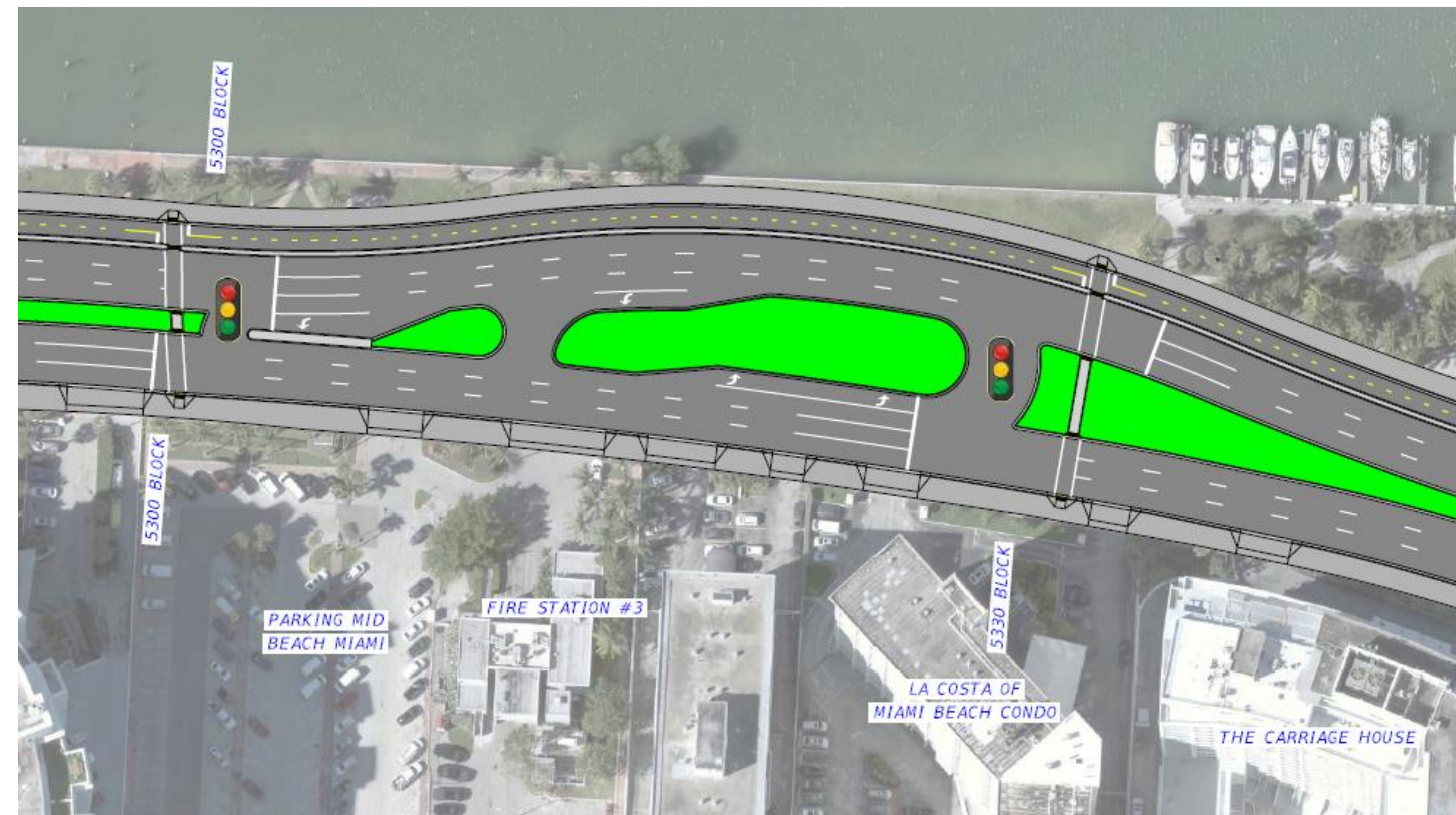


ZOOM IN ON AREAS OF INTEREST

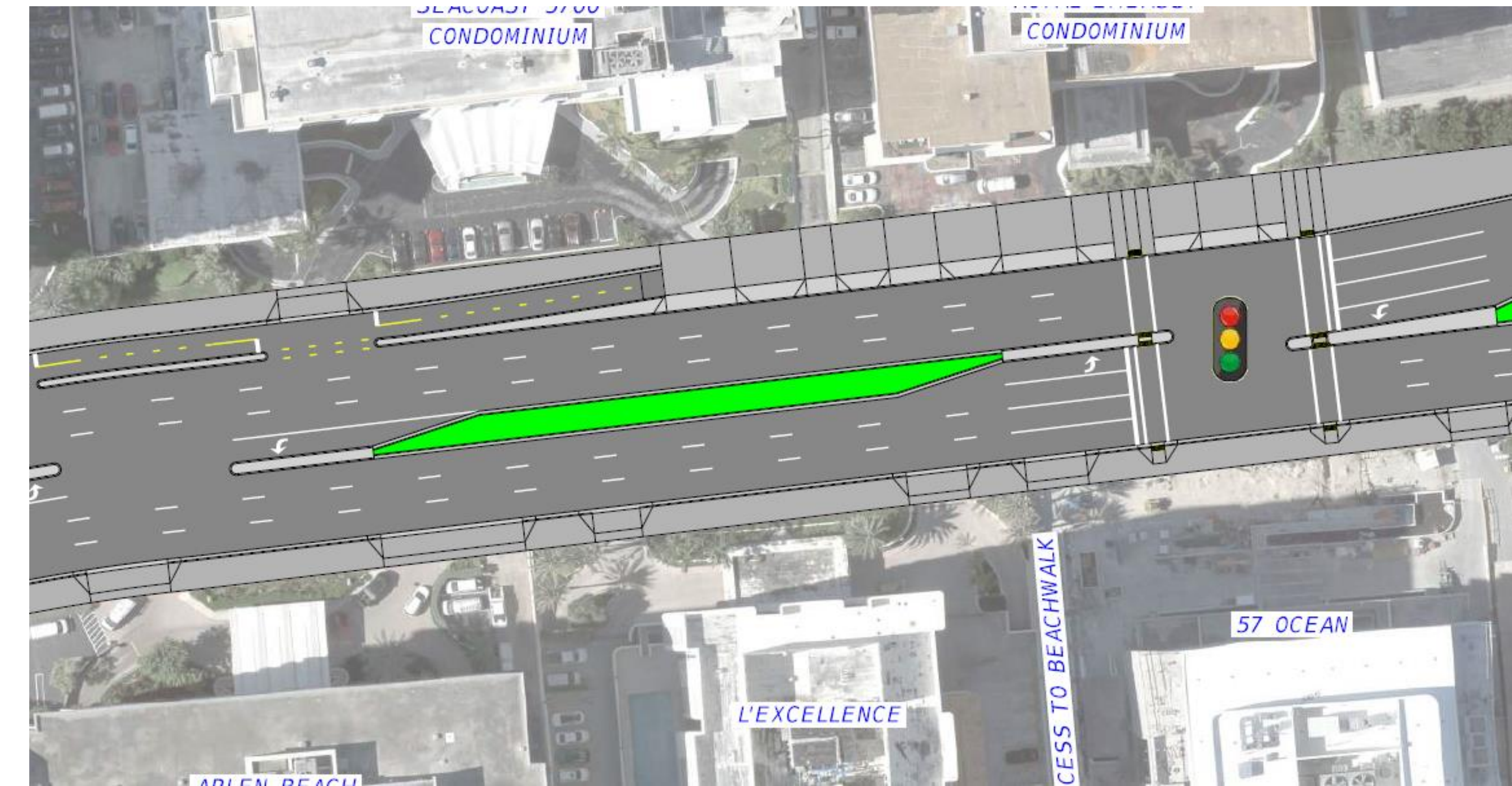
STATION 3 ALTERNATIVE 3B



Southern cycle track terminal



MidBeach Ellipse



Northern cycle track terminal

INTERACTIVE WHITEBOARD

STATION 3 ALTERNATIVE 3B



DESIGNING FOR ALL MODES OF TRAVEL

STATION 3 ALTERNATIVE 3B

TRAFFIC

- Other studies are considering improvements at the junctions of Collins/Indian Creek with 41st and 63rd Streets, where study forecasts indicate LOS F conditions currently and in 2045
- Between these junctions, traffic is forecast to operate at LOS C or better in 2045 for any of the alternatives.
- “MidBeach Ellipse” provides opportunity for larger vehicles to make U-turns, contribute to speed management through horizontal curvature, and provides opportunity for branding with landscape / monumental feature.

TRANSIT

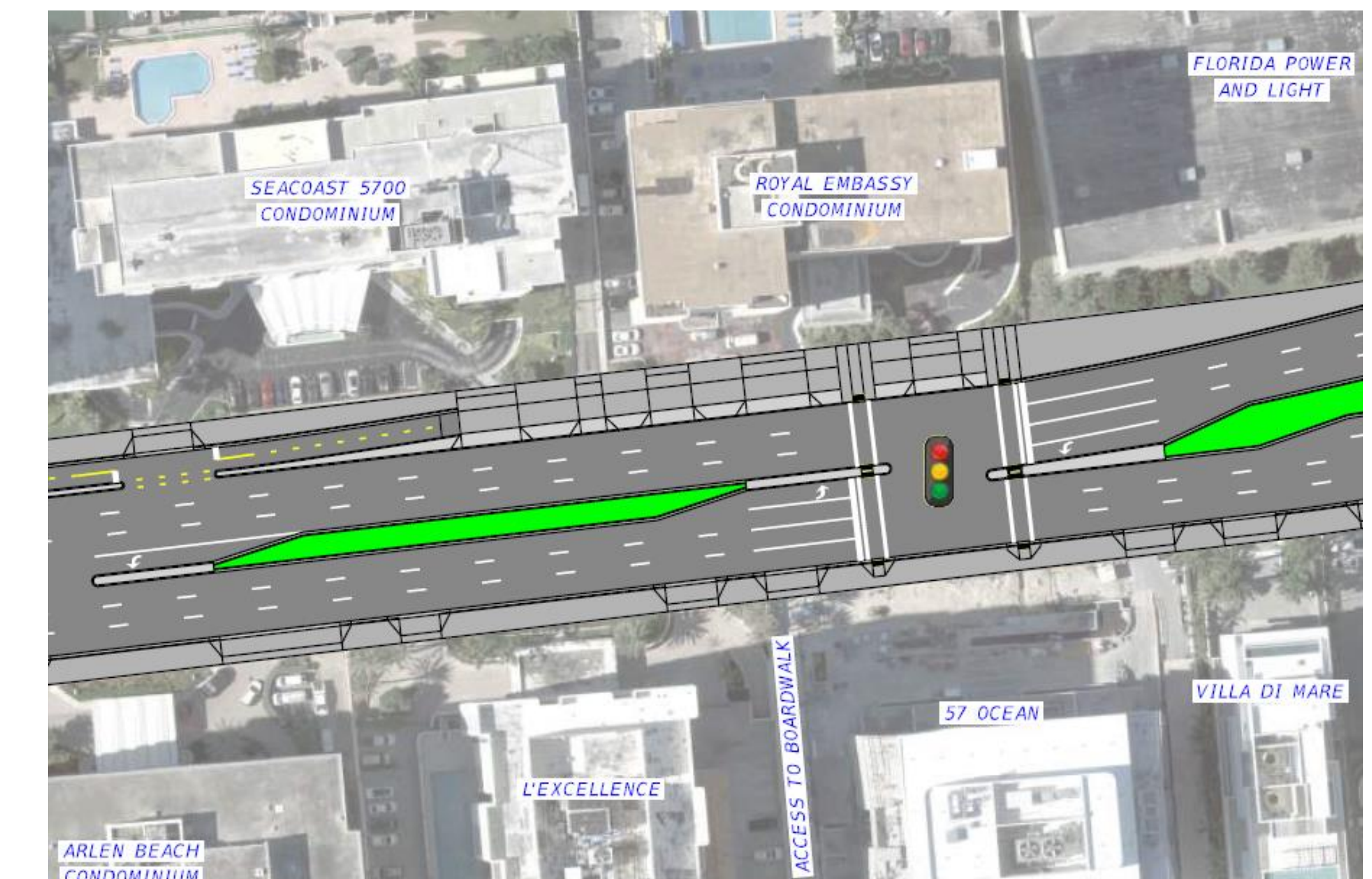
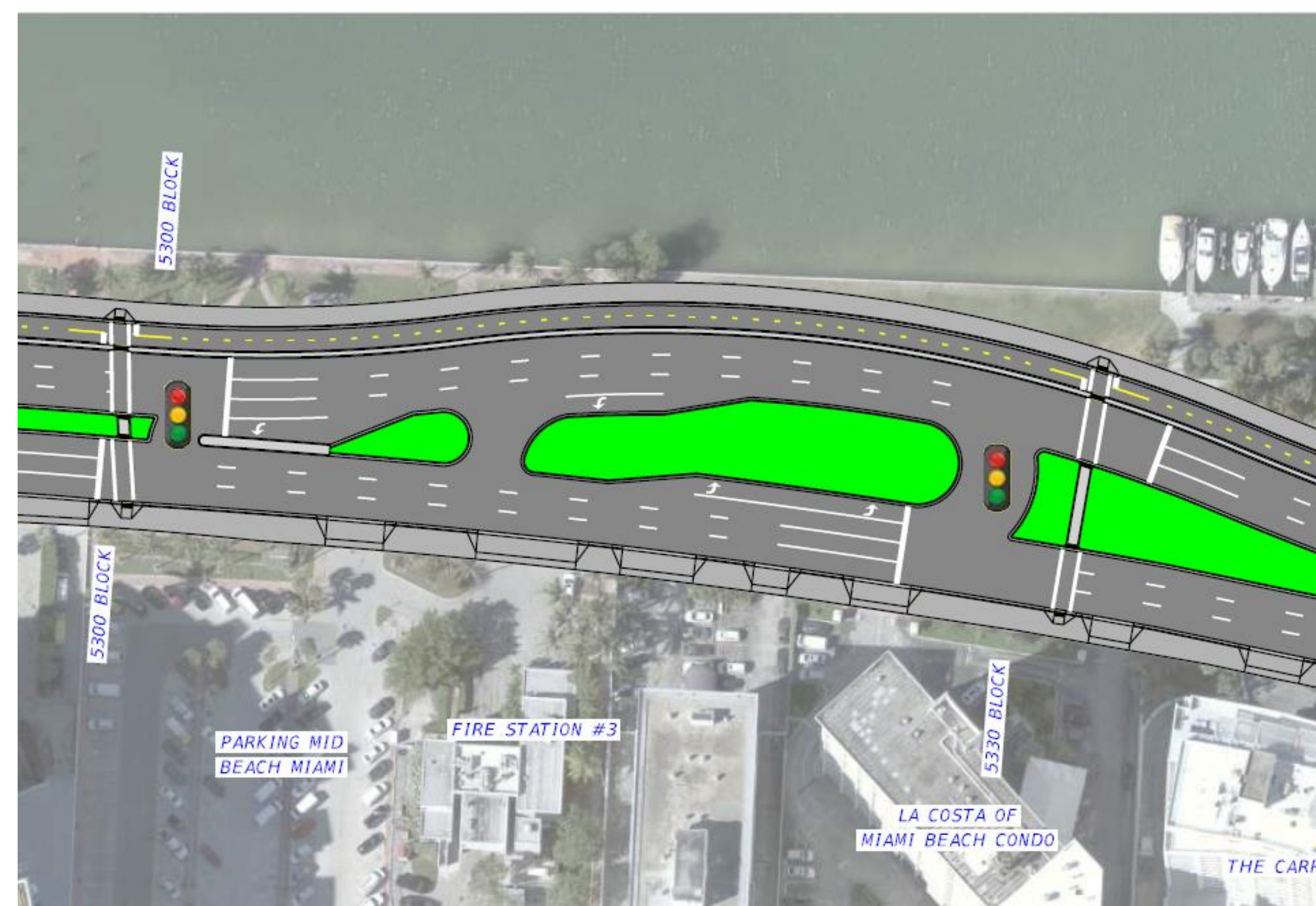
- The Better Bus Network is being implemented starting in spring 2023
- A curbspace management plan will consider time of day lane repurposing for transit or delivery vehicles
- Cycle track design will consider both the raised option at bus stops shown below and an option for the cycle track to weave behind the sidewalk at bus stops.

BICYCLISTS

- There are no dedicated facilities (marked lanes or designated paths) in the study area: BLOS for segments ranges from D to E
- Addition of cycle track improves cyclist conditions
- Cycle track termini for design study area leverages traffic signals at 41st Street and 5700 Block (future) to connect cycle track to Beachwalk. Termini include wide sidewalks for transition into/from cycle track

PEDESTRIANS

- Improved guidance for pedestrians walking along Collins Avenue at signalized intersections
- Removal of sidewalk obstructions consistent with the Americans with Disabilities Act
- Pedestrians cross fewer motor vehicle travel lanes where service roadway is removed
- Additional pedestrian crossing at new 5700 Block traffic signal



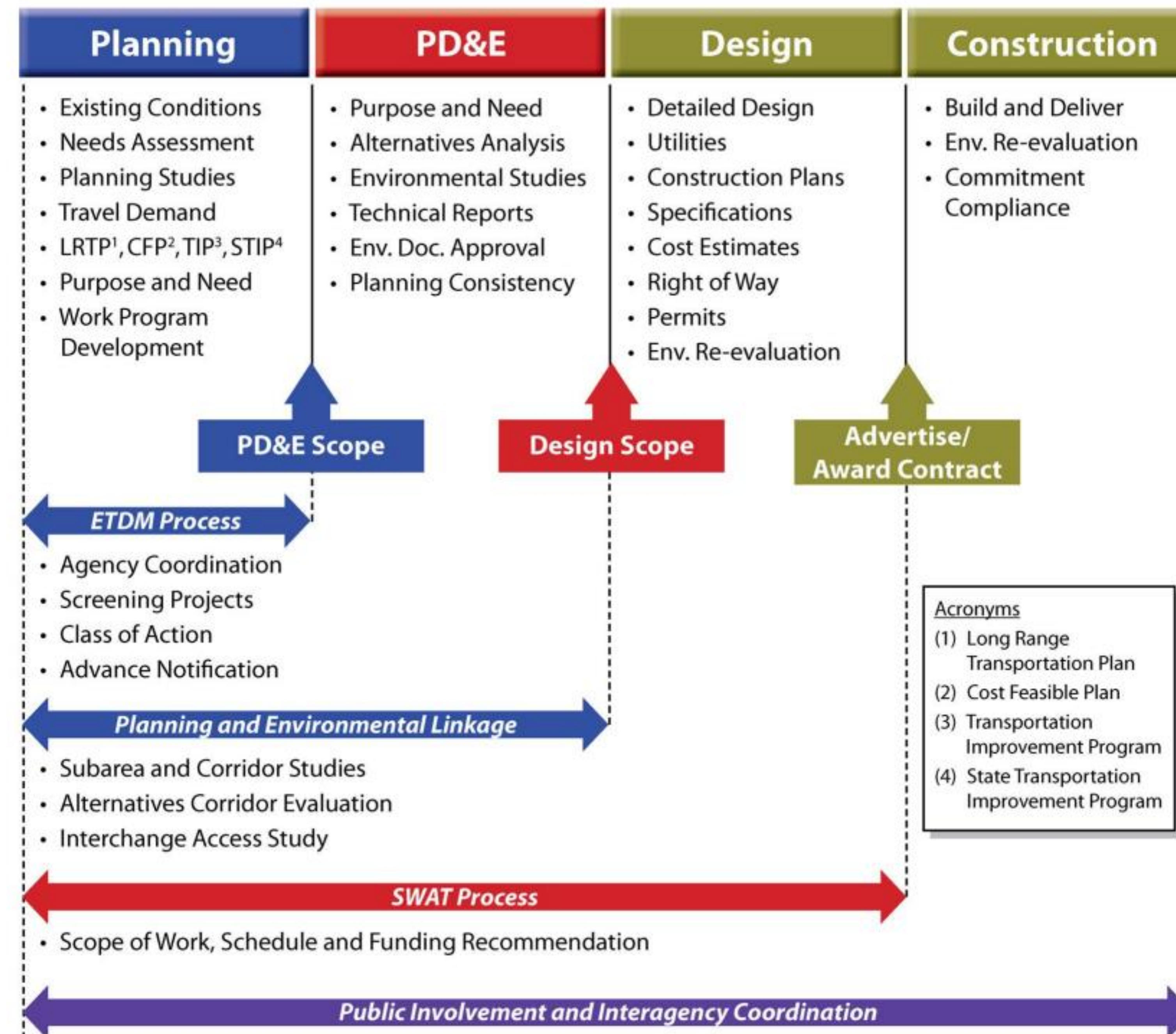
NEXT STEPS

PD&E AND DESIGN

The recommended alternative will move forward into a FDOT Project Development and Environment (PD&E). To streamline project delivery, the study team will consider combining the PD&E and Design phases of the implementation process (with construction being the remaining final phase in that process).

The combined PD&E/Design option would provide the opportunity for continued stakeholder engagement, with particular attention to project details of interest, including:

- Extent of roadway elevation to address sea level rise
- Drainage and utility issues
- Coordination with individual properties on driveway connections and any right-of-way or easement needs
- Phasing and maintenance of traffic
- Landscaping



PHASING NEAR-TERM IMPROVEMENTS

Some elements of the recommended alternative could be implemented separately from the PD&E/Design process, including:

- Installation of a new traffic signal and crosswalk at the 5700 Block to connect the cycle track to the Beachwalk
- Adding pedestrian signal heads and markings at existing signals to improve crossing safety along Collins Avenue
- Consideration of curbspace management techniques to manage delivery vehicles, including possible use of the outside lane as a commercial loading zone during off-peak periods

ONGOING ACTIVITIES

- Continuing coordination between FDOT and the City of Miami Beach on operational solutions for traffic operations at 41st Street and 63rd Streets
- Planning for cycle track extensions beyond the Collins Avenue design limits
- Seeking funding sources for full roadway reconstruction

Scan this QR Code to access fdotmiamidade.com/collinsavestudy.html
 For access to study information and the project Wikimap



Open Discussion

- Attendees submit your comments in the “Questions” box.
- If you would like to speak, please use the “Raise Hand” button on your GoToWebinar panel and you will be unmuted.
- Participants will have three minutes to provide comments.
- Please clearly state your name and address.

For more information, contact:

Shereen Yee Fong

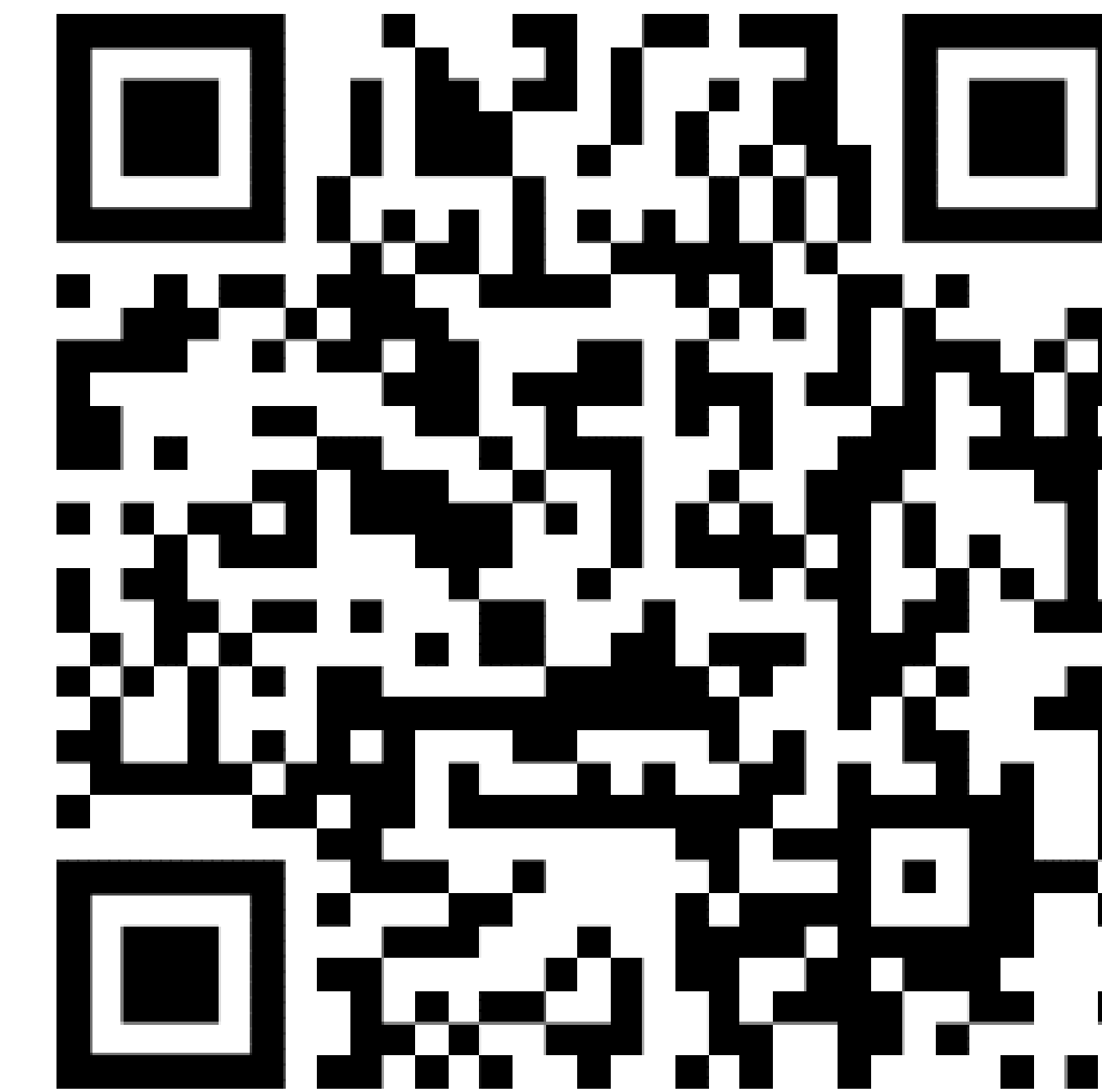
Transportation Planner IV

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